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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Kontroll/byte av gångjärn för landställsluckor

**GÄLLER:** Modeller av PA-31 och S/N angivna i bifogad kopia av FAA AD 2000-25-01.  
*Observera "Note 1"*

**ÅTGÄRD:** Utför åtgärder angivna i FAA AD 2000-25-01

**TID FÖR ÅTGÄRD:** Inom tider och intervaller angivna i FAA AD 2000-25-01 räknat från 21 januari 2001

**UNDERLAG:** Piper Service Bulletin No. 682 daterad 24 juli 1980

**REFERENS:** FAA AD 2000-25-01

**BESLUTSDATUM:** 4 januari 2001

**LFS** 2001:7

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.

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# AIRWORTHINESS DIRECTIVE

Aircraft Certification Service  
Washington, DC



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

*We post ADs on the internet at "av-info.faa.gov"*

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) 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 14 CFR part 39, subpart 39.3).

**2000-25-01 THE NEW PIPER AIRCRAFT, INC. (formerly Piper Aircraft Corporation):**  
Amendment 39-12035; Docket No. 96-CE-69-AD; Supersedes AD 80-26-05, Amendment 39-3994.

(a) **What airplanes are affected by this AD?** The following airplane models and serial numbers that are:

- (1) certificated in any category; and
- (2) equipped with Piper part number 46653-00 or 47529-32 main landing gear door hinge assemblies made of aluminum (or FAA-approved equivalent part numbers).

Models	Serial Numbers
PA-31	31-2 through 31-900 and 31-7300901 through 31-8312019.
PA-31-300	31-2 through 31-900 and 31-7300901 through 31-8312019.
PA-31-350	31-5001 through 31-5004 and 31-7305005 through 31-8553002.
PA-31-325	31-7400990, 31-7512001 through 31-8312019.
PA-31P	31P-1 through 31P-109 and 31P-7300110 through 31P-7730012.
PA-31T	31T-7400002 through 31T-8120104.
PA-31T1	31T-7804001 through 31T-8104073; 31T-8104101; 31T-8304001 through 31T-8304003; and 31T-1104004 through 31T-1104017.
PA-31T2	31T-8166001 through 31T-8166076, and 31T-1166001 through 31T-1166008.
PA-31T3	31T-8275001 through 31T-8475001, and 31T-5575001.
PA-31P-350	31P-8414001 through 31P-8414050.

Note 1: Aircraft referred to as Model PA-31-310 are actually Model PA-31 airplanes. Actions specified for PA-31 airplanes must also be performed. See also AD 80-26-05, Piper Service Bulletin No. 682, dated July 24, 1980, and type certificate data sheet A20SO.

(b) **Who must comply with this AD?** Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) **What problem does this AD address?** The actions specified by this AD are intended to detect and correct cracked main landing gear (MLG) inboard door hinge assemblies. This could result in the MLG becoming jammed with consequent loss of control of the airplane during landing operations.

(d) **What actions must I accomplish to address this problem?** To address this problem, you must accomplish the following:

Action	Compliance Time	Procedures
<p>(1) For airplanes with any MLG inboard door hinge assembly that is Piper part number 47529-32 (or FAA-approved equivalent part number), accomplish the following:</p> <p>(i) Inspect all hinges and hinge attachment angles in the MLG inboard door hinge assembly; and</p> <p>(ii) Replace any cracked MLG inboard door hinge assembly with a Piper part number 47529-32 assembly (or FAA-approved equivalent part number).</p>	<p>Inspect up to 2,000 hours time-in-service (TIS) on the MLG inboard door hinge assembly or within the next 100 hours TIS after January 19, 2001 (the effective date of this AD), whichever occurs later; and thereafter at intervals not to exceed 2,000 hours TIS. Accomplish the replacement, if necessary, prior to further flight after the inspection.</p>	<p>Accomplish in accordance with the INSTRUCTIONS section of Piper Service Bulletin No. 682, dated July 24, 1980.</p>
<p>(2) For airplanes with any aluminum MLG inboard door hinge assembly that is not Piper part number 47529-32 (or FAA-approved equivalent part number) or any assembly that is not made of steel, accomplish the following:</p> <p>(i) Inspect all hinges and hinge attachment angles in the MLG inboard door hinge assembly; and</p> <p>(ii) Replace any cracked MLG inboard door hinge assembly with a Piper part number 47529-32 assembly (or FAA-approved equivalent part number).</p>	<p>Inspect at the next inspection required by AD 80-26-05 or within the next 100 hours time-in-service (TIS) after January 19, 2001 (the effective date of this AD), whichever occurs first, and thereafter at intervals not to exceed 100 hours TIS. Accomplish the replacement, if necessary, prior to further flight after the inspection where the cracked assembly was found.</p>	<p>Accomplish in accordance with the INSTRUCTIONS section of Piper Service Bulletin No. 682, dated July 24, 1980.</p>

**(e) Can I comply with this AD in any other way?**

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Atlanta Aircraft Certification Office (ACO), approves your alternative.

Submit your request through an FAA Principal 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 80-26-05 (superseded by this action) are not considered approved as alternative methods of compliance with this AD.

Note 2: This AD applies to each airplane identified in paragraph (a) of this AD, 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 (e) 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

**(f) Where can I get information about any already-approved alternative methods of compliance?** Contact William O. Herderich, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6082; facsimile: (770) 703-6097; e-mail: william.o.herderich@faa.gov.

**(g) What if I need to fly the airplane to another location to comply with this AD?** The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14

CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD

**(h) Are any service bulletins incorporated into this AD by reference?** Actions required by this AD must be done in accordance with Piper Service Bulletin No. 682, dated July 24, 1980. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from The New Piper Aircraft, Inc., Customer Service, 2926 Piper Drive, Vero Beach, Florida 32960. You can look at copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

**(i) Does this AD action affect any existing AD actions?** This amendment supersedes AD 80-26-05, Amendment 39-3994.

**(j) When does this amendment become effective?** This amendment becomes effective on January 19, 2001.

FOR FURTHER INFORMATION CONTACT: William O. Herderich, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6082; facsimile: (770) 703-6097; e-mail: [william.o.herderich@faa.gov](mailto:william.o.herderich@faa.gov).

Issued in Kansas City, Missouri, on November 30, 2000.

William J. Timberlake, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.