

Sektion 2. Utlandstillverkad flygmateriel

**TITEL:** Byte av fäste för huvudställets manövercylinder

**GÄLLER:** PA 31 modeller och S/N angivna i bifogad kopia av FAA AD 96-21-11 och med installerat fäste P/N 40776-00.

**ÅTGÄRD:** Utför åtgärder angivna i Piper Service Bulletin nr 923 daterad 16 augusti 1989 eller senare utgåva.

**TID FÖR ÅTGÄRD:** Inom 200 flygtimmar efter 11 februari 1994 eller 25 flygtimmar vilket som senast inträffar räknat från 30 december 1996.

**UNDERLAG:** Piper Service Bulletin nr 923 daterad 16 augusti 1989 eller senare utgåva.

**REFERENS:** FAA AD 96-21-11

**UTGIVNINGS-DATUM:** 1996-11-18

**LFS: 1996:66**

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).

**96-21-11 THE NEW PIPER AIRCRAFT, INC.:** Amendment 39-9788. Docket No. 95-CE-45-AD; Supersedes AD 93-25-08, Amendment 39-8774.

Applicability: The following Model and serial number airplanes, certificated in any category.

Model	Serial Number
PA31, PA31-300, and PA31-325	31-2 through 31-8312019
PA31-350	31-5001 through 31-8553002
PA31P	31P-1 through 31P-7730012
PA31P-350	31P-8414001 through 31P-8414050
PA31T	31T-7400001 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
PA31T3	31T-8275001 through 31T-8475001 and 31T-5575001

NOTE 1: This AD applies to each airplane identified in the preceding applicability revision, 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 200 hours time-in-service (TIS) after February 11, 1994 (effective date of AD 93-25-08) or within the next 25 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished.

To prevent the main landing gear (MLG) from extending, when not selected and while the airplane is in flight, because of actuator reinforcement bracket failure, which could result in substantial airplane damage or loss of control of the airplane, accomplish the following:

(a) Replace any MLG actuator reinforcement bracket having part number (P/N) 40776-00 with a new MLG actuator reinforcement bracket, P/N 73786-02, in accordance with the INSTRUCTIONS section of Piper Service Bulletin (SB) No. 923, dated August 16, 1989.

(b) Special flight permits may be issued in accordance with 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, FAA, Atlanta Aircraft Certification Office, 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 Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta Aircraft Certification Office.

(d) Alternative methods of compliance approved in accordance with AD 93-25-08 (superseded by this action) are considered approved as alternative methods of compliance with this AD.

(e) The replacement required by this AD shall be done in accordance with Piper Service Bulletin No. 923, dated August 16, 1989. 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., Attn: Customer Service, 2926 Piper Dr., 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.

(f) This amendment supersedes AD 93-25-08, Amendment 39-8774.

(g) This amendment becomes effective on December 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.