



Airworthiness Directive Cancellation Notice

AD No.: 2005-0035-CN

Issued: 20 February 2020

Note: This Airworthiness Directive (AD) 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.

Design Approval Holder's Name:

PIPER AIRCRAFT, Inc.

Type/Model designation(s):

PA-28 and PA-32 aeroplanes

Effective Date: 20 February 2020

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

Foreign AD: None

Cancellation: This Notice cancels EASA AD 2005-0035 dated 22 December 2005.

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

Manufacturer(s):

The New Piper Aircraft, 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 AD-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 (CAA) 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 considerations, that (1) 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; (2) the reduced probability of such failure occurring on the remaining fleet, due to the available improved inspection instructions in Piper SB 1131A; and (3) the gradual fleet replacement of cast MLG with forged MLG, having P/N 65490, EASA has determined that an acceptable level of safety exists and an AD is no longer necessary.

Consequently, this Notice cancels EASA AD 2005-0035.

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

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.

Remarks:

1. This AD-CN was posted on 17 January 2020 as PAD 20-010-CN for consultation until 14 February 2020. No comments were received during the consultation period.
2. Enquiries regarding this AD-CN should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.



3. For any question concerning the technical content of this AD-CN, please contact:
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Telephone: +1 877.879.0275 or +1 772.299.2141; Website: <https://www.piper.com/support/>.

