

Airworthiness Directive

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [62 FR 59280 NO. 212 11/03/97]

Docket No. 84-CE-27-AD; Amendment 39-10189; **AD 85-02-05 R1**

RIN 2120-AA64

Airworthiness Directives; The New Piper Aircraft, Inc. PA-20, PA-22, PA-23, PA-24, PA-25, PA-30, PA-31P, PA-36, PA-39, and PA-44 Series Airplanes

PDF Copy (If Available):

▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

ACTION: Final rule; correction.

SUMMARY: This document clarifies information in Airworthiness Directive (AD) 85-02-05, which applies to all The New Piper Aircraft, Inc. (Piper) PA-20, PA-22, PA-23, PA-24, PA-25, PA-30, PA-31P, PA-36, PA-39, and PA-44 series airplanes. AD 85-02-05 currently requires installing on the pilot's instrument panel a Piper part number (P/N) 81090-02 placard, which provides information for operation of the parking brake. Piper has superseded that placard with a P/N 683-107 placard, and operators in need of a new placard can only obtain the P/N 683-107 placard. In this scenario, the owners/operators of the affected airplanes could not comply with AD 85-02-05 as currently written. The P/N 683-107 placard contains the same wording as the P/N 81090-02 placard. The actions specified in that AD are intended to prevent airplane controllability problems while involved in ground operation because of improper brake operations. This document maintains the placard requirement of AD 85-02-05, and adds the installation of the P/N 683-107 placard as an option of compliance.

DATES: Effective November 21, 1997.

FOR FURTHER INFORMATION CONTACT: William Herderich, Aerospace Engineer, Atlanta Certification Office, FAA, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone (770) 703-6084; facsimile (770) 703-6097.

SUPPLEMENTARY INFORMATION:

Discussion

AD 85-02-05, Amendment 39-4984, currently requires the following on Piper PA-20, PA-22, PA-23, PA-24, PA-25, PA-30, PA-31P, PA-36, PA-39, and PA-44 series airplanes: installing on the pilot's instrument panel a Piper part number (P/N) 81090-02 placard, which provides information for operation of the parking brake. The actions required by AD 85-02-05 are intended to prevent airplane controllability problems while involved in ground operation because of improper brake operations.

Need for the Correction

Piper has superseded the P/N 81090-02 placard with a P/N 683-107 placard, and owners/operators in need of a new placard can only obtain the P/N 683-107 placard. In this scenario, the owners/operators of the affected airplanes could not comply with AD 85-02-05 as currently written. The P/N 683-107 placard contains the same wording as the P/N 81090-02 placard.

Correction of Publication

This document maintains the placard requirement of AD 85-02-05, adds the installation of the Piper P/N 683-107 placard as an option of compliance, adds a paragraph that allows the pilot to install the placard, adds the standard alternative method of compliance paragraph, and adds the AD as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

Since this action only adds the Piper P/N 683-107 placard as an option of compliance, it has no adverse economic impact and imposes no additional burden on any person than would have been necessary to comply with AD 85-02-05. Therefore, the FAA has determined that prior notice and opportunity for public comment are unnecessary.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Correction

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39 - AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:
Authority: 49 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Airworthiness Directive (AD) 85-02-05, Amendment 39-4984, and by adding a new AD to read as follows:

▼ Regulatory Information

85-02-05 R1 THE NEW PIPER AIRCRAFT, INC.: Amendment 39-10189; Docket No. 84-CE-27-AD. Revises AD 85-02-05, Amendment 39-4984.

Applicability: The following model and serial number airplanes, certificated in any

category:

Models	Serial Numbers
PA-20, PA-20S, PA-20-115, PA-20S-115, PA-20-135, and PA-20S-135	20-1 through 20-1121
PA-22, PA-22-108, PA-22-135, PA-22S-135, PA-22-150, PA-22S-150, PA-22-160, and PA-22S-160	22-1 through 22-9848
PA-23 and PA-23-160	23-1 through 23-2046
PA-23-235, PA-23-250, and PA-E23-250	27-1 through 27-8154030
PA-24, PA-24-250, and PA-24-260	24-1 through 24-5034
PA-24-400	26-1 through 26-148
PA-25, PA-25-235, and PA-25-260	25-1 through 25-8156024
PA-30	30-1 through 30-2000
PA-31P	31P-1 through 31P-7730012
PA-36-285, PA-36-300, and PA-36-375	36-7360001 through 36-8302025
PA-39	39-1 through 39-162
PA-44-180	44-7995001 through 44-8195026
PA-44-180T	44-8107001 through 44-8207020

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, repaired, or reconfigured in the area subject to the requirements of this AD. For airplanes that have been modified, altered, repaired, or reconfigured so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within 100 hours time-in-service after March 1, 1985 (the effective date of AD 85-02-05, Amendment 39-4984) or prior to the next flight after the effective date of this AD, whichever occurs later, unless already accomplished.

To prevent airplane controllability problems while involved in ground operation because of improper brake operations, accomplish the following:

(a) Install one of the following in a central location on the pilot's instrument panel in full view of the pilot.

(1) A Piper part number 81090-02 placard; or

(2) A Piper part number 683-107 placard.

NOTE 2: The above referenced placards both contain the following language:

"WARNING
NO BRAKING WILL OCCUR IF AIRCRAFT
BRAKES ARE APPLIED WHILE PARKING
BRAKE HANDLE IS PULLED AND HELD"

(b) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) Installing the placard required by paragraph (a) of this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

(2) Alternative methods of compliance approved in accordance with AD 85-02-05 (revised by this action) are considered approved as alternative methods of compliance with this AD.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(e) All persons affected by this directive may examine information pertaining to this document at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment becomes effective on November 21, 1997.

▼ Footer Information

▼ Comments