



## Airworthiness Directive

**AD No.:** 2026-0088

**Issued:** 06 May 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:** 20 May 2026

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 25 – Equipment / Furnishings – Emergency Locator Transmitter – Modification / Inspection

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### Manufacturer(s):

Issoire Aviation

### Applicability:

APM 30 aeroplanes, serial numbers (s/n) 21, 25, 26, 27, 29, 30, 33, 36, 37, 38 and s/n 40.

### Definitions:

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

**ELT protective device:** Emergency Locator Transmitter (ELT) protective device having part number IA10300 25-60-110.

**The Maintenance Manual:** Issoire Aviation Maintenance Manual MM-APM2030-2021-01 Revision A.

**The SB:** Issoire Aviation Service Bulletin (SB) 64.



**Reason:**

Occurrences were reported of deterioration of the ELT and its antenna.

This condition, if not corrected, could lead to failure of the ELT to transmit in case of an accident, possibly delaying the arrival of the rescue services and timely medical assistance to injured crew members or passengers.

To address this potential unsafe condition, Issoire Aviation designed a protection cover for the ELT, and issued the SB and revised the Maintenance Manual to provide modification and inspection instructions.

For the reason described above, this AD requires installation of the ELT protective device and accomplishment of repetitive inspections.

**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) Within 50 flight hours (FH) or 90 days, whichever occurs first after the effective date of this AD, install the ELT protective device in accordance with the instructions of the SB.

**Inspection(s):**

- (2) Within 50 FH after the modification as required by paragraph (1) of this AD, and, thereafter, at intervals not exceeding 50 FH, inspect the ELT, its peripheral connections and its integration in accordance with the instructions of the SB.

Note 1: A non-cumulative tolerance of 10 FH or 1 month, whichever occurs first, may be applied to the initial and repetitive inspection specified in paragraph (2) of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a tolerance is already granted in the applicable Maintenance Manual.

**Corrective Action(s):**

- (3) If, during any inspection as required by paragraph (2) of this AD, any discrepancy is detected on an ELT or its installation, before next flight, contact Issoire Aviation for approved repair instructions and accomplish those instructions accordingly.

**Acceptable Method of Compliance:**

- (4) Inspection of the ELT of an aeroplane, its peripheral connections and its integration in accordance with the instructions of the Maintenance Manual is an acceptable method to comply with the requirements of paragraph (2) of this AD for that aeroplane.

**Terminating Action:**

- (5) None.



**Ref. Publications:**

Issoire Aviation SB 64 original issue dated 26 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. The original issue of this AD was posted on 01 April 2026 as PAD 26-044 for consultation until 29 April 2026. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the 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](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: [iav@issoire-aviation.fr](mailto:iav@issoire-aviation.fr).



## TRADUCTION DE COURTOISIE

de la DIRECTIVE de NAVIGABILITE de l'EASA de référence 2026-0088

### ISSOIRE AVIATION

#### Avions APM 30

### Équipements / Mobilier – Émetteur de localisation d'urgence – Modification/ Inspection

#### DATE D'ENTREE EN VIGUEUR :

20 Mai 2026

#### CONSTRUCTEUR(S) :

Issoire Aviation

#### APPLICABILITE :

Les avions APM 30 portant les numéros de série (n° de série) 21, 25, 26, 27, 29, 30, 33, 36, 37, 38 et 40.

#### DEFINITIONS :

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

**Dispositif de protection de l'ELT** : dispositif de protection de l'émetteur de localisation d'urgence (ELT) portant la référence IA10300 25-60-110.

**Manuel de maintenance** : Manuel de maintenance d'Issoire Aviation MM-APM2030-2021-01, révision A.

**Le SB** : Bulletin de service (SB) 64 d'Issoire Aviation.

#### RAISON :

Des cas de détérioration de l'ELT et de son antenne ont été signalés.

Si cette situation n'est pas corrigée, elle pourrait empêcher l'ELT d'émettre en cas d'accident, ce qui risquerait de retarder l'arrivée des services de secours et la prise en charge médicale rapide des membres d'équipage ou des passagers blessés.

Afin de remédier à cette situation potentiellement dangereuse, Issoire Aviation a conçu un capot de protection pour l'ELT, publié le SB et a révisé le manuel de maintenance afin de fournir des instructions de modification et d'inspection.

Pour la raison décrite ci-dessus, cette CN impose l'installation du dispositif de protection de l'ELT et la réalisation d'inspections périodiques.

#### 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) Dans un délai de 50 heures de vol (FH) ou de 90 jours, selon la première échéance à compter de la date d'entrée en vigueur de cette CN, installez le dispositif de protection de l'ELT conformément aux instructions du SB

**Inspection(s):**

- (2) Dans les 50 heures de vol suivant la modification requise au paragraphe (1) de la présente consigne de navigabilité, puis à des intervalles ne dépassant pas 50 heures de vol, inspecter l'ELT, ses connexions périphériques et son intégration conformément aux instructions du SB.

**Note 1** : Une tolérance non cumulative de 10 heures de vol ou d'un mois, selon la première éventualité, peut être appliquée à l'inspection initiale et aux inspections périodiques spécifiées au paragraphe (2) de cette CN afin de permettre la synchronisation des inspections requises avec d'autres tâches de maintenance pour lesquelles une tolérance est déjà accordée dans le manuel de maintenance applicable.

**Mesures correctives :**

- (3) Si, au cours d'une inspection requise par le paragraphe (2) de cette CN, une anomalie est détectée sur un ELT ou son installation, avant le prochain vol, contactez Issoire Aviation pour obtenir des instructions de réparation approuvées et appliquez ces instructions en conséquence.

**Méthode de conformité acceptable :**

- (4) L'inspection de l'ELT d'un avion, de ses connexions périphériques et de son intégration conformément aux instructions du manuel de maintenance constitue une méthode acceptable pour se conformer aux exigences du paragraphe (2) de cette CN pour cet avion.

**Mesure de clôture :**

- 5) Aucune.

**DOCUMENTS DE REFERENCE:**

Issoire Aviation SB 64, édition originale datée du 26 mars 2026

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

**REMARQUES :**

[...]