
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Byte av sidorodrets övre upphängning

GÄLLER: PA-38-112 S/N 38-80A0166 tom 38-82A0122
Se note 1 i bifogad kopia av FAA AD 98-03-16

ÅTGÄRD: Utför åtgärder angivna i FAA AD 98-03-16

TID FÖR ÅTGÄRD: Vid 5000 flygtimmar eller inom 100 flygtimmar vilket som inträffar senare,
därefter i intervall av 5000 flygtimmar

UNDERLAG: FAA AD 98-03-16
Piper SB 686 daterad 23 maj 1980

REFERENS: FAA AD 98-03-16

BESLUTSDATUM: 1998-03-02

LFS 1998:11

Åtgärder 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 senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Telegram	Telex
601 79 NORRKÖPING	Vikboplan 11	011-192000	Civilair Norrköping	62450

AIRWORTHINESS DIRECTIVE

Bilaga till LVD 2842

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 Support 39.3).

98-03-16 THE NEW PIPER AIRCRAFT CORPORATION: Amendment 39-10308; Docket No. 96-CE-53-AD.

Applicability: Model PA-38-112 airplanes (serial numbers 38-80A0166 through 38-82A0122), certificated in any category.

NOTE 1: The serial numbers listed in the applicability section of this AD do not match the serial numbers in Piper Aircraft Corporation (Piper) Service Bulletin (SB) No. 686, dated May 23, 1980. This AD takes precedence over the applicability section in the Piper SB 686, dated May 23, 1980.

NOTE 2: 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 as indicated in the body of this AD, unless already accomplished.

To prevent cracks in the upper rudder hinge bracket, which could result in separation of the rudder from the airplane and loss of control of the airplane, accomplish the following:

(a) Upon the accumulation of 5,000 hours total time-in-service (TIS) or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, remove and replace the upper rudder hinge bracket, part number (P/N) 77610-02 or an FAA-approved equivalent part number, with a new upper rudder hinge bracket, P/N 77610-03. Thereafter, at intervals not to exceed 5,000 hours TIS, replace the upper rudder hinge bracket, P/N 77610-03, with a new upper rudder hinge bracket, P/N 77610-03 in accordance with the Instructions section of Piper SB No. 686, dated May 23, 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 initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Blvd., suite 450, Atlanta, Georgia 30349. 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from Atlanta Aircraft Certification Office.

(d) The removal and replacements required by this AD shall be done in accordance with the Instructions section of Piper Aircraft Corporation Service Bulletin No. 686, dated May 23, 1980. 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 Corporation, Attn: Customer Service, 2926 Piper Dr., Vero Beach, Florida, 32960. Copies may be inspected at the FAA, Central Region, Office of the Regional 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 (39-10308) becomes effective on March 16, 1998.

FOR FURTHER INFORMATION CONTACT:

Mr. Bill Herderich, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Blvd., suite 450, Atlanta, Georgia 30349; telephone (770) 703-6084; facsimile (770) 703-6097.