
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickkontroll / modifiering av horisontella stabilisatorns bakre balk vid höjdrodrets yttre gångjärn

GÄLLER: Modellema PA-31 angivna i bifogad kopia av FAA AD 99-06-01

ÅTGÄRD: Utför åtgärder angivna i FAA AD 99-06-01

TID FÖR ÅTGÄRD: Inom 100 flygtimmar räknat från 20 april 1999 och därefter i intervaller enligt punkt (C) i FAA AD 99-06-01

UNDERLAG: FAA AD 99-06-01 och däri angivet underlag

REFERENS: FAA AD 99-06-01

BESLUTSDATUM: 1999-03-26

LFS 1999:52

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.

Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Telegram	Telex
601 79 NORRKÖPING	Vikboplan 11	011-192000	Civilair Norrköping	62450

AIRWORTHINESS DIRECTIVE

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

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).

99-06-01 THE NEW PIPER AIRCRAFT, INC.: Amendment 39-11065; Docket No. 97-CE-152-AD; Supersedes AD 81-15-04 R1, Amendment 39-4200.

Applicability: The following airplane models 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
PA-31P-350	31P-8414001 through 31P-8414050

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 (f) 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: As indicated in the body of this AD, unless already accomplished.

To prevent failure of the horizontal stabilizer rear spar caused by cracks at the elevator outboard hinge attachment, which could result in loss of control of the airplane, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, inspect the horizontal stabilizer rear spar in the area of the outboard hinge attachment and the outboard hinge attach bracket for cracks in accordance with the INSTRUCTIONS section of Piper Service Bulletin (SB) No. 1007, dated September 30, 1997.

(b) If cracks are found in the horizontal stabilizer rear spar during the inspection required by paragraph (a) of this AD, prior to further flight, modify the horizontal stabilizer rear spar by incorporating Piper Kit No. 766-646. Accomplish this modification in accordance with the INSTRUCTIONS contained in Piper Kit No. 766-646, which is referenced in Piper SB No. 1007, dated September 30, 1997.

(c) If no cracks are found in the horizontal stabilizer rear spar during the inspection required by paragraph (a) of this AD, continue to inspect in accordance with paragraph (a) of this AD at intervals not to exceed 100 hours TIS. Upon the accumulation of 500 hours TIS after the effective date of this AD or when cracks are found, whichever occurs first, modify the horizontal stabilizer rear spar by incorporating Piper Kit No. 766-646. Accomplish this modification in accordance with the INSTRUCTIONS contained in Piper Kit No. 766-646, which is referenced in Piper SB No. 1007, dated September 30, 1997.

(d) Modifying the affected airplane by incorporating Piper Kit No. 766-646 is considered terminating action for the inspections required in paragraphs (a) and (c) of this AD.

(e) 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.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

(2) Alternative methods of compliance approved in accordance with AD 81-15-04 R1 are not considered approved as alternative methods of compliance for this AD.

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

(g) The inspections required by this AD shall be done in accordance with Piper Service Bulletin No. 1007, dated September 30, 1997. The modification required by this AD shall be done in accordance with the Instructions in Piper Kit No. 766-646, which is referenced in Piper Service Bulletin No. 1007, dated September 30, 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.

(h) This amendment supersedes AD 81-15-04 R1, Amendment 39-4200.

(i) This amendment becomes effective on April 20, 1999.

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