


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	<p>PAD No : 05-017</p> <p>Date: 09.11.2005</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</p> <p>The New Piper Aircraft, Inc.</p>		<p>Type/Model designation</p> <p>PA-28 and PA-32</p>
<p>FAA TCDS 2A13 and A3SO</p>		
<p>Foreign AD: FAA AD 70-26-04</p>		
<p>Supersedure: Supersedes FAA AD 70-26-04 and CAA UK AAD 001-05-2000</p>		
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ATA 55	Structure – balance weight tube – Inspection	
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Manufacturer:	Piper	
Applicability:	<p>PA-28-140 aircraft Serial Nos. 28-20000 and up, PA-28-150, -160, 180 and -180S aircraft Serial Nos. 28-01 and up, PA-28-235 aircraft Serial Nos. 28-10000 and up, PA-28R-180 aircraft Serial Nos. 28R-30000 and up, PA-28R-200 aircraft Serial Nos. 28R-35000 and up, PA-32-260 aircraft Serial Nos. 32-01 and up and PA-32-300, -300S aircraft Serial Nos. 32-40000 and up.</p>	
Reason:	<p>This AD is proposed following EASA review of UK CAA Article 10.1 submissions. In this case EASA concurs with the UK CAA that an unsafe condition exists and has received no substantive evidence to date that would change this opinion.</p> <p>This AD is proposed in response to further reports of stabilator balance tube cracking being found on aircraft not previously included in the applicability of the State of Design FAA AD 70-26-04, and in the heavier tubes that were specified as a terminating action in the Piper Service Letter 576.</p> <p>The wider aircraft applicability and continued inspections are necessary to detect cracking which could lead to failure of the stabilator balance weight</p>	

	tube, producing an unbalanced aerodynamic control surface, leading to flutter and potential catastrophic loss of control / structural failure.
Effective Date:	Proposed 20.12.05
Compliance:	<p>Required not later than 55 flight hours from the effective date of this Directive, unless previously accomplished in which case within 200 flight hours from that inspection.</p> <p>Inspect the stabilator balance weight tube for cracks in accordance with Service Bulletin 327.</p> <p>Repeat inspection at intervals not exceeding 200 flight hours.</p>
Ref. Publications:	Piper Service Bulletin 327, available from The New Piper Aircraft, Inc. 2926 Piper Drive, Vero Beach, Florida 32960
Remarks:	<p>Comments regarding this PAD should be referred to Mr M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail ADs@easa.eu.int</p> <p>The closing date for comments is 10 December 2005</p>