

Sektion 2. Utlandstillverkad flygmateriel

**TITEL:** Sprickundersökning / förstärkning / byte av skott vid STA.  
332.0

**GÄLLER:** PA31T, PA31T1, PA31T2 och PA31T3 S/N angivna i bifogad kopia  
av FAA AD 96-10-13.

**ÅTGÄRD:** Utför åtgärder angivna i FAA AD 96-10-13 och Piper Service  
Bulletin (SB) 773A, daterad 3 maj 1994 eller senare utgåva.

**TID FÖR**  
**ÅTGÄRD:** Inom 200 flygtimmar och därefter i intervall av 200 flygtimmar t o m  
modifiering är utförd enligt paragraf (c), (d) eller (e) i FAA AD 96-10-  
13 är införd räknat från den 27 juni 1996.

**UNDERLAG:** FAA AD 96-10-13  
Piper Service Bulletin (SB) nr 773A daterad 3 maj 1984 eller senare  
utgåva.

**REFERENS:** FAA AD 96-10-13.

**BESLUTS**  
**DATUM:** 1996-06-06

**LFS: 1996:39**

Åtgärd 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 senaste gällande revision/utgåva. LVD utges  
i luftfartsverkets författningssamlingar LFS.



# 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).

**96-10-13 THE NEW PIPER AIRCRAFT, INC. (formerly Piper Aircraft Corporation):** Amendment 39-9620; Docket No. 90-CE-61-AD. Supersedes AD 84-08-06, Amendment 39-4851.

**Applicability:** The following model and serial number airplanes, certificated in any category, that do not have either Piper Kit 764-983 (stabilizer forward spar attachment bulkhead reinforcement) incorporated at Fuselage Station (FS) 332 or have a part number (P/N) 45583-16 or P/N 45583-17 bulkhead assembly installed:

<b>Models</b>	<b>Serial Numbers</b>
PA31T	31T-7400002 through 31T-8120104
PA31T1	31T-7804001 through 31T-8104101, 31T-8304003, and 31T-1104004 through 31T-1104007
PA31T2	31T-8166001 through 31T-8166032, 31T-8166034 through 31T-8166065, 31T-8166067 through 31T-8166071, and 31T-8166073 through 31T-8166075
PA31T3	31T-8275001, 31T-8275003 through 31T-8275012, 31T-8275014 through 31T-8275017, 31T-8275025, and 31T-8375001 through 31T-8375005

**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 (h) 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 indicated in the body of this AD, unless already accomplished.

To prevent structural failure of the horizontal stabilizer and the aft fuselage attachment caused by cracks in the FS 332 bulkhead, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Within the next 200 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished (compliance with AD 84-08-06), and thereafter at intervals not to exceed 200 hours TIS until the modification required by paragraph (c), (d), or (e) of this AD is incorporated, inspect (using dye penetrant methods) the FS 332 bulkhead for cracks. Accomplish the inspections in accordance with the INSTRUCTIONS section of Piper Service Bulletin (SB) No. 773A, dated May 3, 1984.

(b) The initial dye penetrant inspection type must be utilized for all future repetitive inspections. Dye penetrant inspection types consist of Type I: fluorescent; Type II: non-fluorescent or visible dye; and Type III: dual sensitivity.

(c) If cracks are found during any of the inspections required in paragraph (a) of this AD and no crack exceeds the limitations specified in Piper SB No. 773A, dated May 3, 1984, prior to further flight, repair the cracks in accordance with Piper SB No. 773A, dated May 3, 1984, and reinforce the FS 332 bulkhead by incorporating Piper Kit 764-983 in accordance with the instructions to Piper Kit 764-983, Revised June 18, 1990.

(d) If cracks are found during any of the inspections required in paragraph (a) of this AD and any crack exceeds the limitations specified in Piper SB No. 773A, dated May 3, 1984, prior to further flight, replace the bulkhead assembly with a reinforced bulkhead assembly, P/N 45583-16 or P/N 45583-17. Accomplish this replacement in accordance with the applicable maintenance manual.

(e) Upon the accomplishment of the third repetitive inspection required by this AD (600 hours TIS after the effective date of this AD), unless already accomplished as required by paragraph (c) or (d) of this AD, accomplish one of the following, as applicable:

(1) If cracks are found and no crack exceeds the limitations specified in Piper SB No. 773A, dated May 3, 1984, repair the cracks in accordance with Piper SB No. 773A, dated May 3, 1984, and reinforce the FS 332 bulkhead by incorporating Piper Kit 764-983 in accordance with the instructions to Piper Kit 764-983, Revised June 18, 1990;

(2) If cracks are found and any crack exceeds the limitations specified in Piper SB No. 773A, dated May 3, 1984, replace the bulkhead assembly with a reinforced bulkhead assembly, P/N 45583-16 or P/N 45583-17, in accordance with the applicable maintenance manual; or

(3) If no cracks are found, either reinforce the FS 332 bulkhead by incorporating Piper Kit 764-983 in accordance with the instructions to Piper Kit 764-983, Revised June 18, 1990; or replace the bulkhead assembly with a reinforced bulkhead assembly, P/N 45583-16 or P/N 45583-17, in accordance with the applicable maintenance manual.

(f) Incorporating Piper Kit 764-983 or installing reinforced bulkhead assembly, P/N 45583-16 or P/N 45583-17, as required by paragraphs (c) and (d) or (e) of this AD is considered terminating action for the repetitive inspection requirement of this AD.

(g) 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.

(h) 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), Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748. 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.

NOTE 3: Alternative methods of compliance approved in accordance with AD 84-08-06 (superseded by this action) are not considered approved as alternative methods of compliance with this AD.

(i) The inspections and possible repair required by this AD shall be done in accordance with Piper Service Bulletin No. 773A, dated May 3, 1984. The reinforcement required by this AD shall be done in accordance with the instructions to Piper Kit 764-983, Revised June 18, 1990. 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 Assistant Chief 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.

(j) This amendment (39-9620) supersedes AD 84-08-06, Amendment 39-4851.

(k) This amendment becomes effective on June 27, 1996.

**FOR FURTHER INFORMATION CONTACT:**

Christina Marsh, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7362; facsimile (404) 305-7348.