

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickkontroll av spant FS317.75

GÄLLER:

Modell	S/N
PA31, PA31-300 och PA31-325	31-2 t o m 31-7912039
PA31-350	31-5001 t o m 31-7952071

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av FAA AD 96-12-12.

TID FÖR ÅTGÄRD: Inom 100 flygtimmar om ej tidigare utfört räknat från 1 augusti 1996.

UNDERLAG: FAA AD 96-12-12
Piper Service Bulletin nr 636A daterad 26 augusti 1980

REFERENS: FAA AD 96-12-12

BESLUTS DATUM: 1996-07-02

LFS: 1996:46

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).

96-12-12 THE NEW PIPER AIRCRAFT, INC. (formerly Piper Aircraft Corporation): Amendment 39-9654; Docket No. 90-CE-60-AD. Supersedes AD 80-22-04, Amendment 39-3943.

Applicability: The following model and serial number airplanes, certificated in any category, that do not have either Piper Kit 764-028 or Piper Kit 763-917 incorporated at the Fuselage Station (FS) 317.75 bulkhead area:

Models

PA31, PA31-300, and PA31-325
PA31-350

Serial Numbers

31-2 through 31-7912039
31-5001 through 31-7952071

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 (c) 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 within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent structural failure of the vertical fin forward spar caused by cracks in the FS 317.75 bulkhead, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Inspect the upper section of the FS 317.75 bulkhead for cracks in accordance with the INSTRUCTIONS section of Piper Service Bulletin No. 636A, dated August 26, 1980.

(1) If any crack is found, prior to further flight, incorporate Piper Kit 764-028 in accordance with the instructions included with that kit, revised June 18, 1990.

(2) If no crack is found, prior to further flight, incorporate Piper Kit 763-917 in accordance with the instructions included with that kit, revised June 18, 1980.

(b) 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.

(c) 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 80-22-04 (superseded by this action) are not considered approved as alternative methods of compliance with this AD.

(d) The inspection required by this AD shall be done in accordance with Piper Service Bulletin No. 636A, dated August 26, 1980. The installation required by this AD shall be done in accordance with the instructions to Piper Kit 764-028, revised June 18, 1990, or Piper Kit 763-917, revised June 18, 1990, as applicable. 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.

(e) This amendment (39-9654) supersedes AD 80-22-04, Amendment 39-3943.

(f) This amendment becomes effective on July 16, 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.