


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No. : 2005-0032 [Corrected] Date: 13 December 2005</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name The New Piper Aircraft, Inc.</p>	<p>Type/Model designation PA-28 and PA-32</p>	
<p>FAA TCDS 2A13 and A3SO</p>		
<p>Foreign AD: None</p>		
<p>Supersedure: Supersedes CAA UK AAD 001-08-98</p>		
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<p>ATA 57</p>	<p>Structure – Wing – Inspection</p>	
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<p>Manufacturer(s):</p>	<p>Piper Aircraft Corporation and The New Piper Aircraft, Inc.</p>	
<p>Applicability:</p>	<p>Piper PA-28 and PA-32 series aircraft as detailed in Piper Service Bulletin 1006.</p>	
<p>Reason:</p>	<p>[Corrected: Ref. to PAD 05-019 has been introduced in "Remarks"]</p> <p>EASA has been made aware of significant corrosion findings on the wing spar caps behind the fuel tanks of PA-28 and PA-32 series aircraft. The UK occurrence database references at least 18 reports made to CAA-UK from 1977 to date. In addition similar reports of corrosion findings have since been found in the Dutch fleet and also in the USA, (an FAA Alert was issued in September 1992).</p> <p>Piper devised a Service Bulletin No 1006 dated August 15, 1997 on the subject of "Corrosion Inspection of Main Spar Behind Fuel Tanks". Piper determined that specific thorough inspection, defect rectification and preventative treatment as described in SB 1006 was necessary over and above the routine Service/Maintenance manual instructions. Note that this area is difficult to inspect and often missed due to insufficient disassembly or difficulty in gaining access, (note that the removal of leading edge fuel tanks is necessary to facilitate inspection).</p> <p>Corrosion found has been beyond practical repair limits in a number of cases requiring spar or wing replacement.</p> <p>If not detected significant corrosion in the spar cap area will affect the structural integrity of the spar, and left uncorrected could result in catastrophic structural failure of the wing.</p>	

Effective Date:	20 December 2005
Compliance:	<p>Required at the next 150 hour or Annual Check whichever is the sooner following the aircraft reaching 7 years time in service. For aircraft exceeding 7 years time in service compliance is required at the next 150 hour or Annual Check, whichever occurs first following the effective date of this Directive. For aircraft previously inspected in accordance with SB1006 not later than 7 years after that inspection.</p> <p>Inspect the wing main spar behind the fuel tanks for corrosion in accordance with Service Bulletin 1006. If corrosion or other discrepancies are detected replace or repair the affected parts. Apply corrosion prevention fluid treatment and replace flexible fuel vent hoses in accordance with the SB.</p> <p>Repeat the inspection and other requirements described above at intervals not exceeding 7 years.</p> <p>NOTE: Alternative fluids meeting MIL-C-81309, MIL-C-23411 or Mil Spec 16173, Grade 4 may be used in place of that specified in the SB.</p>
Ref. Publications:	Piper Service Bulletin 1006, available from The New Piper Aircraft, Inc. 2926 Piper Drive, Vero Beach, Florida 32960
Remarks:	<p>This AD was previously published for comment as PAD 05-019. The comments received are addressed in the Comment Response Document on PAD 05-019 published on the EASA web site.</p> <p>Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail ADs@easa.eu.int</p> <p>For questions concerning the technical contents of this AD requirement(s), contact The New Piper Aircraft, Inc. at the address given above.</p>