

Airworthiness Directive Schedule

Aeroplanes

Piper PA-28 Series (Cherokee, Cruiser, Warrior, Archer, Pathfinder, Dakota and Arrow)

28 January 2021

- Notes:** 1. This AD schedule is applicable to Piper PA-28 series aircraft manufactured under FAA Type Certificate No. 2A13:

Model:	Known Name:	Model:	Known Name:
PA-28-140	Cherokee Cruiser	PA-28-236	Dakota
PA-28-151	Cherokee Warrior	PA-28R-180	Cherokee Arrow
PA-28-160	Cherokee	PA-28R-200	Cherokee Arrow II
PA-28-161	Cherokee Warrior II	PA-28R-201	Cherokee Arrow III
PA-28-180	Cherokee Archer	PA-28R-201T	Turbo Arrow III
PA-28-181	Cherokee Archer II	PA-28RT-201	Cherokee Arrow IV
PA-28-235	Cherokee Pathfinder	PA-28RT-201T	Turbo Arrow IV

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 *
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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.

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DCA/PA-28/101 Replacement of Propeller Bolts - Modification

Applicability: As detailed.
Requirement: Piper SB 209.
Compliance: Within the next 10 hours TIS.

DCA/PA-28/102 Bulkhead - Modification

Applicability: S/N 28-1 to 28-250.
Requirement: Piper SL 374.
Compliance: Next periodic inspection.

DCA/PA-28/103 Fuel Quantity Gauge Sender Unit - Modification

Applicability: As detailed.
Requirement: Piper SB 223.
Compliance: Before next flight.

DCA/PA-28/105 Exhaust System - Inspection

Applicability: As detailed.
Requirement: Piper SL 389.
Compliance: Every periodic inspection.

DCA/PA-28/106 Double Sprocket Shaft Assembly and Control Wheels - Inspection

Applicability: S/N 28-1 to 28-971.
Requirement: Piper SL 396.
Compliance: Every periodic inspection.

DCA/PA-28/107 Upper Nose Gear Bearing - Inspection

Applicability: As detailed.
Requirement: Piper SL 413.
Compliance: Next periodic inspection, thereafter as detailed.

DCA/PA-28/108 Cancelled - Purpose fulfilled**DCA/PA-28/109 Throttle Clamp and Replacement - Inspection**

Applicability: As detailed.
Requirement: Piper SL 458.
Compliance: Every periodic inspection until replaced.

DCA/PA-28/110 Fuel Cooling - Modification

Applicability: As detailed.
Requirement: Piper SL 427.
Compliance: First periodic inspection after 31 May 66.

DCA/PA-28/113 Spinner - Modification

Applicability: S/N 28-1761 to 28-3533.

Requirement: Piper SB 234.

Compliance: Within the next 25 hours TIS.

DCA/PA-28/114 Rudder Trim Installation - Modification

Applicability: As detailed.

Requirement: Piper SB 237.

Compliance: Within the next 100 hours TIS.

DCA/PA-28/116A MLG Torque Links – Inspection and Replacement

Applicability: All PA-28 series aircraft fitted with torque links P/N 63306-00 or P/N 65691-00.

Note 1: The original issue of this AD was issued after two failures of torque link P/N 63306-00 in New Zealand and similar failures in Australia. The failures occurred in the vicinity of the grease nipple hole. Revision A of this AD revised with the issue of Piper SB No. 1199 dated 16 February 2009 which introduces new style MLG torque link P/N 78033-000 as a replacement part.

Requirement: To prevent failure of the MLG torque links, accomplish the following:

1. Inspect the aircraft logbooks or the aircraft and determine the P/N of the MLG torque links fitted to the aircraft per the instructions in part 1 of Piper SB No. 1199 dated 16 February 2009 or later FAA approved revisions.

If torque links P/N 63306-00 or P/N 65691-00 are fitted, accomplish requirement 2 of this AD.

If P/N 78033-000 MLG torque links are found fitted, or if P/N 78032-000 MLG torque links have been fitted per Piper SL No. 621, then no further AD action is required.

2. Inspect torque links P/N 63306-00 or P/N 65691-00 for cracks per the instructions in part 2 of Piper SB No. 1199.

If cracks are found in any torque link, replace the torque links in pairs with P/N 78033-000 per the instructions in Piper SB No. 1199 before further flight.

3. Replace torque links P/N 63306-00 and P/N 65691-00 regardless of condition, with new style MLG torque links P/N 78033-000 per Piper SB No. 1199.

Note 2: The installation of MLG torque links P/N 78033-000, or P/N 78032-000 per Piper SL No. 621, is a terminating action to the requirements of this AD.

Note 3: Piper SL No. 621 and SB No. 1199 pertains to the subject of this AD, and SB No. 1199 supersedes SL No. 600.
(NZ Occurrences refer)

Compliance: 1. Within the next 100 hours TIS or the next scheduled maintenance inspection whichever occurs sooner.

2. Within the next 100 hours TIS or next scheduled maintenance inspection whichever occurs sooner, and thereafter at intervals not to exceed 100 hours TIS.

3. Before accumulating 5000 hours TTIS or within the next 25 hours TIS whichever occurs later, unless previously accomplished.

Effective Date: DCA/PA-28/116A - 29 October 2009

DCA/PA-28/117 Aileron / Stabilator Balance Weight / Rudder Horn - Inspection

Applicability: As detailed in Piper SB 240.

Requirement: Piper SB 240.

Compliance: As detailed.

DCA/PA-28/118 Safety Belt Attachment - Inspection

Applicability: PA-28-140.

Requirement: Piper SB 245.

Compliance: Next periodic inspection.

DCA/PA-28/119 Aileron Cable - Inspection

Applicability: All PA-28 series aircraft.

Requirement: **Background:** Two cases have been reported of the aileron cable fraying where it passes around the pulley in the control column.

Inspection: Aileron cable P/N 62701-02 is to be inspected for signs of fraying where the cable passes around the pulley P/N 62825-00 in the control column.

Compliance: Before next flight.

DCA/PA-28/120 Battery Lead and Stabilator Cable - Inspection

Applicability: PA-28-150, -160, -180 and -235 aircraft.

Requirement: **Background:** The possibility has been reported of the main battery lead aft of the luggage locker, becoming chafed on the stabilator cable.

Inspection: Inspect the installation for signs of chafing.

If chafing has occurred or if the battery lead could sag or be accidentally pushed downwards near the stabilator cable, an extra "P" clip P/N A5755-8-2-6 or approved equivalent shall be installed in a position between the existing "P" clips to prevent any possibility of chafing.

Compliance: Within the next 10 hours TIS

DCA/PA-28/121B Fuel Tanks – Inspection and Rework

Applicability: Model PA-28-140 aircraft, S/N 28-20913 through to 28-22917.
Model PA-28-150, PA-28-160, PA-28S-160, PA-28-180 and PA-28S-180 aircraft, S/N 28-2533 through to 28-3979.
Model PA-28-235 aircraft, S/N 28-10676 through to 28-10891.
Model PA-32-260 aircraft, S/N 32-04, 32-17 through to 32-861.
Model PA-32-300 and PA-32S-300 aircraft, S/N 32-15 and 32-40000 through to 32-40239.

Note: No action required if already in compliance with DCA/PA-28/121A. This AD revised with Piper SB No. 251D now at revision D.

Requirement: To prevent sealing material film (sloshing compound) which has peeled from the inner surfaces of the main fuel tanks possibly restricting the fuel flow through the fuel system screens and filters, inspect the interior of both main fuel tanks for sealing material film which has separated from, or is loosely attached to, the tank interior surfaces.

This inspection may be accomplished through the filler neck without removing the tank from the aircraft. The tank must be completely drained and dried.

Remove all separated and loosely attached material from the interior of the tank.

If loose or separated material is found at any time, prior to but not later than the next 100 hours TIS remove the tank from the aircraft and reseal per Piper SB No. 251D or later FAA approved revisions and the instructions in Piper Kit No. 921-388V or Piper Kit No. 757-572V or an equivalent manufacturer approved method.

(FAA AD 67-26-03 refers)

Compliance: Accomplish the initial inspection within the next 100 hours TIS unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS for aircraft with less than 1000 hours TTIS if no loose or separated material is found.

The repetitive inspections may be discontinued after the third inspection (including the initial inspection) or at 1000 hours TTIS if no peeling has been found. Small scrapes in the film adjacent to the filler neck may be disregarded provided there is no indication of peeling.

For aircraft with 1000 or more hours TTIS if no loose or separated material is found further repetitive inspections are not required.

Following resealing of the tank inspect at intervals not to exceed 100 hours TIS. These repetitive inspections may be discontinued after the second repetitive inspection if no further peeling is found. Small scrapes in the film adjacent to the filler neck may be disregarded provided there is no indication of peeling.

Effective Date: 25 June 2009

DCA/PA-28/122 Main Landing Gear - Inspection and Modification

Applicability: All PA-28 series aircraft.

Requirement: **Background:** This inspection and modification is required to preclude the possibility of torque link failure.

Inspection: Inspect the contact area of the torque link stop faces to ensure the surfaces are contacting along the entire width of the stop.

If the contact of the stops is along the inboard edge only, or outboard edge only, the face must be reworked to ensure contact is maintained over the entire width of the bearing surface. Refer Piper SB 248 sketch B.

Modification: 1. In the upper and lower attachment of the torque links install AN5 drilled bolts of correct length according to model, with castellated nuts. Secure with split pin.

2. Drill the greaser bolt at the scissor joint to take a castellated nut. Secure with split pin.

Note: Alternative compliance for 1 and 2 above is satisfied by the installation of Piper kit in accordance with SB 248 Section II or other method approved by the Director.

(FAA AD 1967-20-04 & 1970-18-05 refer)

Compliance: Compliance with the inspection detailed in inspection above is required at every replacement of the torque links, and the modification above is required at the next periodic inspection.

DCA/PA-28/123 Tip Tank Fuel Line - Modification

Applicability: S/N 28-10001 to 28-10851.

Requirement: Piper SB 253.

Compliance: Within the next 50 hours TIS.

DCA/PA-28/124 Fuel System Improvement Kit 757.139V - Modification

Applicability: Model PA-28-235 S/N 28-10001 through 28-10985.

Requirement: Piper SB 249A.

Compliance: Within the next 100 hours TIS.

Effective Date: 30 September 1968

DCA/PA-28/125 Aft Spar Wing Attachment Bolts - Inspection

Applicability: All model PA-28 with S/N listed in SB 261.

Requirement: Piper SB 261.

Compliance: Within the next 100 hours TIS.

Effective Date: 30 September 1968

DCA/PA-28/126 Cancelled - Purpose fulfilled

DCA/PA-28/127C Cancelled – FAA AD 2017-14-04 refers

Effective Date: 15 August 2017

DCA/PA-28/128 Tail Pipe - Modification

- Applicability:** Model PA-28-140, -150, -160 and -180 with S/N listed in SB 287.
Requirement: Piper SB 287.
Compliance: By 31 July 1969

DCA/PA-28/129B Control Wheels - Inspection

- Applicability:** PA-28-140, S/N 28-20001 through to 28-7725290, PA-28-150, -160, -180, S/N 28-1 through to 28-4377 and PA-28-235, S/N 28-10001 through to 28-11039 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/PA-28/129A - 31 July
DCA/PA-28/129B - 27 October 1978
Note: In accordance with FAA AD 69-22-2 the medallion must be removed to perform this inspection.

DCA/PA-28/130 Air Induction Inlet Hose - Replacement

- Applicability:** Model PA-28R-180 and PA-28R-200 with S/N listed in SB 297.
Requirement: Piper SB 297.
Compliance: By 31 July 1969.

DCA/PA-28/131 Control Wheel Retaining Pin - Modification

- Applicability:** As detailed.
Requirement: Piper SB 295.
Compliance: Within the next 25 hours TIS.

DCA/PA-28/132 Spinner/Bulkhead - Inspection and Replacement

- Applicability:** As detailed.
Requirement: Piper SB 309 (FAA AD 70-09-02 refers).
Compliance: As detailed.

DCA/PA-28/133A Muffler Assembly - Inspection

- Applicability:** As detailed.
Requirement: Piper SL 561.
(FAA AD 70-16-5 also refers)
Compliance: By 31 May 1971

DCA/PA-28/134 Cancelled - DCA/PA-28/136 now refers

DCA/PA-28/135 Fuel Selector Valve - Modification

Applicability: As detailed.
Requirement: Piper SB 311A.
Compliance: By 31 May 1971.

DCA/PA-28/136 Stabilator Balance Weight Tube - Modification

Applicability: As detailed.
Requirement: Piper SL 576.
(FAA AD 70-26-04 refers)
Compliance: As detailed.

DCA/PA-28/137 Magneto Filter Terminals - Modification

Applicability: As detailed.
Requirement: Piper SB 313.
(FAA AD 71-14-6 also refers)
Compliance: Within the next 50 hours TIS.

DCA/PA-28/138 Fuel System - Modification

Applicability: As detailed.
Requirement: Piper SB 342.
Compliance: Within the next 25 hours TIS.

DCA/PA-28/140 Flap Control Rod Attachment - Replacement

Applicability: All PA-28 series aircraft.

Requirement: **Background:** A case is reported in which a flap became detached from its operating rod in flight due to the attaching Clevis bolt working out of the Anchor nut.

1. 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.
2. Replace the Clevis bolts and anchor nuts with AN-23-18 bolts, AN-310-3 nuts, AN-960-10 washers and MB24665-132 Cotter pins as shown in sketches E1 and E2 figure 4-1 on page 4-5 amended 15 June 1970 in Piper PA-28 service manual 753586.

Compliance: Compliance with the inspection in 1 is required within the next 10 hours flight time.
Compliance with the replacement in 2 is required before further flight where inspection reveals loose bolts or faulty Anchor nuts and in any case not later than the next periodic inspection.

DCA/PA28/141A MLG Torque Links – Inspection and Replacement

- Applicability:** All model PA28 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/PA28/141 - 30 June 1972
DCA/PA28/141A - 30 June 2011

DCA/PA-28/142 Stabilator Attachment Fittings - Bolt Torque

- Applicability:** As detailed.
- Requirement:** Piper SL 614.
(FAA AD 72-14-7 also refers)
- Compliance:** Within the next 100 hours TIS.

DCA/PA-28/143 Electric Trim Switch - Modification

- Applicability:** As detailed.
- Requirement:** Piper SB 332.
- Compliance:** Within the next 100 hours TIS.

DCA/PA-28/144 Fuel Selector Valve Cover - Replacement

- Applicability:** As detailed.
- Requirement:** Piper SL 588.
(FAA AD 71-21-8 also refers)
- Compliance:** As detailed.

DCA/PA-28/145 Operating Limitation Placard - Modification

- Applicability:** Model PA-28-140, -150, -160 and PA-28S-160. Aircraft equipped with Lycoming O-320 engines and Marvel Schebler Carburetors Model MA-4SP, P/N 10-3678-32.
- Requirement:** **Background:** To prevent power interruption as a result of abrupt throttle movement.
(FAA AD 72-24-2 refers)
- Attach the following operations limitation Placard to the instrument panel near the throttle control, in full view of the pilot, using $\frac{1}{8}$ inch minimum size type: "DO NOT OPEN THROTTLE RAPIDLY (IDLE TO FULL THROTTLE IN TWO SECONDS MINIMUM)" The placard may be fabricated by the owner/operator.
- Compliance:** Within the next 10 hours TIS.
- Effective Date:** 28 February 1973.

DCA/PA-28/146 Rear Seat Belt Attachment - Modification

Applicability: Models PA-28-140, PA-28-180, PA-28-235 & PA-28R-200 S/N as detailed.
Requirement: Piper SB 393.
(FAA AD 74-09-04 also refers)
Compliance: Within the next 100 hours TIS.
Effective Date: 15 June 1974

DCA/PA-28/147A Wing Reinforcement - Modification

Applicability: Model PA-28-151 S/N as detailed.
Requirement: Piper SB 424.
(FAA AD 74-14-04 also refers)
Compliance: Within the next 100 hours TIS.
Effective Date: 15 August 1974

DCA/PA-28/148 Throttle Control - Modification.

Applicability: Model PA-28-140 S/N as detailed.
Requirement: Piper SL 670A.
(FAA AD 74-13-04 also refers)
Compliance: Within the next 50 hours TIS.
Effective Date: 18 September 1974

DCA/PA-28/149 Fuel Quantity Placard - Inspection

Applicability: Model PA-28-235 S/N 28-7310001 through 28-7310064 and 28-740001 through 28-740059.
Requirement: Piper SL 720 Section 1.
(FAA AD 74-18-06 refers)
Compliance: Within the next 50 hours TIS.
Effective Date: 4 November 1974

DCA/PA-28/150 Aileron Centring System - Inspection and Modification

Applicability: Model PA-28-151 S/N 28-7415001 through 28-7515228.
Requirement: Piper SB 435.
(FAA AD 74-24-12 refers)
Compliance: Inspection to be carried out before further flight and thereafter at intervals not exceeding 10 hours TIS until modified in accordance with Piper kit no. 760 847V.
Effective Date: 28 November 1974

DCA/PA-28/151 Operating Limitations Placard - Inspection

Applicability: Model PA-28-180 S/N 28-7305001 through 28-7505079.
Requirement: Piper SB 436.
Compliance: Within the next 10 hours TIS but not later than 31 January 1975, whichever is sooner.
Effective Date: 19 December 1974

DCA/PA-28/152 Fuel Gascolator Quick Drain Valve - Modification

Applicability: Models PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-180 S/N 28-1 through 28-7525201; PA-28R-180, PA-28R-200 S/N 28R-30002 through 28R-7535143.
Requirement: Piper SB 450.
(FAA AD 75-08-03 refers)
Compliance: Within the next 50 hours TIS.
Effective Date: 19 May 1975

DCA/PA-28/153A Quick Disconnect Seat Retention Mechanism - Inspection

Applicability: All model PA-28 fitted with removable passenger seats having 'quick disconnect' floor fittings.
Requirement: Piper SL 763.
(FAA AD 75-24-02 refers)
Compliance: Within the next 100 hours TIS and thereafter annually.
Effective Date: 17 December 1975
Note: AD Supplement DCA/PA-28/153 is hereby cancelled and the placard which it required may be removed when seat retention has been checked as satisfactory per SL 763.

DCA/PA-28/154 Carburettor Air Box - Modification

Applicability: Model PA-28-151 S/N 28-7415001 through 28-7515425.
Requirement: Piper SB 474.
(FAA AD 75-16-04 also refers)
Compliance: Within the next 50 hours TIS.
Effective Date: 1 September 1975

DCA/PA-28/155 Fuel Selector Valve - Inspection

Applicability: Model PA-28-235 S/N 28-10001 through 28-7610157 equipped with 'Airborne' fuel valve, model 1-H65-2 Piper P/N 492 259.
Requirement: Piper SB 519.
(FAA AD 76-18-04 also refers)
Compliance: Inspect within the next 10 hours TIS and replace any defective valve before further flight.
Effective Date: 30 September 1976

DCA/PA-28/156 Carburettor Air Filter Box - Modification

Applicability: Model PA-28-151 S/N 28-7415001 through 28-7715278, and 28-7715289.

Requirement: Piper SB 536.
(FAA AD 77-01-03 also refers)

Compliance: Within the next 10 hours TIS.

Effective Date: 19 January 1977

Note: Requirement notified to registered owners on effective date.

DCA/PA-28/157 Fuel Gauge - Placard and Calibration

Applicability: Model PA-28-140, PA-28-151, PA-28-180, PA-28-181, PA-28-235 and PA-28R-200 with S/N detailed in Piper SB 533.

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

Compliance: Part I - Within the next 10 hours.
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/PA-28/158 Fuel Pump Cooling Shroud - Inspection

Applicability: All model PA-28-235.

Requirement: Piper SB 342 (Step 1).

Compliance: At intervals not exceeding 100 hours TIS.

Effective Date: 5 August 1977

DCA/PA-28/159 Fuel System - Inspection and Modification

Applicability: Model PA-28-235 S/N 28-10001 through 28-7410093 for Part A; S/N 28-10001 through 28-11236 for Part B; S/N 28-10001 through 28-7710040 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 on each day until Parts B, C and D are accomplished and 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/PA-28/160A Fuel Selector - Modification

Applicability: Model PA-28-235 S/N 28-10001 through 28-7310125.
Requirement: Piper SB 376.
(FAA AD 77-12-01 refers)
Compliance: Within the next 50 hours TIS.
Effective Date: DCA/PA-28/160 - 5 August 1977
DCA/PA-28/160A - 30 November 1977

DCA/PA-28/161B Propeller RPM Restriction - Tachometer Marking and Placard

Applicability: All model PA-28R-200 with Hartzell HC-C2YK-1 () or HC-C2YK-1 () F propeller.
Requirement: Unless already accomplished:
1. re-mark engine tachometer face or bezel with red arcs covering the ranges 2000 to 2350 RPM and 2600 to 2700 RPM
2. remove propeller vibration placard covering range 2100 to 2350 RPM if installed, and on instrument panel adjacent to tachometer affix placard which reads:
"AVOID CONTINUOUS OPERATION BETWEEN 2000 AND 2350 RPM"
In addition, aircraft fitted with a propeller not inspected per Hartzell SB 118A or later revision shall have, unless already accomplished, on instrument panel adjacent to tachometer a placard which reads:
"AVOID CONTINUOUS OPERATION ABOVE 2600 RPM IN FULL THROTTLE LEVEL FLIGHT".
(FAA AD 77-12-06 refers)
Compliance: By 17 April 1978
Effective Date: DCA/PA-28/161A - 31 August 1977
DCA/PA-28/161B - 17 March 1978

DCA/PA-28/162 Electric Trim Switch - Modification

Applicability: Model PA-28-180 S/N 28-4378 through 28-5858 and 28-7105001 through 28-7105122; PA-28R-180 S/N 28R-30005 through 28R-31270 and 28R-7130001 through 28R-7130005; PA-28R-200 S/N 28R-35001 through 28R-35820 and 28R-7135001 through 28R-7135102; PA-28-235 S/N 28-11040 through 28-11378 and 28-7110001 through 7110011. Aircraft with Piper kit 761039V embodied are not affected.
Requirement: Piper SB 556.
Compliance: Within the next 100 hours TIS.
Effective Date: 30 November 1977

DCA/PA-28/163 Engine Controls - Inspection

Applicability: Model PA-28-140 S/N 28-25001 through 28-7725172; PA-28-151 S/N 28-7415001 through 28-7615435; PA-28-161 S/N 28-7716001 through 28-7716071, PA-28-180 S/N 28-5153 through 28-7505260, PA-28R-180 S/N 28R-30737 through 28R-7130013, PA-28-181 S/N 28-7690001 through 28-7790363, PA-28R-200 S/N 28R-35001 through 28R-7635512, PA-28-235 S/N 28-7310001 through 28-7710016.
Requirement: Piper SB 548.
(FAA AD 77-23-03 also refers)
Compliance: Within the next 50 hours TIS.
Effective Date: 31 March 1978

DCA/PA-28/164 Fuel Drain installation - Modification and Inspection

- Applicability:** Requirement Part 1 - Model PA-28-235 S/N 28-10003 through 28-10660.
Requirement Part 2 - All model PA-28-235.
- Requirement:** Part 1 - Embody kit 763883V per Piper SL 856.
Part 2 - 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:** Part 1 - Within the next 50 hours TIS.
Part 2 - 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/PA-28/165 MLG Torque Link Greaser Bolt - Inspection

- Applicability:** Model PA-28-140 S/N 28-20001 through 28-7725290, PA-28-151 S/N 28-7415001 through 28-7715314, PA-28-160 S/N 28-1 through 28-4377, PA-28-161 S/N 28-7716001 through 28-7816253, PA-28-180 S/N 28-671 through 28-7505259, PA-28-181 S/N 28-7690001 through 28-7890231, PA-28-235 S/N 28-10001 through 28-7710089.
- 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/PA-28/166 Fuel Gascolator - Inspection and Modification

- Applicability:** Model PA-28-161 S/N 28-786002 through 28-7816643, PA-28R-201T S/N 28R-7803002 through 28R-7803325, PA-28R-201 S/N 28R-7837002 through 28R-7837275, as detailed in Piper SB 612.
- Requirement:** Inspect Gascolator per Piper SB 612 and modify as necessary.
(FAA AD 79-02-05 refers)
- Compliance:** Within the next 25 hours TIS unless already accomplished
- Effective Date:** 23 February 1979

DCA/PA-28/167 Fuel System - Inspection

- Applicability:** Model PA-28-161, S/N 28-7816340 through 28-7916410; PA-28-181 S/N 28-7890276 through 28-7990429.
- Requirement:** To prevent a potential fire hazard accomplish the following:
1. Check for evidence of fuel leaks, wetting, fuel stains and/or fumes at inboard area of both wings and in cabin area. If evidence found, comply with Piper SB 638 Part A, and renew fittings as necessary per Part B, before further flight.
2. Inspect and tighten fuel unions per Piper SB 638 Part A and renew as necessary per Part B.
(Emergency FAA AD dated 2 May 1979 refers)
- Compliance:** 1. Before next flight and prior to each flight thereafter until 2 accomplished.
2. Within next 100 hours TIS unless already accomplished.
- Effective Date:** 16 May 1979

DCA/PA-28/168 Fuel Tank Vent - Modification

- Applicability:** Model PA-28-161 S/N 28-7816024 through 28-7916475, PA-28-181 S/N 28-7890023 through 28-7990493 and PA-28R-201 S/N 28R-7737135 through 28R-7837317 not incorporating Piper kit P/N 763934V.
- Requirement:** Modify per Piper SB 646.
(FAA AD 79-22-02 refers)
- Compliance:** Within the next 50 hours TIS.
- Effective Date:** 23 November 1979

DCA/PA-28/169 Wing, Rear Spar - Inspection

- Applicability:** All model PA-28.
- 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/PA-28/170 Radio Installation - Modification

- Applicability:** Model PA-28-161 S/N 28-7816001 through 28-8016289, PA-28-181 S/N 28-7890001 through 28-8090266, PA-28-236 S/N 28-7911001 through 28-8011096 and PA-28R-201 S/N 28R-7837001 through 28R-7837317 with Bendix, King or Narco transmitters and factory installed control wheel push-to-talk switches.
- Requirement:** Modify per Piper SB 681 Part II.
(FAA AD 80-14-03 refers)
- Compliance:** Within the next 100 hours TIS or by 31 October 1980, whichever is the sooner.
- Effective Date:** 1 August 1980

DCA/PA-28/171 Engine Controls - Modification

- Applicability:** Model PA-28-181 S/N 28-7790032 through 28-8090227.
- Requirement:** Modify throttle linkage per Piper SB 679.
(FAA AD 80-14-02 refers)
- Compliance:** Within the next 50 hours TIS.
- Effective Date:** 1 August 1980

DCA/PA-28/172 Muffler Assembly - Inspection

- Applicability:** Model PA-28R-180, S/N 28R-30002 through 28R-7130013, PA-28R-200 S/N 28R-35001 through 28R-7635545, PA-28R-201 S/N 28R-7737001 through 28R-7837317.
- Requirement:** Inspect per Piper SB 691 and rectify and defects found before further flight.
- Compliance:** Within the next 50 hours TIS.
- Effective Date:** 26 September 1980

DCA/PA-28/173B Ammeter Installation - Modification

- Applicability:** Model PA-28-150/160 S/N 28-3378 through 28-4377; PA-28-180 S/N 28-3378 through 28-7505259; PA-28-181 S/N 28-7690001 through 28-8190279, 28-8290017, 28-8290018, 28-8290028, 28-8290033, 28-8290034, and 28-8290036; PA-28-235 S/N 28-10720 through 28-7710089; PA-28-236 S/N 28-7911001 through 28-8511020; PA-28R-180 S/N 28R-30004 through 28R-30481 and 28R-30483 through 28R-7130013 PA-28R-200 S/N 28R-30482, 28R-35001 through 28R-7635545; PA-28R-201 S/N 28R-7737001 through 28R-7837317; PA-28RT-201T S/N 28R-7931001 through 28R-8631006.
- Requirement:** Modify per Piper SB 811A, unless aircraft equipped with 90 ampere alternator. (FAA AD 86-17-01 refers)
- Compliance:** By 28 February 1987
- Effective Date:** DCA/PA-28/173A - 22 October 1982
DCA/PA-28/173B - 14 November 1986

DCA/PA-28/174 Oil Drain Valve Installation - Inspection

- Applicability:** Model PA-28R-200 S/N 28R-35001 through 28R-7635545; PA-28R-201 S/N 28R-7737001 through 28R-7837317.
- Requirement:** Inspect, fit correct type quick drain valve as necessary and affix warning placards per Piper SL 910. (FAA AD 81-11-02 refers)
- Compliance:** Within the next 50 hours TIS.
- Effective Date:** 10 July 1981

DCA/PA-28/175 Battery and Rear Seat Installation - Inspection and Modification

- Applicability:** Model PA-28-151 S/N 28-7415001 through 28-7715314 and PA-28-161 S/N 28-7716001 through 28-8216066.
- Requirement:**
- Models PA-28-151 S/N 28-7415001 through 28-7715314 and PA-28-161 S/N 28-7716001 through 28-7916210:
 - Inspect per Piper SB 631B Part I and rectify as necessary before further flight.
 - Install seat base, ensuring that saddle clamps are fully engaged and forward edge of seat legs are at least 0.80 inch aft of forward vertical face of wing spar box.
 - In clear view of pilot install placard which, in contrasting colour letters at least ¼ inch high, reads: "DO NOT USE REAR SEAT FOR PASSENGERS OR CARGO".
 - Modify per Piper SB 631B Part II.
 - Model PA-28-161 S/N 28-7916211 through 28-8216066.
 - Inspect per Piper SB 631B Part I and rectify as necessary before further flight.
 - Install seat base ensuring that saddle clamps are fully engaged and forward legs of rear seat base are aft of reference line established by placard on top of box spar.
 - Modify per Piper SB 631B Part II. (FAA AD 81-23-05 refers)
- Compliance:** Inspection, seat location check and placard - Within next 10 hours TIS.
Modification - within next 50 hours TIS.
- Note: Placard per 1(c) may be removed when modification 1(d) embodied*
- Effective Date:** 19 November 1981

DCA/PA28/176A Nose Landing Gear - Inspection, Modification and Rigging

Applicability: Group 1 aircraft:

Model PA-28R-201T Turbo Arrow III aircraft, S/N 28R-7703001 through to 28R-7803373.

Model PA-28RT-201T Turbo Arrow IV aircraft, S/N 28R-7931001 through to 28R-8131193.

Group 2 aircraft:

Model PA-28R-200 Arrow II aircraft, S/N 28R-7635522 through to 28R-7635545.

Model PA-28R-201 Arrow III aircraft, S/N 28R-7737001 through to 28R-7837317.

Model PA-28RT-201 Arrow IV aircraft, S/N 28R-7918001 through to 28R-8118082.

Note: This AD revised to expand the applicability and introduce Piper SB No. 724A, dated 20 April 1982. Aircraft already in compliance with DCA/PA28/176 are not affected by this AD.

Requirement: To prevent inadvertent retraction of the nose landing gear, accomplish the following:

1. For group 1 aircraft dye penetrant inspect the NLG for cracks and rig the NLG per part 1 of Piper SB No. 724A, dated 20 April 1982.
2. For group 2 aircraft dye penetrant inspect the NLG for cracks and modify the NLG per part 2 of Piper SB No. 724A, dated 20 April 1982.
(FAA AD 82-06-11R1 refers)

Compliance:

1. Within the next 100 hours TIS unless previously accomplished.
2. Within the next 100 hours TIS unless previously accomplished.

Effective Date: DCA/PA28/176 - 30 April 1982
DCA/PA28/176A - 23 February 2012

DCA/PA-28/177 Muffler/Exhaust Stack - Modification

Applicability: Model PA-28-181 S/N 28-7690001 through 28-8690053.

Requirement: To prevent possible exhaust gas entry into cabin through heating system modify per Piper SB 839.

Compliance: By 31 October 1986.

Effective Date: 29 August 1986

DCA/PA-28/178 Fuel Selector - Modification

Applicability: Models PA-28-140 S/N 28-20000 through 28-26946 and 28-7125001 through 28-7125666; PA-28-150/160/180 S/N 28-01 through 28-5859 and 28-7105001 through 28-7105259; PA-28R-180, S/N 28R-30000 through 28R-31270 and 28R-7130001 through 28R-7130038; PA-28R-200, S/N 28R-35001 through 28R-35820 and 28R-7135001 through 28R-7135254.

Requirement: Modify per Piper SB 840 Parts I and II as applicable, unless Piper SL 588 or 590 already embodied.

Compliance: Within the next 100 hours TIS.

Effective Date: 29 August 1986

DCA/PA-28/179 Battery Installation - Modification

- Applicability:** Models PA-28-180, S/N 28-7505001 through 28-7505259; PA-28-181, S/N 28-7690001 through 28-8590035; PA-28-235, S/N 28-7510001 through 28-7710089; PA-28-236, S/N 28-7911001 through 28-8511006; PA-28R-200, S/N 28R-7535001 through 28R-7635545; PA-28R-201, S/N 28R-7737001 through 28R-7837317; PA-28RT-201T, S/N 28R-7931001 through 28R-8531007.
- Requirement:** Modify per Piper SB 804.
- Compliance:** Within the next 100 hours TIS or 30 November 1986, whichever is the sooner.
- Effective Date:** 29 August 1986

DCA/PA-28/180 Cancelled - Purpose fulfilled

DCA/PA-28/181 Nose Landing Gear - Modification

- Applicability:** Models PA-28R-180 S/N 28R-30004 through 28R-7130013, PA-28R-200 S/N 28R-35001 through 28R-7635545, PA-28R-201 S/N 28R-7737001 through 28R-7837317, PA-28R-201T S/N 28R-7703001 through 28R-7803373, PA-28RT-201 S/N 28R-7918001 through 28R-8218003 and PA-28RT-201T S/N 28R-7931001 through 28R-8231009.
- Requirement:** To prevent nose landing gear collapse, modify per Piper SL 988. (FAA AD 94-14-14 refers)
- Compliance:** Within next 100 hours TIS.
- Effective Date:** 2 September 1994

DCA/PA28/182B Main Landing Gear Sidebrace Stud – Inspection

- Applicability:** The following model and S/N aircraft 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:
Model PA28R-180 aircraft, S/N 28R-3002 through to 28R-31135 and 28R-7130001 through to 28R-7130013.
Model PA28R-200 aircraft, S/N 28R-35001 through to 28R-35820 and 28R-7135001 through to 28R-7635539.
Model PA28R-201 aircraft, S/N 28R-7737002 through to 28R-7737096.
Model PA28R-201T aircraft, S/N 28R-7703001 through to 28R-7703239.
- 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-28R series 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.

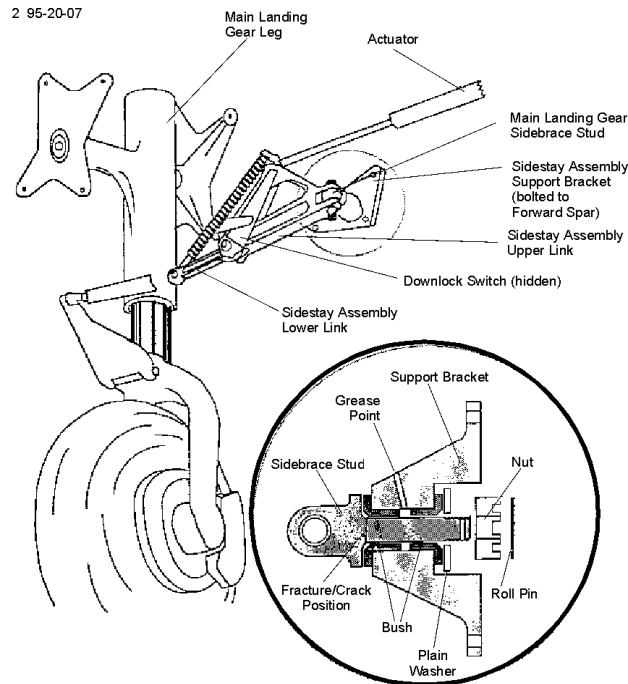


Figure 1

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 PA28R-180, PA28R-200, PA28R-201 and PA28R-201T 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 these affected aircraft models 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.

Model PA-28R-180 and PA-28R-200 aircraft with S/N specified in the Appendix included in FAA AD 97-01-01R1 may be fitted with a bracket casting identified with casting number 67073-2 or 67073-3 and may require the following modification to P/N 78717-02 for correct installation:

- Reduce the length of the stud to 1.688 ± 0.15 inches, and
- Add additional rolled threads to 1.125 ± .015 inches from the flange. Note that the stud is heat treated to 180 to 200 ksi, and
- Drill an additional roll pin hole 90 degrees to the existing hole, and approximately 1.480 inches from the flange.

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/PA28/182 - 24 November 1995
DCA/PA28/182A - 14 March 1997
DCA/PA28/182B - 29 September 2011

DCA/PA-28/183A Landing Light Support and Seal - Replacement

Applicability Models PA-28-140 S/N 28-20000 through 28-7725290, PA-28-150, PA-28-160 and PA-28-180 S/N 28-1 through 28-7505259 and 28-E13.

Requirement: To prevent the landing light seal from lodging in the carburettor and possible engine failure, replace the landing light support and seal assembly per Piper SB 975.
(FAA AD 96-10-01 refers)

Compliance: Within next 100 hours TIS, or at next replacement of the landing light, whichever occurs first.

Effective Date: DCA/PA-28/183 5 July 1996
DCA/PA-28/183A 9 May 1997

DCA/PA-28/184 Flap Lever and Bolt - Inspection and Replacement

Applicability:	PA28-140	28-20000 through 28-26946 and 28-7125001 through 28-7725290.
	PA28-150, PA28-160, and PA28-180	28-1 through 28-5859, 28-7105001 through 28-7505259, 28-E13, and 28-03.
	PA28-151	28-7415001 through 28-7715314.
	PA28-161	28-7716001 through 28-8616057, 2816001 through 2816102, and 2841001 through 2841346.
	PA28-181	28-7690001 through 28-8690062 and 2890001 through 2890169.
	PA28-235	28-10001 through 28-11378, 28-7110001 through 28-7710089, and 28-E11.
	PA28-236	28-7911001 through 28-8611008 and 2811001 through 2811034.
	PA28-201T	28-7921001 through 28-7921095.
	PA28R-180	28R-30001 through 28R-31270 and 28R-7130001 through 28R-7130013.
	PA28R-200	28R-5001 through 28R-35820 and 28R-7135001 through 28R-7635462.
	PA28R-201	28R-7737001 through 28R-7837319 and 2837001 through 2837059.
	PA28R-201T	28R-7703001 through 28R-7803374 and 2803001 through 2803012.
	PA28RT-201	28R-7918001 through 28R-8218026
	PA28RT-201T	28R-7931001 through 28R-8631005 and 2831001 through 2831038.

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/PA-28/185 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-28-140 S/N 28-20000 through 28-7725290
PA-28-150, PA-28-160, and PA-28-180 S/N 28-1 through 28-7505259, and 28-E13
PA-28-181 S/N 28-7690001 through 28-8690062, and 2890001 through 2890205
PA-28-181 S/N 2890206 through 2890231, and 2843001 through 2843167
PA-28-235 S/N 28-10001 through 28-7710089, and 28-E11
PA-28-201T S/N 28-7921001 through 28-7921095
PA-28R-201T S/N 28R-7703001 through 28R-7803374
PA-28R-201T S/N 2803001 through 2803012
PA-28RT-201T S/N 28R-7931001 through 28R-8631005, and 2831001 through 2831038

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, replace, per the MM, 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 the next 25 hours TIS.

Effective Date: 25 March 1999

DCA/PA-28/186 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-28S-160 all S/N,
PA-28S-180 all S/N, and
PA-28-151/161 all S/N that have Supplemental Type Certificate SA2946SO incorporated.

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/PA28/187 Wing Main Spar – Inspection and Corrosion Protection

Applicability: All PA-28 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/PA28/188 Control Wheel Attachment – Inspection and Modification

Applicability:

Group A	PA-28-161, S/N 2842026 through 2842180. PA-28-181, S/N 2843112 through 2843565. PA-28R-201, S/N 2844014 through 2844099.
Group B	PA-28-161, S/N 2842181 through 2842203. PA-28-181, S/N 2843566 through 2843588. PA-28R-201, S/N 2844100 through 2844104.

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/PA28/189 Fuel Booster Pump Fittings - Replacement

Applicability: Models PA-28-160, PA-28-161, PA-28-180 and PA-28-181 aircraft, S/Ns 28-671 through 28-5859, 28-7105001 through 28-7505261, 28-7690001 through 28-8590001 and all S/Ns thereafter, and fitted with Peterson Aviation, Inc. Supplemental Type Certificate (STC) SA2660CE installed between 20 April 1998 and 01 April 2005, and with Peterson Aviation, Inc. Service Bulletin SB98-1 embodied.

Requirement: To prevent fuel fittings used in STC SA2660CE from leaking fuel in the engine compartment, which could result in an engine fire, replace the two screw thread expanders P/N AN894-6-4 on the two tees P/N AN826-6, with reducers P/N NAS1564-6-4J and nuts P/N AN818-6.

Accomplish the replacement per Petersen Aviation, Inc. Service Bulletin PA-28-160, -161, -180, -181 Bulletin No. SB 05-2.

Note 1: The tees P/N AN826-6, are located on the gascolator and the other one is attached to a bushing P/N AN912-2J on the top inlet of the top fuel pump.

Note 2: If the aircraft has only one electric fuel pump then this AD does not apply.
(FAA AD 2005-19-20 refers)

Compliance: Within the next 100 hours TIS, or annual inspection, whichever occurs sooner.

Effective Date: 23 February 2006

DCA/PA28/190 Control Wheel Shafts – Inspection and Rework

Applicability: Model PA-28-140 aircraft, S/N 28-20001 through to 28-26946 and 28-7125001 through to 28-7725290
Model PA-28-150 aircraft, S/N 28-03, 28-1 through to 28-4377 and 28-1760A
Model PA-28-160 aircraft, S/N 28-03, 28-1 through to 28-4377 and 28-1760A
Model PA-28-180 aircraft, S/N 28-03, 28-671 through to 28-5859 and 28-7105001 through to 28-7205318
Model PA-28S-160 aircraft, S/N 28-1 through to 28-1760 and 28-1760A
Model PA-28S-180 aircraft, S/N 28-671 through to 28-5859 and 28-7105001 through 28-7105234
Model PA-28-235 aircraft, S/N 28-10001 through to 28-11378, 28-7110001 through to 28-7210023, 28E-11 and 28-7310001 through to 28-7710089
Model PA-28-236 aircraft, S/N 28-7911001 through to 28-8611008 and 2811001 through to 2811050
Model PA-28-151 aircraft, S/N 28-7415001 through to 28-7715314
Model PA-28-161 aircraft, S/N 2841001 through to 2841365, 28-7716001 through to 28-8216300 28-8316001 through to 28-8616057, 2816001 through to 2816109, 2816110 through to 2816119 and 2842001 through to 2842305
Model PA-28-180 aircraft, S/N 28-E13 and 28-7305001 through to 28-7505260
Model PA-28-181 aircraft, S/N 28-7690001 through to 28-8690056, 28-8690061, 28-8690062, 2890001 through to 2890205, 2890206 through 2890231 and 2843001 through to 2843672
Model PA-28-201T aircraft, S/N 28-7921001 through to 28-7921095
Model PA-28R-180 aircraft, S/N 28R-30002 through to 28R-31270 and 28R-7130001 through to 28R-7130013
Model PA-28R-200 aircraft, S/N 28R-35001 through to 28R-35820, 28R-7135001 through to 28R-7135229 and 28R-7235001 through to 28R-7635545
Model PA-28R-201 aircraft, S/N 28R-7737002 through to 28R-7837317, 2837001 through to 2837061 and 2844001 through to 2844138
Model PA-28R-201T aircraft, S/N 28R-7703001 through to 28R-7803374 and 2803001 through to 2803012
Model PA-28RT-201 aircraft, S/N 28R-7918001 through to 28R-7918267 and 28R-8018001 through to 28R-8218026
Model PA-28RT-201T aircraft, S/N 28R-7931001 through to 28R-8631005 and 2831001 through to 2831038.

- 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

DCA/PA28/191 FADEC Backup Battery – Modification and Airworthiness Limitations

- Applicability:** Model PA-28-161 aircraft, all S/N fitted with a Thielert TAE-125-01 engine per STC No. SA03303AT.
- Requirement:** To prevent interruption of the electrical power to the FADEC which could result in an uncommanded engine shutdown, accomplish the following:
1. Modify the engine electrical system and install a backup battery system and associated wiring and circuitry per the instructions in Thielert Aircraft Engines GmbH SB TM TAE 651-0007 revision 7, dated 30 July 2010.
 2. Revise the airworthiness limitations section to require repetitive replacement of the FADEC backup battery every 12 calendar months by accomplishing the following:
Revise the TAE Aircraft MM Supplement, Piper PA28/TAE 125-01, AMM-40-01 (US-Version), Rev. Issue 1, dated 3 February 2006 and incorporate chapter 40-AMM-04-01 "Airworthiness Limitations, revision 1", dated 25 January 2010 of Thielert Aircraft Engines GmbH Supplement Aircraft MM Piper PA28-161 TAE 125-01 document no. AMM-40-01 (US-Version) Version 1/1.
 3. Revise the AFM and incorporate Thielert Aircraft Engines GmbH Supplement Pilot's Operating Handbook and FAA Approved AFM TAE-No. 40-0310-40042 issue 2, revision 0, dated 1 June 2010.
(FAA AD 2010-26-04 refers)
- Compliance:** 1, 2 & 3. Within the next 100 hours TIS or by 30 April 2011, whichever occurs sooner.
- Effective Date:** 31 March 2011

DCA/PA28/192A Gascolator Valve – Inspection and Replacement

- Applicability:** All model PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28S-160, PA-28-161, PA-28-180, PA-28S-180, PA-28-181, PA-28-201T, PA-28-235, PA-28-236, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201 and PA-28RT-201T aircraft fitted with a fuel gascolator assembly (also called a fuel strainer or fuel filter).
- Note 1:** This AD supersedes DCA/PA28/192 to extend the compliance with no change to the AD requirement. This AD is prompted by reports of finding locking type fuel drain valves fitted to the gascolators on certain PA-28 and PA-38 aircraft. This AD requires the replacement of locking gascolator fuel drain valves with a manufacturer approved non-locking drain valve.
- Requirement:** To prevent the gascolator fuel drain inadvertently being left open which could result in fuel starvation and a loss of engine power, accomplish the following:
1. Inspect the aircraft and determine the type of fuel drain valve installed on the gascolator. If a locking fuel drain valve is found fitted, replace with Piper valve P/N 492-312 (CCA 36150) or an equivalent manufacturer approved non-locking valve. If a non-locking fuel drain valve is found fitted, no further AD action is required.
 2. A locking fuel drain valve shall not be fitted to the gascolator on any affected aircraft.
- Note 2:** For gascolator maintenance requirements refer to Piper SL No. 1141 date 27 April 2011, Piper SB 1037 dated 28 October 1999 and the applicable Piper Aircraft Maintenance/Service Manual.
(NZ Occurrences 10/743 and 11/254 refer)
- Compliance:**
1. By 5 January 2012.
 2. From 5 October 2011.
- Effective Date:** DCA/PA28/192 - 29 September 2011
DCA/PA28/192A - 5 October 2011

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

Applicability: Piper PA-28-236, PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-201T, PA-28R-201, PA-28-235, PA-28R-201T, PA-28S-160, PA-28S-180, PA-28R-180, PA-28R-200, PA-28RT-201, PA-28RT-201T, PA-32-260, PA-32-301, PA-32-301T, PA-32-300, PA-32R-300, PA-32R-301T, PA-32R-301 (SP), PA-32R-301 (HP), PA-32RT-300, PA-32RT-300T, PA-32S-300, PA-32-301FT, PA-32-301XTC, PA-34-200, PA-34-200T, PA-34-220T, PA-44-180, and PA-44-180T aircraft, all S/N.

Effective Date: 11 March 2013

2015-20-13 Cancelled – FAA AD 2016-07-21 refers

Effective Date: 26 April 2016

2016-07-21 Right Wing Rib (Station 140.09) – Inspection

Applicability: Piper PA-28-161 aircraft, S/N 2842393 through to 2842395; model PA-28-181 aircraft, S/N 2843769 through to 2843775 and 2843779 through to 2843791; and PA-28R-201 aircraft, S/N 2844152.

Piper PA-28-161 aircraft, S/N 2842010 through to 2842392; PA-28-181 aircraft, S/N 2843021 through to 2843768; and PA-28R-201 aircraft, S/N 2844004 through to 2844151.

Effective Date: 26 April 2016

2017-14-04 Oil Cooler Hoses – Inspection

Applicability: Piper PA-28-140, PA-28-150, PA-28-151, PA-28-161, PA-28-160, PA-28-180, PA-28-181, PA-28-235, PA-28-236, PA-28R-180, PA-28R-200, PA-28R-201, PA-28S-160 and PA-28S-180 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

2018-02-05 Cancelled – FAA AD 2018-07-03 refers

Effective Date: 26 April 2018

2018-07-03 Fuel Tank Selector Placards – Inspection

- Applicability:** Piper PA-28 aircraft models and S/N listed in the applicability section of FAA AD 2018-07-03.
- Notes:** The preflight check of the fuel selector cover per paragraph (g) of FAA AD 2018-07-03 may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43. If a fuel selector placard is found not correctly installed at a preflight check, then an aircraft engineer must accomplish appropriate corrective actions per paragraph (h) or (i), before further flight.
- Compliance:** Within the next 100 hours TIS after 26 April 2018 an aircraft engineer shall accomplish the requirements in paragraph (i) of FAA AD 2018-07-03 (unless previously accomplished) and record compliance in the aircraft records.
- Effective Date:** 26 April 2018

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**

- Applicability:** Refer to FAA AD 2020-26-16.
- 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