

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickundersökning/byte av fällstöttor för huvudställ

GÄLLER: PA 31 Modeller och S/N angivna i bifogad kopia av FAA AD 96-10-14

ÅTGÄRD: Utför åtgärder angivna i FAA AD 96-10-14

TID FÖR ÅTGÄRD: Inom 100 flygtimmar och därefter i intervall av 100 flygtimmar till uppnådda 1200 flygtimmar då åtgärd (d) enligt FAA AD 96-10-14 skall utföras räknat från 1996-07-31

UNDERLAG: FAA AD 96-10-14
Piper Service Bulletin nr 845 A daterad 9 oktober 1987

REFERENS: FAA AD 96-10-14

BESLUTS DATUM: 1996-06-06

LFS: 1996:39

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende 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).

96-10-14 THE NEW PIPER AIRCRAFT, INC. (formerly Piper Aircraft Corporation): Amendment 39-9621; Docket No. 90-CE-62-AD. Supersedes AD 88-05-05, Amendment 39-5861.

Applicability: The following model and serial number airplanes, certificated in any category, that do not have left and right main landing gear (MLG) forward sidebraces of improved design installed, part numbers (P/N) 85165-02 (left) and 85165-03 (right) or P/N 85166-02 (left) and 85166-03 (right).

Models	Serial Numbers
PA31, PA31-300, and PA31-325	31-2 through 31-8312019
PA31-350	31-5001 through 31-8553002
PA31P	31P-2 through 31P-7730012
PA31P-350 PA31T	31P-8414001 through 31P-8414050 31T-7400002 through 31T-8120104
PA31T1	31T-7804001 through 31T-8304003 and 31T-1104004 through 31T-1104017
PA31T2	31T-8166001 through 31T-8166076 and 31T-1166001 through 31T-1166008

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 (g) 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 the MLG from retracting because of a cracked MLG forward side brace, which, if not detected and corrected, could result in gear collapse and loss of control of the airplane during landing operations, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished (compliance with AD 88-05-05), and thereafter at intervals not to exceed 100 hours TIS until the modification required by paragraph (d) of this AD is incorporated, inspect (using dye penetrant methods) both the left and right MLG sidebraces for cracks. Accomplish the inspections in accordance with the INSTRUCTIONS section of Piper Service Bulletin No. 845A, dated October 9, 1987.

(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, prior to further flight, replace the cracked MLG sidebrace with a part of improved design, P/N 85165-02 (left) or 85165-03 (right) or P/N 85166-02 (left) or 85166-03 (right), as applicable. Accomplish this replacement in accordance with the applicable maintenance manual.

(d) Within the next 1,200 hours TIS after the effective date of this AD, unless already accomplished as required by paragraph (c) of this AD, replace both the left and right MLG side braces with parts of improved design, P/N 85165-02 (left) and 85165-03 (right) or P/N 85166-02 (left) and 85166-03 (right), as applicable. Accomplish these replacements in accordance with the applicable maintenance manual.

(e) Installing both the left and right MLG side braces with parts of improved design, P/N 85165-02 (left) and 85165-03 (right) or P/N 85166-02 (left) and 85166-03 (right), as applicable, as required by paragraph (d) of this AD is considered terminating action for the repetitive inspection requirement of this AD.

(f) 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.

(g) 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), 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 88-05-05 (superseded by this AD) are not considered approved for this AD.

(h) The inspection required by this AD shall be done in accordance with Piper Service Bulletin No. 845A, dated October 9, 1987. 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.

(i) This amendment (39-9621) supersedes AD 88-05-05, Amendment 39-5861.

(j) 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.