



# Emergency Airworthiness Directive

**AD No.:** 2023-0096-E

**Issued:** 09 May 2023

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

## Design Approval Holder's Name:

ISSOIRE AVIATION

## Type/Model designation(s):

APM aeroplanes

**Effective Date:** 11 May 2023

**TCDS Number(s):** EASA.A.306 and EASA.A.567

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 57 – Wings – Flap Lever Screw – Inspection

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### Manufacturer(s):

Issoire Aviation

### Applicability:

APM 20, APM 30, APM 40 and APM 41 aeroplanes, all serial numbers.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The SB:** Issoire Aviation Mandatory Service Bulletin (SB) No. 63.

**Affected part:** Flap lever screws, having Part Number (P/N) E27161 060 050 QVLE.

**Serviceable part:** An affected part that is new (not previously installed on an aeroplane).



**Groups:** Group 1 aeroplanes are APM 20 and APM 30 aeroplanes with serial numbers up to 41 (inclusive) and APM 40 and APM 41 aeroplanes with serial numbers up to 5 (inclusive).  
Group 2 aeroplanes are those that are not Group 1.

**Reason:**

Occurrences were reported of flap lever screws found loose. Subsequent investigation identified an incorrect installation during maintenance as possible root cause.

This condition, if not detected and corrected, could lead to disconnection of the flap lever, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Issoire Aviation issued the SB, to provide applicable instructions.

For the reason described above, this AD requires a one-time inspection and replacement of the affected parts installed on both left-hand (LH) and right-hand (RH) sides. This AD also regulates the installation of affected parts.

This AD is considered to be an interim action and further AD action may follow.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Inspection:**

- (1) For Group 1 aeroplanes: Before next flight after the effective date of this AD, inspect the installation of each affected part (both LH and RH sides) in accordance with the instructions of the SB.

**Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, any play is found, as defined in the SB, before next flight, replace both affected parts with serviceable parts in accordance with the instructions of the SB.

**Replacement:**

- (3) For Group 1 aeroplanes: Unless already done as required by paragraph (2) of this AD, within 50 flight hours or 3 months, whichever occurs first after the effective date of this AD, replace both affected parts with serviceable parts in accordance with the instructions of the SB.

**Part(s) Installation:**

- (4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install on any aeroplane an affected part, provided it is a serviceable part, as defined in this AD, and that the installation is done in accordance with the instructions of the SB.



**Ref. Publications:**

Issoire Aviation SB No. 63 original issue dated 09 May 2023.

The use of later approved revisions of the above-mentioned 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 results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: Issoire Aviation, Aerodrome Issoire / Le Broc, 63500 Issoire, France; E-mail: [jav@issoire-aviation.fr](mailto:jav@issoire-aviation.fr).

