



Airworthiness Directive

AD No.: 2026-0054

Issued: 13 March 2026

Note: This 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: 27 March 2026

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

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Flap Lever Assembly – Modification

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. 65.

Groups: Group 1 aeroplanes are APM 20 and APM 30 aeroplanes, all serial numbers up to 42 (inclusive) and APM 40 and APM 41 aeroplanes, serial numbers 1, 3, 4 and 5.
Group 2 aeroplanes are those that are not Group 1.

Reason:

Occurrences were reported of flap lever screws being exposed to unusual fatigue loads. Subsequent investigation identified an incorrect installation as root cause.

This condition, if not 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 modification instructions.

For the reason described above, this AD requires modification of the flap lever assembly on both left-hand (LH) and right-hand (RH) sides.

This AD also regulates the installation of flap lever assemblies.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Modification:

- (1) For Group 1 aeroplanes: Within 50 flights hours or 90 days, whichever occurs first after the effective date of this AD, modify each flap lever assembly in accordance with the instructions of the SB.

Part(s) Installation:

- (2) For Group 1 aeroplanes: After the modification as required by paragraph (1) of this AD, it is allowed to install on any aeroplane a flap lever, provided that it was modified and is installed in accordance with the instructions of the SB (see Note 1 and Note 2 of this AD).

Note 1: Removal of a flap lever from an aeroplane and subsequent reinstallation of that flap lever at the same location of the same aeroplane, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (2) of this AD.

Note 2: The SB provides instructions to install the flap lever with flap lever screw having reference L22138 060 048 BCL. The use of flap lever screw having reference CHC M6x50 ISO 4762 is no longer allowed.

- (3) For Group 2 aeroplanes: From the effective date of this AD, do not install any flap lever having reference RC5373INT (Rev A) and do not use any flap lever screw having reference CHC M6x50 ISO 4762 to install a flap lever on any aeroplane.

Ref. Publications:

Issoire Aviation SB No. 65 original issue dated 12 March 2026.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.



All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 10 April 2026. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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: iav@issoire-aviation.fr.



TRADUCTION DE COURTOISIE

de la DIRECTIVE de NAVIGABILITE de l'EASA de référence 2026-0054

ISSOIRE AVIATION

Avions APM

Ailes – Ensemble levier de volet – Modification

DATE D'ENTREE EN VIGUEUR :

27 Mars 2026

CONSTRUCTEUR(S) :

Issoire Aviation

APPLICABILITE :

Avions APM 20, APM 30, APM 40 et APM 41, tous numéros de série.

DEFINITIONS :

Les définitions suivantes s'appliquent dans le cadre de cette CN :

Le SB : Bulletin de service obligatoire (SB) n° 65 d'Issoire Aviation.

Groupes :

Les avions du groupe 1 sont les modèles APM 20 et APM 30, tous numéros de série jusqu'à 42(inclus), et les modèles APM 40 et APM 41, numéros de série 1, 3, 4 et 5.

Les avions du groupe 2 sont tous ceux qui n'appartiennent pas au groupe 1.

RAISON :

Des cas ont été signalés dans lesquels les vis du levier de volets ont été soumises à des contraintes inhabituelles. L'enquête menée par la suite a permis d'identifier une installation incorrecte comme cause première.

Si cette anomalie n'est pas corrigée, elle pourrait entraîner le détachement du levier de volets, ce qui pourrait réduire la maîtrise de l'avion.

Pour remédier à cette situation potentiellement dangereuse, Issoire Aviation a publié le bulletin de service (SB) afin de fournir des instructions de modification.

Pour la raison décrite ci-dessus, cette CN exige la modification de l'assemblage du levier de volet sur les côtés gauche (LH) et droit (RH).

Cette CN régleme également l'installation des ensembles de leviers de volet.

ACTIONS ET DELAIS D'APPLICATION :

Requises telles que précisées dans cette CN, sauf si ces actions requises par cette CN ont déjà été réalisées :

Modification :

(1) Pour les avions du groupe 1 : dans un délai de 50 heures de vol ou de 90 jours, selon la première échéance, à compter de la date d'entrée en vigueur de cette CN, modifier de chaque ensemble de levier de volets conformément aux instructions du SB.

Installation de pièces :

(2) Pour les avions du groupe 1 : après la modification requise au paragraphe (1) de cette CN, il est autorisé d'installer sur tout avion un levier de volet, à condition qu'il ait été modifié et qu'il soit installé conformément aux instructions du bulletin de service (voir les notes 1 et 2 de cette CN).

Note 1 : Le démontage d'un levier de volet d'un avion et sa réinstallation ultérieure au même emplacement sur le même avion, effectués au cours d'une seule visite de maintenance, ne sont pas considérés comme une « installation » au sens du paragraphe (2) de cette CN.

Note 2 : Le bulletin de service (SB) fournit des instructions pour installer le levier de volet à l'aide d'une vis de levier de volet portant la référence L22138 060 048 BCL. L'utilisation d'une vis de levier de volet portant la référence CHC M6x50 ISO 4762 n'est plus autorisée.

(3) Pour les avions du groupe 2 : à compter de la date d'entrée en vigueur de cette CN, ne pas installer de levier de volet portant la référence RC5373INT (Rev A) et ne pas utiliser de vis de levier de volet portant la référence CHC M6x50 ISO 4762 pour installer un levier de volet sur un avion.

DOCUMENTS DE REFERENCE:

Issoire Aviation SB n° 65, édition originale datée du 12 mars 2026.

L'utilisation de révisions approuvées ultérieurement des documents susmentionnés est acceptable pour la conformité aux exigences de la présente CN.

REMARQUES :

[...]