



DATE: April 22, 2011

AD #: 2011-09-51

Emergency airworthiness directive (AD) 2011-09-51 supersedes AD 2011-01-53, amendment 39-16582 (76 FR 4056, January 24, 2011), issued December 20, 2010, which was sent previously to all known U.S. owners/operators of PIAGGIO AERO INDUSTRIES S.p.A (Piaggio) Model PIAGGIO P-180 airplanes.

Background

The FAA received information on two incidences where Piaggio Model P-180 airplanes had water accumulation in the belly of the fuselage that froze and caused the flight controls to jam. We issued emergency AD 2011-01-53 to require an immediate functional test of the fuselage drain holes and a report of the results to the FAA. It also allows, with noted exceptions, for the return/position of the airplane to a home base, hangar, maintenance facility, etc.

Since we issued AD 2011-01-53, another Piaggio P-180 airplane experienced jamming of the flight control cables also due to water accumulating and freezing in the lower fuselage area. This event happened after this airplane had complied with AD 2011-01-53, noting no problems with the fuselage drain system.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued AD No.: 2011-0074-E, dated April 22, 2011 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

...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 the 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.

You may obtain further information by examining the MCAI in the AD docket.

Relevant Service Information

PIAGGIO AERO INDUSTRIES S.p.A has issued Service Bulletin (Mandatory) N.: 80-0330, dated April 21, 2011. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

FAA's Determination and Requirements of the AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with this State of Design Authority, they have notified us of the unsafe condition described in the MCAI and service information referenced above. We are issuing this AD because we evaluated all information provided by the State of Design Authority and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

AD Requirements

This AD requires accomplishing the actions specified in the service information described previously. This AD also requires sending the inspection results to Piaggio Aero Industries S.p.A- Airworthiness Office; Via Luigi Cibrario, 4 – 16154 Genova – Italy; telephone: +39 010 6481353; fax: +39 010 6481881; E-mail: airworthiness@piaggioaero.it.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual AD

We are issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

2011-09-51 PIAGGIO AERO INDUSTRIES S.p.A: Directorate Identifier 2011-CE-013-AD.

Effective Date

(a) This Emergency AD is effective upon receipt.

Affected ADs

(b) This AD supersedes emergency AD 2011-01-53 (76 FR 4056, January 24, 2011), issued December 20, 2010. AD 2007-24-15, Amendment 39-15321 (72 FR 67843, December 3, 2007) is related to this subject and remains in effect.

Applicability

(c) This AD applies to Piaggio Model P-180 airplanes, all serial numbers, certified in any category.

Subject

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 53, Fuselage.

Unsafe Condition

(e) The mandatory continuing airworthiness information (MCAI) states:

...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 the 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.

Compliance

(f) Comply with this AD within the compliance times specified, unless already done.

Modification and Inspection of Flapper Valves

(g) Within the next 10 hours time-in-service (TIS) after the effective date of this AD or within the next 10 days after the effective date of this AD, whichever occurs first, cut off the rubber flap of the two flapper valves near frame 36, inspect the flapper valves, and do the functional test of the valves and fuselage drainage holes following Part A of PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0330, dated April 21, 2011.

(h) If in the inspection and functional test required in paragraph (g) of this AD the valves and drain holes are found to not drain properly, before further flight, take corrective action following Part A of PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0330, dated April 21, 2011.

Addition of Drain Holes

(i) Within the next 165 hours TIS after the effective date of this AD or within the next 90 days after the effective date of this AD, whichever occurs first, add drain holes on keel beam webs connecting the lateral bays to the center bays following Part B of PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0330, dated April 21, 2011; or PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0291, dated November 29, 2010.

Reporting Requirement

(j) Within 10 days after complying with the actions required in paragraphs (g), (h), and (i) of this AD or within 10 days after the effective date of this AD, whichever occurs later, report the results (including no findings) using the Confirmation Slip attached to PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0330, dated April 21, 2011. Send the report to the Piaggio at one of the addresses (facsimile, email) referenced in the Related Information section, paragraph (2) of this AD.

(k) For the reporting requirement in this AD, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

Credit for Actions Accomplished in Accordance with AD 2011-01-53

(l) If the addition of drain holes required in paragraph (i) of this AD have already been added in compliance with AD 2011-01-53, we will allow “unless already done credit” for the action required in paragraph (i) of this AD.

Alternative Methods of Compliance (AMOCs)

(m)(1) The Manager, Standards Office, Small Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the Standards Office, send it to the attention of one of the people identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

Related Information

(n)(1) For further information about this AD, contact: Mike Kiesov, Aerospace Engineer, Small Airplane Directorate, FAA, 901 Locust, Kansas City, MO 64106; phone: (816) 329-4144; fax: (816) 329-4090; e-mail: mike.kiesov@faa.gov.

(2) For copies of the service information referenced in this AD, contact: Piaggio Aero Industries S.p.A-Airworthiness Office; Via Luigi Cibrario, 4 – 16154 Genova – Italy; telephone: +39 010 6481353; fax: +39 010 6481881; E-mail: airworthiness@piaggioaero.it. You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

Issued in Kansas City, Missouri, on April 26, 2011.

John Colomy,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.