



ANAC

Administración Nacional
de Aviación Civil

DIRECTIVA DE AERONAVEGABILIDAD

DEPARTAMENTO DE
CERTIFICACION
AERONAUTICA
AV. FUERZA AEREA KM 5½
(X5010JMN) CORDOBA

D.A. N° RA 2014-11-01 CHINCUL (PIPER)
ENMIENDA N° 39/00-001
FECHA: 27 de Noviembre de 2014

LA SIGUIENTE DIRECTIVA DE AERONAVEGABILIDAD DESARROLLADA Y EMITIDA POR EL DEPARTAMENTO DE CERTIFICACION AERONAUTICA DE LA DIRECCION DE AERONAVEGABILIDAD, DE ACUERDO A LAS PREVISIONES DE LA LEY N° 17285, CODIGO AERONAUTICO DE LA REPUBLICA ARGENTINA, PUBLICADA EN EL BOLETIN OFICIAL EL 23 DE MAYO DE 1967, CON LAS REFORMAS POSTERIORMENTE AGREGADAS Y EL REGLAMENTO DE AERONAVEGABILIDAD RAAC PARTE 39, ES APLICABLE A TODAS LAS AERONAVES DE IGUAL MARCA Y MODELO, MATRICULADAS EN EL REGISTRO NACIONAL DE AERONAVES U OPERADAS EN SERVICIO DE TRANSPORTE AEREO POR EXPLOTADORES NACIONALES.
NINGUNA PERSONA PUEDE OPERAR UNA AERONAVE A LA CUAL LE ES APLICABLE UNA D.A. SALVO QUE ESTE DE ACUERDO CON LOS REQUERIMIENTOS DE ESA D.A.

1. APLICABILIDAD:

Esta Directiva de Aeronavegabilidad (DA) simplificada N° RA 2014-11-01 pone en conocimiento a los usuarios, propietarios y a toda persona interesada, del cumplimiento de la Directiva de Aeronavegabilidad de la FAA N° 2014-23-03 PIPER AIRCRAFT, Inc., de fecha 04 de Noviembre de 2014 para ser aplicada a las aeronaves Marca Piper fabricadas por la Empresa Chincul S. A., según el siguiente listado:

Marca	Modelo
PIPER (fabricados por la Empresa CHINCUL)	PA-A-31P (PA-31P), números de serie AR-31P-7300118 31P-7300128 31P-7300130 AR-31P-7400211 AR-31P-7400213 AR-31P-7400219 AR-31P-7400230 AR-31P-7530016

2. REQUERIMIENTOS A CUMPLIR:

La presente DA tiene idénticos requerimientos que la AD 2014-23-03 PIPER AIRCRAFT, Ltd., emitida por la FAA, la que se transcribe en el Anexo I.

3. METODO ALTERNATIVO DE CUMPLIMIENTO:

Cualquier interesado puede proponer al DCA-DA-ANAC, para su aprobación, un Método Alternativo de Cumplimiento o de ajuste del plazo de cumplimiento tal que proporcione un nivel equivalente de seguridad.

4. EFFECTIVIDAD:

La presente DA entra en vigencia el día 18 de Diciembre de 2014.

Para consultas sobre la presente DA dirigirse a:

Departamento de Certificación Aeronáutica

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Ing. Mec. Aer. Juan Francisco COLL
Jefe de Departamento de Certificación Aeronáutica
DCA-DA-DNSO-ANAC



**FAA
Aviation Safety**

AIRWORTHINESS DIRECTIVE-

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/ft/advanced.html

2014-23-03 Piper Aircraft, Inc.: Amendment 39-18019; Docket No. FAA-2014-0437; Directorate Identifier 2012-CE-036-AD.

(a) Effective Date

This AD is effective December 18, 2014.

(b) Affected ADs

This AD supersedes AD 76-06-09, Amendment 39-3325 (43 FR 50417, October 30, 1978).

(c) Applicability

This AD applies to Piper Aircraft, Inc. Model PA-31P airplanes, serial numbers 31P-1 through 31P-80 and 31P-7300110 through 31P-7730012, that are certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 78, Engine Exhaust.

(e) Unsafe Condition

This AD was prompted by reports of exhaust system failures, new service information issued by the manufacturer, and the tailpipe v-band coupling used for terminating action is obsolete. We are issuing this AD to prevent the possibility of an in-flight powerplant fire due to an exhaust system failure.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Inspection of Exhaust System

(1) Within the next 60 hours time-in-service (TIS) after December 18, 2014 (the effective date of this AD) or within the next 6 months after December 18, 2014 (the effective date of this AD), whichever occurs first, and repetitively thereafter at intervals not to exceed 60 hours TIS or 6 months, whichever occurs first, inspect the parts as specified in table 1 of paragraph (g)(1) of this AD, if installed.

Table 1 of Paragraph (g)(1) of This AD: Inspection for Piper and Lycoming Exhaust System Parts

Product/part nomenclature	Make	Model/part No.	With a light and mirror or other method capable of achieving an equivalent visual resolution, inspect for the following conditions
Airplane	Piper	PA-31P	
Engine	Lycoming	TIGO-541-E series	
Pipe, exhaust, right-rear	Lycoming	78012	Bulges, cracks, and exhaust leak stains.
Pipe, exhaust, left-rear	Lycoming	78008	Bulges, cracks, and exhaust leak stains.
Pipe, rear exhaust adapter	Lycoming	LW-13027	Bulges, cracks, and exhaust leak stains.
Tail pipe assembly, upper	Piper	46323-05	Bulges, cracks, and exhaust leak stains.
Tail pipe assembly, lower	Piper	48788-05	Bulges, cracks, and exhaust leak stains.
V-band coupling	Lycoming	LW-12093-5	Cracks and exhaust leak stains.
V-band coupling	Piper	555-366 or 557-369	Cracks and exhaust leak stains.
Isolator (CA-3383-1)	Piper	467-442	Cracks, looseness, and distortion.
Bracket—isolator, upper	Piper	47014-02	Cracks, looseness, and distortion.
Bracket—isolator, lower	Piper	47013-02	Cracks, looseness, and distortion.

(2) If any damage is found in any inspection required in paragraph (g)(1) of this AD, before further flight, do the corrective actions, as applicable, in paragraphs (g)(2)(i) through (g)(2)(iv).

(i) Replace Piper v-band couplings exhibiting cracks and/or exhaust leak stains with airworthy parts following Piper Aircraft, Inc. Mandatory Service Bulletin No. 644E, dated May 9, 2012. Replace Lycoming v-band couplings exhibiting cracks and/or exhaust leak stains with airworthy parts following Lycoming Service Instruction No. 1238B, Revision B, dated January 6, 2010.

Note to paragraphs (g)(2)(i) and (h)(2)(iii): During replacement of v-band couplings, we recommend not opening the v-band coupling more than the MINIMUM diameter necessary to clear coupled flanges. It is recommended to replace any locknuts and/or mating couplings with airworthy parts when locknuts do not exhibit a prevailing torque when installed.

(ii) Replace Lycoming exhaust system parts exhibiting bulges, cracks, and/or exhaust leak stains with airworthy parts following Lycoming Service Instruction No. 1320, dated March 7, 1975; or Textron Lycoming Service Instruction No. 1391, dated October 5, 1979, as applicable.

(iii) Replace Piper tail pipe assembly parts exhibiting bulges, cracks, and/or exhaust leak stains with airworthy parts following Piper Aircraft, Inc. Mandatory Service Bulletin No. 644E, dated May 9, 2012.

(iv) Replace Piper isolators and brackets exhibiting cracks, looseness and/or distortion following Piper Aircraft Corporation Service Bulletin No. 462A, dated November 3, 1975; and Piper Aircraft, Inc. Mandatory Service Bulletin No. 492A, dated May 29, 2012.

(h) Exhaust System Modifications

(1) Within the next 100 hours TIS after December 18, 2014 (the effective date of this AD) or within the next 12 months after December 18, 2014 (the effective date of this AD), whichever occurs first, review the airplane maintenance records to positively identify whether the modifications described in paragraphs (h)(1)(i) through (h)(1)(iii) of this AD have been done.

(i) Exhaust pipe slip joint modification following Piper Aircraft, Inc. Mandatory Service Bulletin No. 492A, dated May 29, 2012; and Textron Lycoming Mandatory Service Bulletin No. 393C, dated November 26, 1976.

(ii) Installation of bracket and clamp assembly following Piper Kit No. 760-974 as specified in Piper Aircraft, Inc. Mandatory Service Bulletin No. 492A, dated May 29, 2012; or Piper Aircraft, Inc. Service Bulletin 462A, dated November 3, 1975.

(iii) Replacement of Piper v-band coupling, part number 556-053, with Piper v-band coupling, part number 557-369, following Piper Aircraft, Inc. Mandatory Service Bulletin No. 644E, dated May 9, 2012.

(2) If you cannot positively identify that the modifications described in paragraphs (h)(1)(i) through (h)(1)(iii) of this AD have been done, before further flight, you must do the modifications described in paragraphs (h)(2)(i) through (h)(2)(iii), as applicable.

(i) Exhaust pipe slip joint modification following Piper Aircraft, Inc. Mandatory Service Bulletin No. 492A, dated May 29, 2012, and Textron Lycoming Mandatory Service Bulletin SB 393C, dated November 26, 1976.

(ii) Installation of bracket and clamp assembly following Piper Kit No. 760-974 as specified in Piper Aircraft, Inc. Mandatory Service Bulletin No. 492A, dated May 29, 2012; or Piper Aircraft Corporation Service Bulletin 462A, dated November 3, 1975.

(iii) Replacement of Piper v-band coupling, part number 556-053, with Piper v-band coupling, part number 557-369, following Piper Aircraft, Inc. Mandatory Service Bulletin No. 644E, dated May 9, 2012.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information, paragraph (j)(1) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(j) Related Information

For more information about this AD, contact Gary Wechsler, Aerospace Engineer, Atlanta ACO, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474-5575; fax: (404) 474-5606; email: gary.wechsler@faa.gov.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on December 18, 2014.

(i) Piper Aircraft Corporation Service Bulletin No. 462A, dated November 3, 1975.

(ii) Piper Aircraft, Inc. Mandatory Service Bulletin No. 492A, dated May 29, 2012.

(iii) Textron Lycoming Mandatory Service Bulletin SB 393C, dated November 26, 1976.

(4) The following service information was approved for IBR on July 17, 2013 (78 FR 35110, June 12, 2013).

(i) Piper Aircraft, Inc. Mandatory Service Bulletin No. 644E, dated May 9, 2012.

(ii) Lycoming Service Instruction No. 1238B, Revision B, dated January 6, 2010.

(iii) Lycoming Service Instruction No. 1320, dated March 7, 1975.

(iv) Textron Lycoming Service Instruction No. 1391, dated October 5, 1979.

(5) For the service information identified in this AD, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567-4361; fax: (772) 978-6573; Internet: www.piper.com/home/pages/Publications.cfm; or Lycoming Engines, 652 Oliver Street, Williamsport, Pennsylvania 17701; telephone: (570) 323-6181; Internet: <http://www.lycoming.textron.com/support-publications/index.html>; as applicable.

(6) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(7) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on November 4, 2014.

Earl Lawrence,

Manager, Small Airplane Directorate,

Aircraft Certification Service.