
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickkontroll av sidoroder och höjdroder

GÄLLER: PA 31 modeller och S/N angivna i bifogad kopia av FAA AD 2001-06-01

ÅTGÄRD: Utför åtgärder angivna i FAA AD 2001-06-01

TID FÖR ÅTGÄRD: Inom tider angivna i FAA AD 2001-06-01

UNDERLAG: FAA AD 2001-06-01

REFERENS: FAA AD 2001-06-01

BESLUTSDATUM: 18 april 2001

LFS 2001:63

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

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

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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).

2001-06-01 THE NEW PIPER AIRCRAFT, INC.: Amendment 39-12148; Docket No. 99-CE-29-AD; Supersedes AD 70-26-06, Amendment 39-1132; AD 76-03-01, Amendment 39-2505; and AD 80-02-15, Amendment 39-3676.

(a) What airplanes are affected by this AD? This AD affects the following airplane models and serial numbers that are certificated in any category;

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 77-03-03, Piper Service Bulletin 529, and type certificate data sheet A20SO.

(1) Part I of this AD: Inspection, replacement, and installation as specified in Piper Service Bulletin No. 323, dated September 21, 1970:

Models	Serial Numbers
PA-31 and PA-31-300	31-2 through 31-694

(2) Part II of this AD: Modification as specified in Piper Service Bulletin No. 897B, Date: July 15, 1997:

Models	Serial Numbers
PA-31P	31P-1 through 31P-7730012
PA-31T	31T-7400002 through 31T-8120104
PA-31T1	31T-7804001 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

(3) Part III of this AD: Modification as specified in Piper Service Bulletin No. 1008, Date: September 30, 1997:

Models	Serial Numbers
PA-31, PA-31-300, and PA-31-325	31-2 through 31-8312019
PA-31-350	31-5001 through 31-8452021 and 31-8253001 through 31-8553002
PA-31P-350	31P-8414001 through 31P-8414050

(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 damage to the elevator structure. A damaged elevator structure could lead to reduced or loss of control of the airplane.

(d) What actions must be accomplished on airplane models and serial numbers listed in paragraph (a)(1) of this AD to address this problem? To address this problem on the airplane models and serial numbers listed in paragraph (a)(1) of this AD, you must accomplish the following actions:

Action	Compliance Time	Procedures	Other Information
(1) Initially inspect the rudder and elevator spars and elevator butt ribs for cracks.	Within 100 hours time-in-service (TIS) after the last inspection required by AD 70-26-06, and thereafter at intervals not to exceed 100 hours TIS until Piper Elevator and Rudder Hinge Replacement Kit No. 760 465 is incorporated.	In accordance with the instructions in Piper Service Bulletin No. 323, dated September 21, 1970.	This inspection is retained from AD 70-26-06.
(2) If cracks are found in the rudder or elevator structure during any inspection required by this AD, replace the cracked part, and either continue to reinspect or incorporate Kit No. 760 465.	Prior to further flight after the inspection where the cracks were found.	Do the inspections in accordance with the instructions in Piper Service Bulletin No. 323, dated September 21, 1970; or do the kit incorporation in accordance with the instructions to Piper Elevator and Rudder Hinge Replacement Kit No. 760 465, Revised October 25, 1989.	Not Applicable.
(3) Incorporate Piper Elevator and Rudder Hinge Replacement Kit No. 760 465.	Upon accumulating 2,000 hours TIS on the airplane or within the next 100 hours TIS after May 8, 2001 (the effective date of this AD), whichever occurs later.	Do this kit incorporation in accordance with the instructions to Piper Elevator and Rudder Hinge Replacement Kit No. 760 465, Revised October 25, 1989.	Not Applicable.

(e) What actions must be accomplished on airplane models and serial numbers listed in paragraph (a)(2) of this AD to address this problem? To address this problem on the airplane models and serial numbers listed in paragraph (a)(2) of this AD, you must accomplish the following actions:

Action	Compliance Time	Procedures	Other Information
(1) Modify the elevator trim tab system and elevator control tube, through the incorporation of Piper Kit No. 760 989.	Upon accumulating 2,000 hours TIS or within 100 hours TIS after May 8, 2001 (the effective date of this AD), whichever occurs later.	In accordance with the instructions to Piper Elevator Trim Tab System Modification Kit No. 760 989, as referenced in Piper Service Bulletin No. 477A, dated November 3, 1975.	This modification is retained from AD 76-03-01, and applies to Piper Model PA-31T airplanes, serial numbers 31T-7400002 through 31T-7620012. Credit for having performed this portion of the AD may be taken if the airplane is in compliance with the actions of AD 76-03-01.
(2) Incorporate Elevator Butt Rib Refinement Kit, Piper Part Number 766-219.	Upon accumulating 2,000 hours TIS or within the next 100 hours TIS after May 8, 2001 (the effective date of this AD), whichever occurs later.	Do this kit incorporation in accordance with the instructions to Elevator Butt Rib Refinement Kit, Piper Part Number 766-219, as referenced in Piper Service Bulletin No. 897B, Date: July 15, 1997.	Refinement Kit, Piper Part Number 766-219, may have been incorporated as specified in Piper Service Bulletin 897A. If so, credit for having performed this portion of the AD may be taken.

(f) What actions must be accomplished on airplanes listed in paragraph (a)(3) of this AD to address this problem? To address this problem on the airplanes listed in paragraph (a)(3) of this AD, you must accomplish the following actions:

Action	Compliance Time	Procedures	Other Information
Incorporate Elevator Butt Rib Reinforcement Kit, Piper Part Number 766-642.	Upon accumulating 2,000 hours TIS or within the next 100 hours TIS after May 8, 2001 (the effective date of this AD), whichever occurs later.	In accordance with the instructions to Elevator Butt Rib Reinforcement Kit, Piper Part Number 766-642, as specified in Piper Service Bulletin No. 1008, Date: September 30, 1997.	If AD 99-12-05, Amendment 39-11189, applies to one of the above-referenced airplanes, then the actions of AD 99-12-05 must be accomplished prior to incorporating Elevator Butt Rib Reinforcement Kit, Piper Part Number 766-642. No credit towards this AD is given for accomplishing the actions of Piper SB 864.

(g) Can I comply with this AD in any other way? You may use an alternative method of compliance or adjust the compliance time if:

- (1) Your alternative method of compliance provides an equivalent level of safety; and
- (2) 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.

(3) Alternative methods of compliance that were approved in accordance with any of the following airworthiness directives (all superseded by this action) are not considered approved for this AD:

- (i) AD 70-26-06, Amendment 39-1132;
- (ii) AD 76-03-01, Amendment 39-2505; and
- (iii) AD 80-02-15, Amendment 39-3676.

Note 2: 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 (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.

(h) Where can I get information about any already-approved alternative methods of compliance? You can 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.

(i) 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.

(j) 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. 323, dated September 21, 1970, Piper Elevator and Rudder Hinge Replacement Kit No. 760 465, Revised October 25, 1989; Piper Elevator Trim Tab System Modification Kit No. 760 989, as referenced in Piper Service Bulletin No. 477A, dated November 3, 1975; Elevator Butt Rib Refinement Kit, Piper Part Number 766-219, as referenced in Piper Service Bulletin No. 897B, Date: July 15, 1997; Elevator Butt Rib Reinforcement Kit, Piper Part Number 766-642, as specified in Piper Service Bulletin No. 1008, Date: September 30, 1997. The Director of the Federal Register approved these service bulletins and kits for 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 Services, 2926 Piper Drive, Vero Beach, Florida 32960. You can look at copies at the 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 20001.

(k) Does this AD action affect any existing AD actions? This amendment supersedes the following AD actions:

- (1) AD 70-26-06, Amendment 39-1132;
- (2) AD 76-03-01, Amendment 39-2505; and
- (3) AD 80-02-15, Amendment 39-3676.

(l) When does this amendment become effective? This amendment becomes effective on May 8, 2001.

Issued in Kansas City, Missouri, on March 9, 2001.

James E. Jackson, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.