EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0074-E **Date: 22 April 2011** Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Type Approval Holder's Name :	**Type/Model designation(s) :**
Piaggio Aero Industries SpA	P.180 aeroplanes

TCDS Number :	EASA.A.059
Foreign AD :	Not applicable
Supersedure :	This AD supersedes EASA AD 2010-0269-E dated 22 December 2010

ATA 53	**Fuselage - Fuselage Drain Holes - Inspection / Rework / Functional Test**
Manufacturer(s):	Piaggio Aero Industries SpA
Applicability:	P.180 Avanti and Avanti II aeroplanes, manufacturer serial numbers (MSN) 1002 and from 1004 through 1218.
Reason:	Prompted by reports of water accumulated in the lower part of the fuselage on a number of Piaggio Model P.180 aeroplanes, which resulted in jamming of the flight controls, on 17 December 2010, the Federal Aviation Administration (FAA), the authority of the State of Registry of the affected aeroplanes, issued Emergency AD 2011-01-51 to require an immediate functional test of the fuselage drain holes and a report of the results to the FAA. That AD was later superseded, on 20 December 2010, by FAA Emergency AD 2011-01-53. This condition, if not detected and corrected, could, when the aeroplane reaches and holds an altitude where the temperature is below the freezing point, cause the flight controls to freeze and jam, possibly resulting in loss of control of the aeroplane. Since these AD actions were taken, Piaggio Aero Industries, the type design approval holder and manufacturer of these aeroplanes, have published Alert Service Bulletin (SB) 80-0324, which describes the same inspection, testing and correction instructions as contained in the FAA Emergency AD. EASA AD 2010-0269-E required the inspection and functional testing of the fuselage drain holes, corrective actions depending on findings, and reporting of the findings to Piaggio Aero Industries. Following issuance of EASA AD, another event of in-flight blockage of flight controls was reported by an operator. The aeroplane was already compliant with EASA AD 2010-0269-E, and during accomplishment of the AD required inspection no discrepancies had been noted, nor water or ice accumulation were reported. As a consequence, additional drain holes were not drilled.

	For the reasons described above, this AD, which supersedes EASA AD 2010-0269-E, requires, in order to improve efficiency of the drainage system, to cut the rubber flap of the 2 aft flapper valves, to inspect the flapper valves for proper functioning and the subsequent accomplishment of a functional test of the fuselage drain holes. Furthermore, for those MSN not compliant with Piaggio Aero Industries Service Bulletin (SB) 80-0291 and where no additional drain holes had been drilled in accordance with the accomplishment instructions of Piaggio Aero Industries Alert Service Bulletin ASB-80-0324, step 5, this AD requires drilling additional drain holes. It is finally required to report the inspection results to Piaggio Aero industries.
Effective Date:	26 April 2011
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) <u>For all aeroplanes</u>: Within 10 Flight Hours (FH) or 10 days, whichever occurs first, after the effective date of this AD, cut off the rubber flap of the two flapper valves near frame (FR) 36, accomplish the inspection of the flapper valves and the functional testing of the valves and the fuselage drain holes and, depending on findings, do the applicable corrective actions, in accordance with the instructions of Part A of Piaggio Aero Industries SB 80-0330. (2) <u>For MSN 1002 and from 1004 through 1213, where SB 80-0291 has not been embodied and where no additional drain holes have been drilled in accordance with the accomplishment instructions of ASB-80-0324, step 5</u>: Within 165 FH or 90 days, whichever occurs first, after the effective date of this AD, apply Piaggio Aero Industries SB 80-0291 or, as an alternative, add drain holes on keel beam webs connecting the lateral bays to the centre ones, in accordance with the instructions of Part B of Piaggio Aero Industries SB 80-0330. (3) Within 10 days after accomplishment of the requirements of paragraphs (1) and (2) of this AD, report the results (including no findings) to Piaggio Aero Industries, address details in the Remarks section of this AD.
Ref. Publications:	Piaggio Aero Industries SB 80-0330 Rev. 0 dated 21 April 2011. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Piaggio Aero Industries S.p.A - Airworthiness Office Via Luigi Cibrario, 4 – 16154 Genova – Italy Telephone: +39010 6481353 ; Fax: +39 010 6481881 E-mail: airworthiness@piaggioaero.it.