



# Notification of a Proposal to cancel an Airworthiness Directive

**PAD No.:** 20-010-CN

**Issued:** 17 January 2020

Note: This Proposed Airworthiness Directive (PAD) Cancellation Notice (CN) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.  
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

PIPER AIRCRAFT, Inc.

**Type/Model designation(s):**

PA-28 and PA-32 aeroplanes

**Effective Date:** [TBD standard: same day as AD issue date]

**TCDS Number(s):** US 2A13, EASA.IM.A.234, US A3SO and EASA.IM.A.239

**Foreign AD:** None

**Cancellation:** This Notice proposes to cancel EASA AD 2005-0035 dated 22 December 2019.

## ATA 32 – CANCELLED: Landing Gear – Main Landing Gear Cylinder Torque Link Attachment Lugs – Inspection

**Manufacturer(s):**

The New Piper Aircraft, formerly Piper Aircraft Corporation

**Applicability:**

PA-28-140 aeroplanes, serial numbers (s/n) 28-20001 to 28-7725290 inclusive;  
PA-28-150 aeroplanes, s/n 28-1 to 28-4377 inclusive, and s/n 28-1760A;  
PA-28-151 aeroplanes, s/n 28-7415001 to 28-7715314 inclusive;  
PA-28-160 aeroplanes, s/n 28-1 to 28-4377 inclusive, and s/n 28-1760A;  
PA-28-161 aeroplanes, (Warrior II) s/n 28-7716001 to 2816109 inclusive, (Warrior III) s/n 2816110 and (Cadet) s/n 2841001 to 2841365 inclusive;  
PA-28-180 aeroplanes, (Cherokee) s/n 28-3 to 28-7205318 inclusive, (Archer) s/n 28-E13 and s/n 28-7305001 to 28-7505259 inclusive;  
PA-28-235 aeroplanes, s/n 28-10001 to 28-7710089 inclusive, and s/n 28-E11; and  
PA-32-260 aeroplanes, s/n 32-1 to 32-7800008 inclusive.



**Definitions:**

For the purpose of this PAD-CN, the following definitions apply:

**Affected part:** Cast main landing gear (MLG) cylinder torque link attachment lugs, having Part Number (P/N) 65319-02, P/N 65319-03 or P/N 65319-04.

**The SB:** Piper Service Bulletin (SB) 1131.

**Reason:**

In response to an occurrence in 1995 and recurring failures due to cracking on the oleo torque link attach lugs of the affected part, the Civil Aviation Authority (UK) of the United Kingdom (UK) issued AD 002-06-99. At the time, no manufacturer inspection was available to detect such condition. Subsequently, Piper issued the SB to provide instructions for repetitive 100-hours 10X visual inspections, followed by a liquid penetrant inspection of the affected part in the area where a potential crack is detected. CAA UK AD 002-06-99 required the same inspections.

In 2005, considering the potential for similar events, EASA issued AD 2005-0035, retaining the requirements of CAA UK AD 002-06-99, which was superseded, to require inspections in accordance with the instructions of the SB and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, Piper issued Revision A of the SB, adding instructions and illustrations to clarify the inspection procedure and providing instructions to remove the torque link to facilitate inspection. As part of its continued airworthiness monitoring process, EASA has reviewed this case together with Piper Aircraft Inc. and the Federal Aviation Administration, representing the State of Design for the affected aeroplanes.

Based on the following considerations, EASA has determined that an acceptable level of safety exists and an AD is no longer necessary:

- the service history of the affected aeroplanes with respect to this failure mode (in particular the consequence of the failure in the reported occurrences) and criticality of a MLG failure;
- the reduced probability of such failure occurring on the remaining fleet, due to the available improved inspection instructions in Piper SB 1131A; and
- the gradual fleet replacement of cast MLG with forged MLG, having P/N 65490.

Consequently, this Notice proposes to cancel EASA AD 2005-0035.

**Required Action(s) and Compliance Time(s):**

None

**Ref. Publications:**

The New Piper Aircraft, Inc. SB 1131 dated 18 August 2003, and  
Piper Aircraft, Inc. SB 1131A dated 18 January 2016.

EASA support the application of Piper SB 1131A (and later revisions, if any) as part of the approved maintenance programmes of the affected aeroplanes.



**Remarks:**

1. This Proposed AD-CN will be closed for consultation on 14 February 2020.
2. Enquiries regarding this PAD-CN should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of this PAD-CN, please contact:  
Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960, United States of America,  
Telephone: +1 877.879.0275 or +1 772.299.2141; Website: <https://www.piper.com/support/>.

