

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Ändring av reglage för landställsmanövrering

GÄLLER: PA-31, PA-31-325, PA-31-350, PA-31P och PA-31T med S/N
angivna i bifogad kopia av FAA AD 96-24-13

Anm. Giltigheten PA-31-310 ändrad till PA-31

ÅTGÄRD: Utför åtgärder angivna i Piper Service Bulletin No.488 daterad 24
oktober 1976

TID FÖR
ÅTGÄRD: Inom 25 flygtimmar räknat från 19 januari 1997, om ej tidigare utfört

UNDERLAG: Piper Service Bulletin No.488 daterad 24 oktober 1976 eller senare
utgåva

REFERENS: FAA AD 96-24-13

BESLUTS
DATUM: 1996-12-18

LFS: 1996:75

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).

96-24-13 THE NEW PIPER AIRCRAFT, INC.: Docket No. 95-CE-55-AD; Amendment No. 39-9837. Supersedes AD 75-26-18, Amendment 39-2504.

Applicability: PA-31, PA-31P, and PA-31T series airplanes with the following Model and serial numbers, certificated in any category.

Models	Serial Numbers
PA-31 and PA-31-325	31-7300950 through 31-7612017
PA-31-350	31-7305048, 31-7305049, and 31-7305052 through 31-7652032
PA-31P	31P-7300128 through 31P-7630005
PA-31T	31T-7400002 through 31T-7620013

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 50 hours time-in-service (TIS) after February 9, 1976 (effective date of AD 75-26-18) or within the next 25 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished.

To prevent the landing gear selector cable forward attachment pin assembly from becoming separated from the powerpack control arm, which if not corrected, could cause loss of landing gear retraction or extension, accomplish the following:

(a) Modify the landing gear selector cable forward attachment pin assembly by installing a safety lock wire in accordance with the **Instructions** section of Piper Service Bulletin No. 488, dated October 24, 1975.

(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 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 75-26-18 (superseded by this action) are considered approved as alternative methods of compliance with this AD.

(e) The modification required by this AD shall be done in accordance with Piper Service Bulletin No. 488, dated October 24, 1975. 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 75-26-18, Amendment 39-2504.

(g) This amendment becomes effective on January 17, 1997.

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.