LUFTFARTSVERKET
Luftfartsinspektionen

LUFTVÄRDIGHETSDIREKTIV
(LVD)

A. Flygplan
Piper
LVD Nr 2875

Sektion 2. Utlandstillverkad flygmateriel

TITEL: **Byte av vingbalkens undre skarvplåt och bearbetning av undre balkbommen**

GÄLLER:

Modell	Serienummer
PA-31, PA-31-300 och PA-31-325	31-2 tom 31-8312019
PA-31-350	31-5001 tom 31-8553002

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av FAA AD 98-09-25

TID FÖR ÅTGÄRD: Inom tider angivna i FAA AD 98-09-25 räknat från 1 juli 1998

UNDERLAG: FAA AD 98-09-25
Piper Service Bulletin Nr 1003 daterad 12 maj 1997 eller senare utgåva

REFERENS: FAA AD 98-09-25

BESLUTSDATUM: 1998-05-29

LFS 1998:39

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

Bilaga till LVD 2875

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

98-09-25 THE NEW PIPER AIRCRAFT, INC.: Amendment 39-10506; Docket No. 97-CE-48-AD.
Applicability: The following airplane model and serial numbers, certificated in any category:

Models	Serial Numbers
PA-31, PA-31-300, and PA-31-325	31-2 through 31-8312019
PA-31-350	31-5001 through 31-8553002

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as follows, unless already accomplished:

1. For the affected Models PA-31, PA-31-300, and PA-31-325 airplanes: Upon accumulating 6,000 hours on the lower spar splice plate or within the next 100 hours time-in-service (TIS) after the effective date of this AD, whichever occurs later; and

2. For the affected Model PA-31-350 airplanes: Upon accumulating 13,000 hours TIS on the lower spar splice plate or within the next 100 hours TIS after the effective date of this AD, whichever occurs later.

To prevent failure of the lower spar splice plate caused by fretting and cracking, which could result in loss of control of the airplane, accomplish the following:

(a) Replace the lower spar splice plate and rework the lower spar caps in accordance with the instructions included in the following kits, as applicable, and as referenced in Piper Service Bulletin No. 1003, dated June 16, 1997:

(1) Main Spar Splice Plate Replacement (Lower) Kit No. 766-640, Drawing 88254, Revision A, dated May 12, 1997, which applies to Models PA-31, PA-31-300, and Piper PA-31-325 airplanes; and

(2) Main Spar Splice Plate Replacement (Lower) Kit No. 766-641, Drawing 88255, Revision A, dated May 12, 1997, which applies to Model PA-31-350 airplanes.

(b) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(d) The replacements required by this AD shall be done in accordance with the instructions to Piper Main Spar Splice Plate Replacement (Lower) Kit No. 766-641, Drawing 88255, Revision A, dated May 12, 1997; or Piper Main Spar Splice Plate Replacement (Lower) Kit No. 766-640, Drawing 88254, Revision A, dated May 12, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from The New Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(e) This amendment becomes effective on June 15, 1998.

FOR FURTHER INFORMATION CONTACT:
Mr. William O. Herderich, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6084; facsimile: (770) 703-6097.