

Airworthiness Directive Schedule

Aeroplanes

Piper PA-32 Series (Cherokee 6, Saratoga, Lance and Seaplane)

28 January 2021

- Notes:**
1. This AD schedule is applicable to Piper PA-32 series aircraft manufactured under the following Federal Aviation Administration (FAA) Type Certificate Numbers:

Model:	Known Name:	FAA TC No:
PA-32-260	Cherokee Six	A3SO
PA-32-300	Cherokee Six	A3SO
PA-32-301T	Turbo Saratoga	A3SO
PA-32R-300	Cherokee Lance	A3SO
PA-32R-301	Saratoga SP	A3SO
PA-32R-301T	Turbo Saratoga SP	A3SO
PA-32S-300	Cherokee 6 Seaplane	A3SO

2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs can be obtained directly from the FAA website at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk*
-

Contents

DCA/PA32/1	Alternator Regulator System - Modification.....	3
DCA/PA32/3	Disc Brake Assembly - Modification.....	3
DCA/PA32/5	Rudder Trim Installation - Modification.....	3
DCA/PA32/6	Replacement of Inner and Outer Windshield Collars - Modification	3
DCA/PA32/7	Cabin Heater Duct Tunnel - Modification	3
DCA/PA32/8	Aileron Cable - Inspection.....	3
DCA/PA32/9A	Fuel Tank - Inspection.....	3
DCA/PA32/10	Main Landing Gear Torque Links - Modification.....	4
DCA/PA32/11	Aileron Balance Weight / Rudder Horn / Stabilator Balance Weight - Inspection.....	4
DCA/PA32/12	Tip Tank Fuel Line - Modification	4
DCA/PA32/13	Fuel System Improvement Kit 757.139V - Modification.....	4
DCA/PA32/14	Aft Spar Wing Attachment Bolts - Inspection	4
DCA/PA32/15	Storm Window Placard - Modification	4
DCA/PA32/16	Cancelled - purpose fulfilled.....	4
DCA/PA32/17	Electrical System - Modification	5
DCA/PA32/18	Control Wheel Retaining Pin - Modification.....	5
DCA/PA32/19A	Control Wheels - Inspection	5
DCA/PA32/20	Stabilator Balance Weight Assy - Inspection.....	5
DCA/PA32/21	Safety Belt Attachment - Modification	5
DCA/PA32/22	Fuel System - Modification.....	6
DCA/PA32/23	Cancelled - purpose fulfilled.....	6
DCA/PA32/24	Flap Control Rod Attachment - Replacement.....	6
DCA/PA32/25A	MLG Torque Links – Inspection and Replacement	6
DCA/PA32/26	Stabilator Attachment Fitting - Bolt Torque - Inspection.....	6
DCA/PA32/27	Glove Compartment - Modification.....	7

DCA/PA32/28	Lightening Holes in the Outer Wing Spars - inspection	7	
DCA/PA32/29	Steering System - Modification	7	
DCA/PA32/30	Forward Baggage Door - Inspection and Modification	8	
DCA/PA32/31A	Quick Disconnect Seat Retention Mechanism - Inspection	8	
DCA/PA32/32	Fuel Selector Valve - Inspection	8	
DCA/PA32/33	Fuel Gauge - Placard and Calibration	8	
DCA/PA32/34	Fuel Pump Cooling Shroud - Inspection.....	9	
DCA/PA32/35	Fuel System - Inspection and Modification.....	9	
DCA/PA32/36	Fuel Selector - Modification.....	9	
DCA/PA32/37	Electric Trim Switch - Modification	10	
DCA/PA32/38A	Oil Coolers - Inspection and Replacement.....	10	
DCA/PA32/39	Engine Control - Inspection.....	10	
DCA/PA32/40	Fuel Drain Installation - Inspection.....	10	
DCA/PA32/41	MLG Torque Link Greaser Bolt - Inspection.....	11	
DCA/PA32/42	Wing Rear Spar - Inspection	11	
DCA/PA32/43	Fuel Tank Vent - Modification	11	
DCA/PA32/44B	Ammeter Installation - Modification	11	
DCA/PA32/45	Nose Landing Gear - Modification.....	12	
DCA/PA32/46	Cancelled - purpose fulfilled.....	12	
DCA/PA32/47	Forward LH Fuselage Frame - Inspection and Modification.....	12	
DCA/PA32/48	Engine Mount and NLG Attachment - Inspection and Modification	12	
DCA/PA32/49B	Main Landing Gear Sidebrace Stud – Inspection.....	13	
DCA/PA32/50	Cancelled – FAA AD 2017-14-04 refers.....	14	
DCA/PA32/51	Flap Lever and Bolt - Inspection and Replacement.....	15	
DCA/PA32/52	Induction Air Filters – Removal from Service	16	
DCA/PA32/53	Induction Air Filters – Removal from Service	16	
DCA/PA32/54	Wing Main Spar – Inspection and Corrosion Protection.....	17	
DCA/PA32/55	Control Wheel Attachment – Inspection and Modification	17	
DCA/PA32/56	V-band Exhaust Couplings – Inspection and Replacement	18	
DCA/PA32/57	Control Wheel Shafts – Inspection and Rework.....	19	
The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at http://www.caa.govt.nz/airworthiness-directives/states-of-design/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.			20
2013-02-13	Horizontal Stabilator Control System – Inspection	20	
2017-14-04	Oil Cooler Hoses – Inspection.....	20	
2020-24-05	Wing Spars – Inspection	20	
* 2020-26-16	Wing Spars – Inspection	20	

DCA/PA32/1 Alternator Regulator System - Modification

Applicability: As detailed.
Requirement: Piper SL 467.
Compliance: By 30 April 1966

DCA/PA32/3 Disc Brake Assembly - Modification

Applicability: S/N 32-1 to 32-623.
Requirement: Piper SB 233.
Compliance: Next periodic inspection.

DCA/PA32/5 Rudder Trim Installation - Modification

Applicability: S/N 32-1 to 32-824.
Requirement: Piper SB 237.
Compliance: Within the next 100 hours TIS.

DCA/PA32/6 Replacement of Inner and Outer Windshield Collars - Modification

Applicability: S/N 32-1 to 32-200.
Requirement: Piper SB 239.
Compliance: By 30 April 1967.

DCA/PA32/7 Cabin Heater Duct Tunnel - Modification

Applicability: S/N 32-1 to 32-853.
Requirement: Piper SB 244.
Compliance: Within the next 25 hours TIS.

DCA/PA32/8 Aileron Cable - Inspection

Applicability: All models.
Requirement: Aileron cable P/N 62701-02 is to be inspected for signs of fraying where it passes around the pulley P/N 6285-00 in the control column.
Compliance: Before next flight.

DCA/PA32/9A Fuel Tank - Inspection

Applicability: All PA32-260 as detailed.
Requirement: Piper SB 251.
Compliance: Within the next 100 hours TIS.

DCA/PA32/10 Main Landing Gear Torque Links - Modification

Applicability: S/N 32-1 through to 32-853.

Requirement: Cases have been reported in New Zealand of failure of the torque link P/N 63306-00 and similar failures have occurred in Australia. Failure occurs in the vicinity of the grease nipple hole. Stronger replacement links have been produced by Piper.

All torque links P/N 63306 with 700 hours flight time and over are to be replaced with links P/N 65691-00V. All torque link bolts are to be replaced with bolts P/N 657880, or approved alternative, in accordance with Piper SB 248 Section 11. The rework in Piper SB 248 Section 1 (Sketch B) is to be carried out on all links.

Compliance: As detailed.

DCA/PA32/11 Aileron Balance Weight / Rudder Horn / Stabilator Balance Weight - Inspection

Applicability: S/N 32-1 to 32-307.

Requirement: Piper SB 240.

Compliance: By 31 July 1968

DCA/PA32/12 Tip Tank Fuel Line - Modification

Applicability: All PA32-260 as detailed.

Requirement: Piper SB 253.

Compliance: Within the next 50 hours TIS.

DCA/PA32/13 Fuel System Improvement Kit 757.139V - Modification

Applicability: All PA32-260 as detailed.

Requirement: Piper SB 249A.

Compliance: Within the next 100 hours TIS.

DCA/PA32/14 Aft Spar Wing Attachment Bolts - Inspection

Applicability: All PA32-260 as detailed.

Requirement: Piper SB 261.

Compliance: Within the next 100 hours TIS.

DCA/PA32/15 Storm Window Placard - Modification

Applicability: S/N 32-1 to 32-599.

Requirement: Piper SB 259.

Compliance: Within the next 100 hours TIS.

DCA/PA32/16 Cancelled - purpose fulfilled

DCA/PA32/17 Electrical System - Modification

Applicability: Model PA-32-360 S/N 32-1 to 32-945.
Requirement: Piper SB 275.
Compliance: Within the next 50 hours TIS.
Effective Date: 30 April 1969

DCA/PA32/18 Control Wheel Retaining Pin - Modification

Applicability: Model PA-32-260 "B" S/N 32-1111 through 32-1165, and PA-32-300 "B" S/N 32-40566 through 32-40715.
Requirement: Piper SB 295.
Compliance: Within the next 25 hours TIS.
Effective Date: 31 August 1969

DCA/PA32/19A Control Wheels - Inspection

Applicability: PA-32-260 S/N 32-1 through 32-1110 and PA-32-300 S/N 32-40001 through 32-40565 not fitted with control wheel P/N 78729-02V or 79276-00V.

Requirement: Inspect per Piper SL 527D.

Compliance: At intervals not exceeding 100 hours TIS.

Effective Date: DCA/PA32/19 - 31 January 1970
DCA/PA32/19A - 27 October 1978

Note: In accordance with FAA AD 69-22-2 the medallion must be removed to perform this inspection.

DCA/PA32/20 Stabilator Balance Weight Assy - Inspection

Applicability: Model PA-32-260 S/N 32-01 and up, also PA-32-300 and PA-32-300S S/N 32-40000 and up.

Requirement: Piper SB 327.

Compliance: As detailed.

Effective Date: 31 January 1971

DCA/PA32/21 Safety Belt Attachment - Modification

Applicability: Model PA-32-260, PA-32-300 and PA-32S-300 with S/N listed in SB 329.

Requirement: Piper SB 329.

Compliance: By 1 June 1972.

DCA/PA32/22 Fuel System - Modification

Applicability: Model PA-32-260, PA-32-300 and PA-32S-300 with S/N listed in SB 342.

Requirement: Piper SB 342.

Compliance: Next periodic inspection.

Effective Date: 30 November 1971

DCA/PA32/23 Cancelled - purpose fulfilled**DCA/PA32/24 Flap Control Rod Attachment - Replacement**

Applicability: As detailed.

Requirement: Clevis bolts attaching wing flaps to operating rods have been found working out. A similar occurrence on a Piper PA-28 aircraft resulted in the flap detaching from the operating rod in flight.

The clevis bolts attaching the flap control rods to the flaps are to be inspected for security and the anchor nuts for effective friction and attachment. Replace the clevis bolts and anchor nuts with AN 23-18 bolts, AN 310-3 nuts, AN 960-10 washers and MS 24665-132 cotter pins as shown in the Piper Cherokee Six Maintenance Manual (Revised 2 November 1970), Figure 4-6 on page 4-15, and described in paragraph 4-24.

Compliance: As detailed.

Effective Date: 30 June 1972

DCA/PA32/25A MLG Torque Links – Inspection and Replacement

Applicability: All model PA32 series aircraft fitted with torque links P/N 65691-00 or 65691-00V.

Note: This AD revised to introduce Piper MSB 1199 dated February 2009 which supersedes Piper SL 600 mandated by FAA AD 72-08-06.

Requirement: Accomplish the inspection and replacement requirements mandated in FAA AD 72-08-06 or Piper MSB 1199.

(FAA AD 72-08-06 refers)

Compliance: Within the next 50 hours TIS or before affected links accumulate 750 hours TIS whichever occurs later unless previously accomplished and thereafter at intervals not to exceed 500 hours TIS.

Effective Date: DCA/PA32/25 - 30 June 1972
DCA/PA32/25A - 30 June 2011

DCA/PA32/26 Stabilator Attachment Fitting - Bolt Torque - Inspection

Applicability: As detailed.

Requirement: Piper SL 614.

(FAA AD 72-14-7 refers)

Compliance: Within the next 100 hours TIS.

Effective Date: 31 August 1973

DCA/PA32/27 Glove Compartment - Modification

- Applicability:** Model PA-32-260 S/N 32-1111 through 32-7400023, Model PA-32-300 S/N 32-40566 through 32-7440062.
- Requirement:** Piper SB 412.
- Compliance:** Within the next 100 hours TIS.
- Effective Date:** 31 May 1974

DCA/PA32/28 Lightening Holes in the Outer Wing Spars - inspection

- Applicability:** Model PA-32-260 S/N 32-7400001 through 32-7400047 and model PA-32-300 S/N 32-7440001 through 32-7440147.
- Requirement:** To detect improperly formed lightening holes in the outer wing spars accomplish the following:
1. Remove the inspection plate on bottom of wing which is located adjacent to the aileron bellcrank.
 2. Inspect both sides of left and right spar around the first lightening hole outboard of the fish mouth of the main spar splice for evidence of a die stamping mark approximately six inches square surrounding the lightening hole area.
 3. Inspect the lightening hole flange radius for cracks.
 4. If square die stamping mark is evident on the aft side of spar only and there are no cracks in the lightening hole flange radii, no further action is required.
 5. If square die stamping mark is evident on forward side or spar and/or if there are cracks in the lightening hole flange, replace the outboard spar with a serviceable spar of the same part number or repair in a method approved by the CAA.
- (FAA AD 74-19-01 also refers)
- Compliance:** Within the next 10 hours TIS.
- Effective Date:** 27 September 1974
- Note:** Requirement notified to registered owners on effective date.

DCA/PA32/29 Steering System - Modification

- Applicability:** Model PA-32-260 S/N 32-7400001 through 32-7400050. PA-32-300 S/N 32-7440001 through 32-7440086 and 32-7440088 through 32-7440160.
- Requirement:** Piper SB 428.
(FAA AD 74-18-13 also refers).
- Compliance:** Within the next 50 hours TIS.
- Effective Date:** 17 February 1975

DCA/PA32/30 Forward Baggage Door - Inspection and Modification

Applicability: Model PA-32-260 S/N 32-01 through 32-7500039. PA-32-300 S/N 32-40001 through 32-7540147 on which Piper kit 760-972V has not been installed.

Requirement: Piper SB 463.

Compliance: Within the next 10 hours TIS and thereafter at intervals not exceeding 10 hours TIS until Piper modification kit 760-972V has been installed.

Effective Date: 24 April 1975

DCA/PA32/31A Quick Disconnect Seat Retention Mechanism - Inspection

Applicability: All model PA-32 fitted with removable passenger seats having 'quick disconnect' floor fittings.

Requirement: Piper SL 763.
(FAA AD 75-24-02 also refers)

Compliance: Within the next 100 hours TIS and thereafter annually.

Effective Date: 17 December 1975

DCA/PA32/32 Fuel Selector Valve - Inspection

Applicability: Model PA-32-260 S/N 32-1 through 32-7600020 equipped with 'Airborne' fuel valve, model 1-H65-2 Piper P/N 492 259. Model PA-32-300 S/N 32-40000 through 32-7640109 equipped with 'Airborne' fuel valve, model 1-H65-3 Piper P/N 492 259.

Requirement: Piper SB 519.
(FAA AD 76-18-04 also refers)

Compliance: Inspect within next 10 hours TIS and replace any defective valve before further flight.

Effective Date: 30 September 1976

DCA/PA32/33 Fuel Gauge - Placard and Calibration

Applicability: Model PA-32-260 S/N 32-7200001 through 32-7700005 and PA-32-300 S/N 32-7240001 through 32-7740012.

Requirement: Piper SB 533.
(FAA AD 77-01-01 also refers)

Compliance: Part I - Within the next 10 hours TIS.

Part II - Within the next 200 hours TIS. Placard must remain installed until gauges outside tolerance are replaced or recalibrated per SB 533.

Effective Date: 26 January 1977

Note: Requirement notified to registered owners on effective date.

DCA/PA32/34 Fuel Pump Cooling Shroud - Inspection

- Applicability:** All model PA-32-260, PA-32-300 and PA-32S-300 aircraft with S/N listed in Piper SB 342.
- Requirement:** Piper SB 342 (Step 1).
- Compliance:** At intervals not exceeding 100 hours TIS.
- Effective Date:** 5 August 1977

DCA/PA32/35 Fuel System - Inspection and Modification

- Applicability:** Model PA-32-260 S/N 32-03, 32-04, 32-1 through 32-7400049; PA-32-300 S/N 32-15, 32-21, 32-40000 through 32-7440160 and PA-32S-300 S/N 32S-15, 32S-40000 through 32S-7240137 for Part A;
- Model PA-32-260 S/N 32-03, 32-04, 32-1 through 32-1123; PA-32-300 S/N 32-15, 32-21, 32-40000 through 32-40629 and PA-32S-300 S/N 32S-15, 32S-40000 through 32S-40629 for Part B;
- Model PA-32-260 S/N 32-03, 32-04, 32-1 through 32-7700016, PA-32-300 S/N 32-15, 32-21, 32-40000 through 32-7740037, 32-7740039 through 32-7740053, 32-7740055 through 32-7740062, 32-7740064 through 32-7740069. PA-32S-300 S/N 32S-15, 32S-40000 through 32S-7240137 for Parts C and D.
- Requirement:** Piper SB 571.
(FAA AD 77-12-01 also refers)
- Compliance:** Part A - Within the next 5 hours TIS and thereafter prior to first flight of each day until Parts B, C and D are complied with, thereafter at intervals not exceeding 50 hours TIS. The daily leak check inspection requirement must be endorsed on the Maintenance Release and may be performed by the pilot.
- Part B - Within the next 100 hours TIS.
- Part C and D - Within the next 50 hours TIS.
- Effective Date:** 5 August 1977

DCA/PA32/36 Fuel Selector - Modification

- Applicability:** Model PA-32-260 S/N 32-03, 32-04, 32-1 through 32-7300036, PA-32-300 S/N 32-15, 32-21, 32-40000 through 32-7340081 and PA-32-300S S/N 32S-15, 32S-40000 through 32S-7240110.
- Requirement:** Piper SB 376.
(FAA AD 77-12-01 also refers)
- Compliance:** Within the next 50 hours TIS.
- Effective Date:** 5 August 1977

DCA/PA32/37 Electric Trim Switch - Modification

- Applicability:** Model PA-32-260 S/N 32-1111 through 32-1297 and 32-7100001 through 32-7100017, PA-32-300 S/N 32-40566 through 32-40974 and 32-7140001 through 32-7140049. Aircraft with Piper kit 761 039V embodied are not affected.
- Requirement:** Piper SB 556.
- Compliance:** Within the next 100 hours TIS.
- Effective Date:** 16 September 1977

DCA/PA32/38A Oil Coolers - Inspection and Replacement

- Applicability:** Model PA-32R-300 S/N 32R-7680001 through 32R-7880068, PA-32RT-300 S/N 32RT-7885001 through 32RT-7885207.
- Requirement:** Inspect per Piper SB 586B until coolers replaced per Piper kit 763-859V.
(FAA AD 78-16-08 refers)
- Compliance:** Inspect `A` - Prior to first flight of each day.
Inspection `B` - At intervals not exceeding 10 hours TIS. Inspection requirements must be endorsed on maintenance release and may be performed by Pilot.
Cooler replacement - By 31 October 1979.
- Effective Date:** DCA/PA32/38 - 22 December 1977
DCA/PA32/38A - 13 October 1978

DCA/PA32/39 Engine Control - Inspection

- Applicability:** Model PA-32-260 S/N 32-1111 through 32-7700013, PA-32-300 S/N 32-40566 through 32-7740040.
- Requirement:** Piper SB.
(FAA AD 77-23-03 also refers)
- Compliance:** Within the next 50 hours TIS.
- Effective Date:** 31 March 1978

DCA/PA32/40 Fuel Drain Installation - Inspection

- Applicability:** All model PA-32-260, PA-32-300, PA-32S-300, PA-32R-300, PA-32RT-300 and PA-32RT-300T.
- Requirement:** Check that fuel drain door opens and closes freely without manual assistance and prevents actuation of drain lever when closed. Any installation found defective must be replaced with a serviceable assembly before further flight.
(FAA AD 78-23-01 refers)
- Compliance:** At intervals not exceeding 100 hours TIS. Aircraft with 300 hours or more TIS shall be initially inspected within next 50 hours TIS.
- Effective Date:** 8 December 1978

DCA/PA32/41 MLG Torque Link Greaser Bolt - Inspection

Applicability: Model PA-32-260 S/N 32-1 through 32-7700023, PA-32-300 S/N 32-40001 through 32-7840043.

Requirement: Inspect greaser bolts per Piper SL 842 using magnetic particle method.

Compliance: At 500 hours TIS and thereafter at intervals not exceeding 100 hours TIS until bolt P/N 79543-02 or kit P/N 760910V embodied, as appropriate, after which inspection shall be accomplished at intervals not exceeding 500 hours TIS.

Effective Date: 26 January 1979

DCA/PA32/42 Wing Rear Spar - Inspection

Applicability: All model PA-32.

Requirement: Visually inspect wing rear spar in area next to fuselage attachment for evidence of corrosion between spar and spar plate.

Note: Spar front face must be inspected through internal area of wing after removal of underwing fillet or fuselage floor panels in area of rear attachments. Corrosion of spar proceeds from inboard end and is indicated by deterioration of rivet tails and pitting, bulging and cracking of spar material.

Compliance: At intervals not exceeding 3 years. Aircraft not previously inspected within last 3 years shall be initially inspected within next 100 hours TIS.

Effective Date: 22 February 1980

DCA/PA32/43 Fuel Tank Vent - Modification

Applicability: Model PA-32R-300 S/N 32R-7780215 through 32R-7880068.

Requirement: Modify per Piper SB 646A.

Compliance: Within the next 50 hours TIS.

Effective Date: 4 July 1980

DCA/PA32/44B Ammeter Installation - Modification

Applicability: Model PA-32-260 S/N 32-1 through 32-7800008; PA-32-300 S/N 3240000 through 32-7940290; PA-32R-300 S/N 32R-7680001 through 32R-7880068; PA-32-301T S/N 32-8024001 through 32-8124030.

Requirement: Modify per Piper SB 811A, unless aircraft equipped with 90 ampere.
(FAA AD 86-17-01 refers)

Compliance: By 28 February 1987

Effective Date: DCA/PA32/44A - 22 October
DCA/PA32/44B - 14 November 1986

DCA/PA32/45 Nose Landing Gear - Modification

Applicability: Model PA-32R-300 S/N 32R-7680001 through 32R-7880068.

Requirement: Modify per Piper SL 927.
(FAA AD 81-24-07 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 29 January 1982

DCA/PA32/46 Cancelled - purpose fulfilled**DCA/PA32/47 Forward LH Fuselage Frame - Inspection and Modification**

Applicability: Model PA-32R-300 S/N 32R-7680001 through 32R-7880068; PA-32RT-300 S/N 32R-7885001 through 32R-7985105; PA-32RT-300T S/N 32R-7887001 through 32R-7987126; PA-32R-301 S/N 32R-8013001 through 32R-8613005, -3213001 through -3213037 and PA-32R-301T S/N 32R-8029001 through 32R-8629006, -3229001 through -3229003, not incorporating Frame Repair Kit, Piper P/N 766-244.

Requirement: To detect forward LH fuselage frame cracks, inspect per Part I of Piper SB 946. If cracks are found rectify per Part II of the SB before further flight.

Compliance: At 1000 hours TTIS or within next 100 hours TIS, whichever is the later and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 19 April 1991

DCA/PA32/48 Engine Mount and NLG Attachment - Inspection and Modification

Applicability: Model PA-32R-300 S/N 32R-7680001 through 32R-7880068; PA-32RT-300 S/N 32R-7885001 through 32R-7985105; PA-32RT-300T S/N 32R-7887001 through 32R-7987126; PA-32R-301 S/N 32R-8013001 through 32R-8613005, 3213001 through 3213037 and PA-32R-301T S/N 32R-8029001 through 32R-8629006, 3229001 through 3229003.

Requirement: To prevent failure of the nose landing gear to retract or extend, accomplish the following:

1. Inspect the engine mount per Piper SB 955, Part I. Prior to further flight, repair any cracks per SB 955.
2. Modify the airframe structure and strengthen the landing gear and engine mount attach areas per Engine Mount Drag Link Installation Kit, Piper P/N 766-252 or P/N 766-253 as applicable.
3. Inspect the nose gear actuator attachment bracket for correct rivet dimensions per SB 955, Part III. Rectify if necessary per the SB prior to further flight.

(FAA AD 93-05-10 refers)

Compliance: Within next 100 hours TIS.

Effective Date: 11 June 1993

Note: NZCAR PART III, Leaflets B.11-22/1, B.11-22/2 and B.11-22/3 are hereby cancelled.

DCA/PA32/49B Main Landing Gear Sidebrace Stud – Inspection

Applicability: Model PA-32R-300 aircraft, S/N 32R-7680001 through to 32R-7780444 not fitted with a main landing gear side brace stud P/N 78717-02 in both LH and RH main landing gear sidebrace bracket assemblies.

Note 1: There is no change to the AD requirement. This AD revised to clarify and align the AD requirement with FAA AD 97-01-01R1.

Note 2: The Appendix included in FAA AD 97-01-01R1 contains information to determine the P/N of the main gear sidebrace stud assembly (which contains the main gear side brace stud) on affected PA-32R-300 aircraft.

Requirement: To prevent main landing gear (MLG) collapse due to possible main gear sidebrace stud cracks which if not detected and corrected could result in loss of aircraft control during landing, accomplish the following:

Remove both the left and right main gear sidebrace studs from the aircraft per the instructions in the landing gear section of the aircraft MM. Inspect both the main gear sidebrace stud for cracks using Type I (fluorescent) liquid penetrant or magnetic particle inspection methods. Figure 1 of this AD depicts the area where the sidebrace stud is to be inspected.

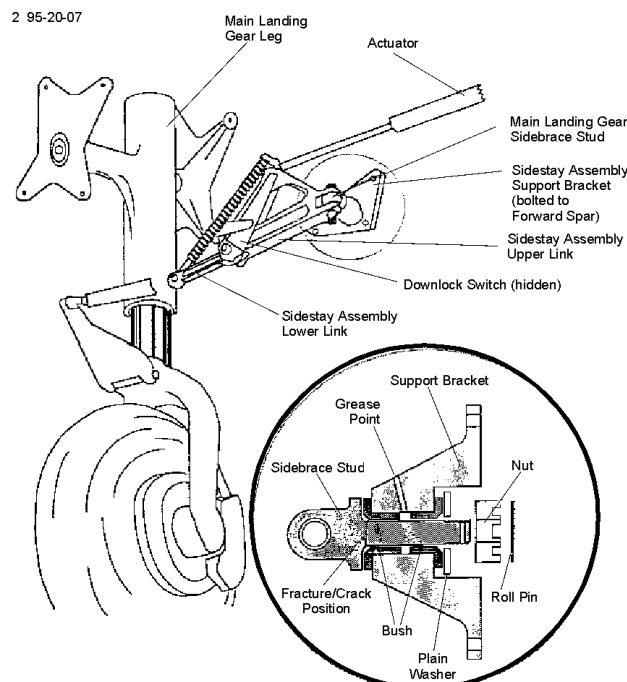


Figure 1

Note: This figure is provided to depict the area of the sidebrace stud to be inspected. This is not intended to represent the configuration of all models affected.

For any main gear sidebrace stud not found cracked, before to further flight reinstall the stud per the instructions in the Landing Gear section of the applicable MM, and reinspect and replace (as necessary) per this AD.

For any main gear sidebrace stud found cracked, before to further flight replace the cracked stud with a serviceable part per the instructions in the Landing Gear section of the applicable MM and accomplish one of the following, as applicable:

- Reinspect and replace (as necessary) per the repetitive requirements in this AD, or
- For affected PA32R-300 aircraft the 9/16 inch main gear sidebrace studs (P/N 95299-00, 95299-02 or 67543 as applicable) are no longer manufactured: Install a new main gear sidebrace stud bracket assembly P/N 95643-06, 95643-07, 95643-08 or 95643-09 as applicable. No repetitive inspections will be required by this AD for when this bracket assembly is installed on both the LH and RH sides, or
- Ream the existing two-piece bushings P/N 67026-6 to an inside diameter of .624 inch to .625 inch, chamfer the head side of the bushing to accommodate the radius in the shank of the main gear sidebrace stud and install the 5/8 inch stud P/N 78717-02. No repetitive inspections will be required by this AD when this action is accomplished on both the LH and RH bracket assemblies. If the bushings cannot be reamed while installed in the bracket (i.e., the bushings are loose), then install a main gear sidebrace bracket assembly P/N 95643-06, 95643-07, 95643-08 or 95643-09, as applicable.

Note 3: The repetitive inspections mandated by this AD may be terminated at any time when one of the following is accomplished:

- (1) Install a main gear sidebrace bracket assembly P/N 95643-06, 95643-07, P/N 95643-08 or 95643-09 as applicable, which contains the 5/8 inch diameter main gear sidebrace stud P/N 78717-02 and the one-piece bushing P/N 67026-12, or
- (2) Ream the existing two-piece bushings P/N 67026-6 to an inside diameter of .624 inch to .625 inch, chamfer the head side of the bushing to accommodate the radius in the shank of the main gear sidebrace stud and install the 5/8 inch stud P/N 78717-02. If the bushings cannot be reamed while installed in the bracket (i.e. the bushings are loose), then install a main gear sidebrace bracket assembly P/N 95643-06, 95643-07, 95643-08 or 95643-09 as applicable.

(FAA AD 97-01-01R1 refers)

Compliance: Within the next 100 hours TIS unless previously accomplished and thereafter at intervals not to exceed 500 hours TIS.

Effective Date: DCA/PA32/49 - 24 November 1995
DCA/PA32/49A - 14 March 1997
DCA/PA32/49B - 29 September 2011

DCA/PA32/50 Cancelled – FAA AD 2017-14-04 refers

Effective Date: 15 August 2017

DCA/PA32/51 Flap Lever and Bolt - Inspection and Replacement

Applicability:	PA32-260	Serial Number 32-1 through 32-1297 and 32-7100001 through 32-7800008.
	PA32-300	Serial Number 32-40000 through 32-40974 and 32-7140001 through 32-7940290.
	PA32-301	Serial Number 32-8006001 through 32-8406020.
	PA32-301T	Serial Number 32-8024001 through 32-8424002.
	PA32R-300	Serial Number 32R-7680001 through 32R-7880068.
	PA32RT-300	Serial Number 32R-7885001 through 32R-7985105.
	PA32RT-300T	Serial Number 32R-7887001 through 32R-7987126.
	PA32R-301	32R-8013001 through 32R-8413024.
	PA32R-301T	32R-8029001 through 32R-8429028.

Requirement: To prevent failure of the flap handle attach bolt and sudden retraction of the flaps which could result in loss of control of the aircraft, accomplish the following:-

Measure the cable mounting attach hole diameter and enlarge the hole to 0.316 inch diameter. If the diameter of the cable mount attach hole is larger than 0.316 inch, prior to further flight, replace the flap lever handle per Piper SB 965.

Install a new bushing (using Piper P/N 63900-174) into the cable mounting attach hole per SB 965.

Replace the flap lever handle attach bolt with a new clevis bolt (Piper P/N 400 673 or standard P/N AN23-11) per SB 965.

Inspect the washer, nut, and cotter pin, and if damaged, prior to further flight, replace washer (Piper P/N 407-564 or standard P/N AN960-10), nut (Piper P/N 404-392 or standard P/N AN320-3), and cotter pin (Piper P/N 424-051 or standard P/N MS24665-132) as applicable per SB 965.

(FAA AD 96-10-03 refers)

Note: The requirement of this airworthiness directive takes precedence over SB 965 instructions and requires installing the clevis bolt, regardless of the condition of the current part.

Compliance: At 2000 hours TTIS or within next 100 hours TIS, whichever is the later.

Effective Date: 5 July 1996

DCA/PA32/52 Induction Air Filters – Removal from Service

Applicability: The following models and S/Ns that are equipped with Purolator air filter P/N 638873, Model CA161PL, or Piper P/N 460-632 (PS60007-2):

PA-32-260 S/N 32-1 through 32-7800008.
PA-32-300 S/N 32-7640001 through 32-7940290.
PA-32-301 S/N 32-8006001 through 32-8606023, and 3206001 through 3206088
PA-32R-300 S/N 32R-7680001 through 32R-7880068.
PA-32RT-300 S/N 32R-7885001 through 32R-7985105.
PA-32R-301 S/N 32R-8013001 through 32R-8613006, and 3213001 through 3213041.
PA-32R-301 S/N 3213029, 3213042 through 3213103, and 3246001 through 3246117.

Requirement: To prevent pieces of a damaged induction air filter from being ingested into the engine, which could result in reduced or loss of engine power, accomplish the following:-

Replace, per the maintenance manual, any Purolator/Facet induction air filter, Purolator P/N 638873, Model No. CA161PL, Piper P/N 460-632 (PS60007-2), that meets the following conditions:

- Was manufactured anytime from January 1997 through September 1998; and
- Is identified with a ¼ inch high (white) ink stamp "FACET - 638873", and may include "FAA-PMA".

Note: Piper SB 1022, and Purolator SB 090298.01 provide information relating to this AD, including procedures on how to identify the affected air filters.
(FAA AD 99-05-09 refers)

Compliance: Within next 25 hours TIS.

Effective Date: 25 March 1999

DCA/PA32/53 Induction Air Filters – Removal from Service

Applicability: Model PA-32S-300 all S/N, that are equipped with Purolator air filter P/N 638873, Model CA161PL, or Piper P/N 460-632 (PS60007-2).

Requirement: To prevent pieces of a damaged induction air filter from being ingested into the engine, which could result in reduced or loss of engine power, accomplish the following:-

Replace, per the maintenance manual, any Purolator/Facet induction air filter, Purolator P/N 638873, Model No. CA161PL, Piper P/N 460-632 (PS60007-2), that meets the following conditions:

- Was manufactured anytime from January 1997 through September 1998; and
- Is identified with a ¼ inch high (white) ink stamp "FACET - 638873", and may include "FAA-PMA".

Note: Piper SB 1022, and Purolator SB 090298.01 provide information relating to this AD, including procedures on how to identify the affected air filters.
(FAA AD 99-26-05 refers)

Compliance: Within the next 25 hours TIS.

Effective Date: 27 January 2000

DCA/PA32/54 Wing Main Spar – Inspection and Corrosion Protection

Applicability: All PA-32 series.

Requirement: To ensure structural integrity of the wing, accomplish the following:-

Remove the fuel tanks and inspect for corrosion per Piper SB 1006.

Also visually inspect inboard of the fuel tanks to the wing roots where possible, for any evidence of wing spar corrosion. If corrosion is evident, a thorough inspection (including skin disassembly as necessary) must be accomplished.

Replace or repair as necessary any parts found corroded and apply corrosion protection before reassembly per SB 1006.

Note 1: SB 1006 also requires repetitive replacement of flexible fuel vent hoses. It is recommended that this is accomplished at the same time as the corrosion inspection, but it is not a requirement of this AD.

Compliance: Next time the fuel tanks are removed or by 30 June 2002, whichever is the sooner. Thereafter at intervals not to exceed 10 years.

Note 2: While this airworthiness directive requires inspections at intervals not to exceed 10 years, more frequent inspections may be required. If the aircraft is operating in a particularly corrosive environment and/or inspection findings reveal serious corrosion, the inspection interval should be reduced.

Note 3: If inspection and corrosion protection equivalent to this AD have already been accomplished within the last 10 years, only repetitive compliance with this AD is required at intervals not to exceed 10 years.

Effective Date: 29 June 2000

DCA/PA32/55 Control Wheel Attachment – Inspection and Modification

Applicability: Group A. PA-32R-301, S/N 3246098 through 3246214.
PA-32R-301T, S/N 3257028 through 3257327.

Group B: PA-32R-301, S/N 3246215 through 3246219.
PA-32R-301T, S/N 3257328 through 3257340.
PA-32-301FT, S/N 3232001 through 3232013.
PA-32-301XTC, S/N 3255001 through 3255014.

Requirement: To detect and correct inadequate control wheel attachment design, which could result in loss of control, accomplish the following:

1. For aircraft listed in Group A, inspect the control wheel attachment screw and nut-plate for proper thread engagement (minimum one thread showing past the end of the nut plate), and replace the screw and/or nut plate if insufficient thread engagement is found. Reassemble the control wheel onto the control wheel shaft and apply Loctite thread-locking compound.

2. For Group A and B aircraft, install the retainer clip P/N 104687-002, per Part II of New Piper Aircraft SB 1139A.
(FAA AD 2004-14-12 refers)

Compliance: 1. Inspect within 25 hours TIS.
2. Install the retainer clip within 100 hours TIS.

Effective Date: 26 August 2004

DCA/PA32/56 V-band Exhaust Couplings – Inspection and Replacement

Applicability: Model PA-32R-301T aircraft, S/N 3257001 through to 3257311.

Requirement: To prevent failure of the V-band exhaust couplings which can cause exhaust pipe detachment from the turbocharger and result in release of high-temperature gas inside the engine compartment, an inflight engine fire and loss of aircraft control, accomplish the following:

1. Replace V-band exhaust couplings Lycoming P/N 40D21162-340M or Eaton/Aeroquip P/N 55677-340M with an improved Eaton/Aeroquip designed coupling P/N NH1009399-10 or improved Lycoming designed coupling P/N 40D23255-340M.

Remove the spot welded V-band clamp(s) and discard, and then accomplish one of the following two actions:

- Install new riveted clamp(s) and tighten to an initial torque of 40 in. lbs. Tap the V-band clamp(s) around the circumference with a rubber mallet to equalize the band tension. Retorque the clamp(s) to 60 in. lbs. and again tap the clamp(s) around the circumference. Retorque the clamp(s) to 60 in. lbs. final torque and lock wire the V-band coupling(s), or
- Install new riveted clamp(s) per the instructions in Lycoming Service Instruction No. 1238B dated 6 January 2010 and lock wire the V-band coupling(s).

2. Eaton/Aeroquip exhaust couplings P/N 55677-340M or Lycoming exhaust couplings P/N 40D21162-340M shall not be fitted to any aircraft. (FAA AD 2010-13-07 refers)

Compliance:

1. At the next scheduled maintenance inspection or the next 25 hours TIS whichever occurs sooner.
2. From 29 July 2010.

Effective Date: 29 July 2010

DCA/PA32/57 Control Wheel Shafts – Inspection and Rework

Applicability: Model PA-32-260 aircraft, S/N 32-03, 32-04, 32-1 through to 32-1297 and 32-710001 through to 32-7800008.
Model PA-32-300 aircraft, S/N 32-15, 32-21, 32-40000 through to 32-40974 and 32-7140001 through to 32-7940290.
Model PA-32S-300 aircraft, S/N 32S-15, 32S-40000 through to 32S-40974 and 32S-7140001 through to 32S-7240137.
Model PA-32R-300 aircraft, S/N 32R-7680001 through to 32R-7880068.
Model PA-32RT-300 aircraft, S/N 32R-7885002 through to 32R-7985106.
Model PA-32RT-300T aircraft, S/N 32R-7787001 and 32R-7887002 through to 32R-7987126.
Model PA-32R-301 (SP) aircraft, S/N 32R-8013001 through to 32R-8613006, 3213001 through to 3213028 and 3213030 through to 3213041.
Model PA-32R-301 (HP) aircraft, S/N 3213029, 3213042 through to 3213103, 3246001 through to 3246217, 3246219, 3246223, 3246218, 3246220 through to 3246222 and 3246224 through to 3246244.
Model PA-32R-301T aircraft, S/N 32R-8029001 through to 32R-8629008 and 3229001 through to 3229003.
Model PA-32-301 aircraft, S/N 32-8006002 through to 32-8606023, 3206001 through to 3206019, 3206042 through to 3206044, 3206047, 3206050 through to 3206055 and 3206060.
Model PA-32-301T aircraft, S/N 32-8024001 through to 32-8424002.

Model PA-32R-301T aircraft, S/N 3257001 through to 3257483.
Model PA-32-301FT aircraft, S/N 3232001 through to 3232074.
Model PA-32-301XTC aircraft, S/N 3255001 through to 3255014, 3255026, 3255015 through to 3255025, 3255027, and 3255051.

Requirement: To prevent failure of the control wheel shafts due to possible incorrect assembly which can result in loss of pitch and roll control, accomplish the following:

Inspect the pilot and copilot control wheel columns for correct shaft installation per the instructions in Piper Aircraft, Inc. MSB No. 1197A dated 1 September 2009 or Piper Aircraft, Inc. MSB No. 1197B dated 3 May 2010. If the control wheel shaft is found incorrectly installed, replace with a new shaft per the instructions in MSB No. 1197A or MSB No. 1197B before further flight.

Inspect the universal joint and all the other control wheel parts for any deterioration, excess wear and damage. If any defects are found, replace affected parts per the instructions in MSB No. 1197A or MSB No. 1197B before further flight.

Note: Accomplish the requirements of this AD per the instructions in Piper Aircraft, Inc. MSB No. 1197A dated 1 September 2009 or Piper Aircraft, Inc. MSB No. 1197B dated 3 May 2010.
(FAA AD 2010-15-10 refers)

Compliance: Within the next 100 hours TIS or by 31 August 2011 whichever occurs sooner.

Effective Date: 31 August 2010

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <http://www.caa.govt.nz/airworthiness-directives/states-of-design/>. If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2013-02-13 Horizontal Stabilator Control System – Inspection

Effective Date: 11 March 2013

2017-14-04 Oil Cooler Hoses – Inspection

Applicability: Piper PA-32-260, PA-32-300, PA-32-301, PA-32-301T, PA-32R-300, PA-32R-301 (SP), PA-32R-301 (HP), PA-32R-301T, PA-32RT-300, PA-32RT-300T, and PA-32S-300 aircraft, all S/N fitted with one or more oil cooler hose assemblies that do not meet technical standard order C53a (TSO-C53a), Type D requirements.

Note: This AD retains all of the requirements in superseded DCA/PA-28/127C and DCA/PA-32/50 (FAA AD 95-26-13 refers) and introduces text to clarify the AD requirements. FAA AD 2017-14-04 is prompted by several inquiries received by the FAA to clarify the AD applicability and compliance requirements.

Effective Date: 15 August 2017

2020-24-05 Wing Spars – Inspection

Applicability: Refer to FAA AD 2020-24-05.

Note: FAA AD 2020-24-05 mandates an inspection of the left and right main wing spars for corrosion.

Effective Date: 28 December 2020

*** 2020-26-16 Wing Spars – Inspection**

Note 1: FAA AD 2020-26-16 uses a formula to determine when the aircraft was operated in flight training, or other high-load environments to determine the Factored Service Hours (FSH).

This means that New Zealand aircraft affected by the FAA AD are only those aircraft operated at any time during their life by a commercial flight training organization, which would include an Aero Club, or a Flying School.

The formula is based on the maintenance inspection requirements under Federal Aviation Regulations (FAR) 91.409(b), where a commercial aircraft used for hire must have 100-hour inspections, and an aircraft operated privately (i.e. not for hire) must have annual inspections.

This distinction is not as easy to make in New Zealand, where Civil Aviation Rule (CAR) 91.605(c) requires that the manufacturer's 100-hour inspection, or an equivalent inspection must be carried out every 12-months and therefore in New Zealand a 100-hour and a 12-month inspection are considered the same.

To determine the number of 100-hour inspections (N) for the formula as required by FAA AD 2020-26-16, the CAA will accept counting all 12-month (annual) inspections carried out in accordance with CAR 91.605(c), as well as counting all 100-hour inspections carried out in any 12-month period, when the aircraft was operated by a commercial flight training organisation. (This would include an Aero Club, or a Flying School).

If it cannot be determined with certainty who the operator of the aircraft was at the time of the 100-hour, or the 12-month (annual) inspection, then all the inspections must be counted in the number N.

Note 2: The eddy current inspection mandated by paragraph (i) of FAA AD 2020-26-16 must be accomplished in accordance with the requirements in Rule 43.67 using an approved technique.

Note 3: Notes and a compliance introduced to the AD to provide clarity regarding the determination of N in the formula as required by FAA AD 2020-26-16.

Compliance: In accordance with FAA AD 2020-26-16, except that the operator may elect to use the aircraft hours TTIS as the Factored Service Hours (FSH) in lieu of a logbook review, or if the number of 100-hour inspections (N) when the aircraft was operated by a commercial flight training organization cannot be determined.

Effective Date: 16 February 2021