

Airworthiness Directive Schedule

Aeroplanes

Piper PA-34 Series (Seneca I, II, III, IV and V)

28 April 2022

- Notes:**
1. This AD schedule is applicable to Piper PA-34-200 (Seneca I), PA-34-200T (Seneca II), PA-34-220T (Seneca III, IV and V) aircraft manufactured under Federal Aviation Administration (FAA) Type Certificate No. A7SO.
 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 are available on the FAA website at [http://rgl.faa.gov/Regulatory and Guidance Library/rgAD.nsf/MainFrame?OpenFrameSet](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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<p>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.</p>		
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DCA/PA34/1 Aft Wing Assembly - Inspection

Applicability: All PA-34-200 aircraft. Inspection may be cancelled when aft wing modification kit Piper P/N 760 696V has been installed and the inspection and reservicing of the main landing gear has been accomplished in accordance with Piper Service Bulletin 406

Requirement: 1. Visually inspect both left and right wing lower surface skins for wrinkling immediately outboard of the wheel well openings.

Note: The Maintenance Release may be endorsed authorising the pilot to carry out the inspection referred to in 1. above provided he has been suitably instructed by an appropriately licensed LAME

2. If wrinkles are present, visually check the wing ribs located at the outer end of the wheel wells (wing station 69.24) for cracks and wrinkles in the web. These cracks or wrinkles emanate from the forward lower corner where the rib attaches to the main spar and may propagate towards the aft upper corner of the web.

3. If wrinkles are present and aft wing modification kit Piper P/N 760 696V has not been installed, check the area where the main landing gear aft trunnion fitting attaches to the aft false spar for cracks.

4. If cracks or wrinkles are present in the areas described in 2. or 3. above, replace affected parts with serviceable parts of the same P/N, or make an approved repair, before further flight.

(FAA AD 73-11-02 refers)

Compliance: Within the next 10 hours TIS and thereafter at intervals not exceeding 10 hours TIS.

Effective Date: 31 July 1973

DCA/PA34/2 Rudder Servo Trim Tab - Inspection

Applicability: S/N 34-7250001 through 34-7450084 not incorporating Piper SL 714.

Requirement: Piper SB 390A.

(FAA AD 73-13-01 refers)

Compliance: Within the next 10 hours TIS and thereafter at intervals not exceeding 100 hours TIS.

Effective Date: 31 July 1973

DCA/PA34/3 Exhaust System - Inspection

Applicability: S/N 34-7250001 and up.

Requirement: Piper SB 373A.

(FAA AD 73-14-02 refers)

Compliance: Within the next 10 hours TIS or before the accumulation of 60 hours TIS whichever occurs later and thereafter at intervals not exceeding 25 hours TIS.

Effective Date: 31 August 1973

DCA/PA34/4 Glove Compartment - Modification

Applicability: S/N 34-7250001 through 34-7450084.
Requirement: Piper SB 412.
Compliance: Within the next 100 hours TIS.
Effective Date: 31 May 1974

DCA/PA34/5 Wing Skin/Rib - Inspection

Applicability: S/N 34-7250001 through 7250360 and 34-7350001 through 34-7350234.
Requirement: Piper SL 664.
Compliance: Within the next 100 hours TIS.
Effective Date: 1 July 1974

DCA/PA34/6 Engine Nacelles - Fuel Line Chafing - Modification

Applicability: S/N 34-7250001 through 34-7450209.
Requirement: Piper SB 429.
(FAA AD 74-17-08 refers)
Compliance: Within the next 50 hours TIS.
Effective Date: 16 October 1974

DCA/PA34/7 Forward Baggage Door - Inspection

Applicability: Model PA-34-200. Part I and II of SB 447: S/N 34-7250001 through 34-7450220; Part II of SB 447: S/N 34-7250001 through 34-7350265.
Requirement: Piper SB 447.
Compliance: 1. Part I within the next 10 hours TIS.
2. Parts II and III within the next 50 hours TIS.
Effective Date: 17 April 1975

DCA/PA34/8A Quick Disconnect Seat Retention Mechanism - Inspection

Applicability: All model PA-34 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/PA34/8 is hereby cancelled and the placard which it required may be removed when seat retention has been checked as satisfactory per SL 763.

DCA/PA34/9 Usable Fuel Quantity - Placard

Applicability: Model PA-34-200 S/N 34-7250001 through 34-7450220.

Requirement: Document Piper SB 438.
(FAA AD 75-20-03 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 30 September 1975

DCA/PA34/10 Engine Controls - Inspection

Applicability: Model PA-34-200 S/N 34-7250001 through 34-7450220.

Requirement: Piper SB 548.
(FAA AD 77-23-03 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 31 March 1978

DCA/PA34/11C Cancelled – DCA/PA34/38 refers

Effective Date: 29 October 2009

DCA/PA34/12 Avionics Master Relay Wiring - Inspection

Applicability: Model PA-34-200T S/N 34-7670001 through 34-8070001.

Requirement: Inspect per Piper SB 668 and secure wiring as necessary.

Compliance: Within the next 50 hours TIS.

Effective Date: 21 December 1979

DCA/PA34/13 Radio Installation - Modification

Applicability: Model PA-34-200T S/N 34-7870001 through 34-8070150 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/PA34/14B Ammeter Installation - Modification

- Applicability:** Model PA-34-200T, S/N 34-7570001 through 34-8170092.
- 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/PA34/14A - 22 October 1982
DCA/PA34/14B - 14 November 1986

DCA/PA34/15 Rudder Torque Tube Assembly - Inspection

- Applicability:** Model PA-34-200 S/N 34-7250001 through 34-7450220 and PA-34-200T S/N 34-7570001 through 34-8170065.
- Requirement:** Inspect and torque bolts, replace parts or modify as necessary, per Piper SB 699.
- Compliance:** Within the next 50 hours TIS.
- Effective Date:** 10 July 1981

DCA/PA34/16 Cancelled – DCA/PA34/37 refers

- Effective Date:** 29 October 2009

DCA/PA34/17 Exhaust System Heat Exchanger - Inspection

- Applicability:** Model PA-34-200 S/N 34-7350342 through 34-7450220. Also 34-7250001 through 34-7350342 with kit 760-764V installed per Piper SL 673.
- Requirement:** To preclude possible engine power loss or stoppage, inspect per Piper SB 762.
(FAA AD 83-14-05 refers)
- Compliance:** At 1000 hours TTIS or within next 50 hours TIS whichever is the later and thereafter at intervals not exceeding 100 hours TIS.
- Effective Date:** 19 August 1983

DCA/PA34/18D Cancelled – DCA/PA34/33 refers

- Effective Date:** 29 October 2009

DCA/PA34/19 Cancelled – DCA/PA34/38 refers

- Effective Date:** 29 October 2009

DCA/PA34/20 Rudder Torque Tube Assembly - Inspection

Applicability: Model PA-34-200, S/N 34-7250001 through 34-7450220; PA-34-200T, S/N 34-7570001 through 34-8170092; PA-34-220T, S/N 34-8133001 through 34-8533012.

Requirement: Inspect and modify rudder torque tube assembly per Piper SB 899.
(FAA AD 92-08-04 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 12 May 1989

DCA/PA34/21A MLG Trunnion Attach Fittings - Inspection

Applicability: Model PA-34-200, S/N 34-7250001 through 34-7450220; PA-34-200T, S/N 34-7570001 through 34-8170092; PA-34-220T, S/N 34-8133001 through 34-8633031, 3433001 through 3433198, and 3448001 through 3448018.

Requirement: To preclude failure of the MLG attachment, inspect per Part I of Piper SB 956 and rectify if necessary per Part II of the SB.

Compliance: Within the next 100 hours TIS and thereafter at intervals not exceeding 100 hours TIS until modified per Part II of the SB.

Effective Date: DCA/PA34/21 - 14 December 1989
DCA/PA34/21A - 30 April 1992

DCA/PA34/22A NLG Centring Attachment Bolt - Replacement

Applicability: PA-34-200 S/N 34-7250001 through 34-7450220, PA-34-200T S/N 34-7570001 through 34-8170092.

Requirement: To prevent a failure of the NLG to extend, due to contact between the hex-head bolt attaching the NLG centring spring rod-end and the door actuation aft tube assembly, accomplish the following:

1. Replace the hex-head bolt with clevis-head bolt per Piper SB 893, unless already accomplished.
2. Ensure that the placard required by part 6 of the SB is securely affixed.

(FAA AD 92-13-05 refers)

Compliance: Within next 100 hours TIS and whenever the NLG is replaced or refitted.

Effective Date: 25 August 2005

DCA/PA34/23A Cancelled – DCA/PA34/33 refers

Effective Date: 29 October 2009

DCA/PA34/24 Cancelled – DCA/PA34/34 refers

Effective Date: 29 October 2009

DCA/PA34/25B 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 PA-34-200 aircraft, all S/N.

Model PA-34-200T aircraft, S/N 34-7570001 through to 34-7770372.

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 PA34-200 and PA34-200T 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.

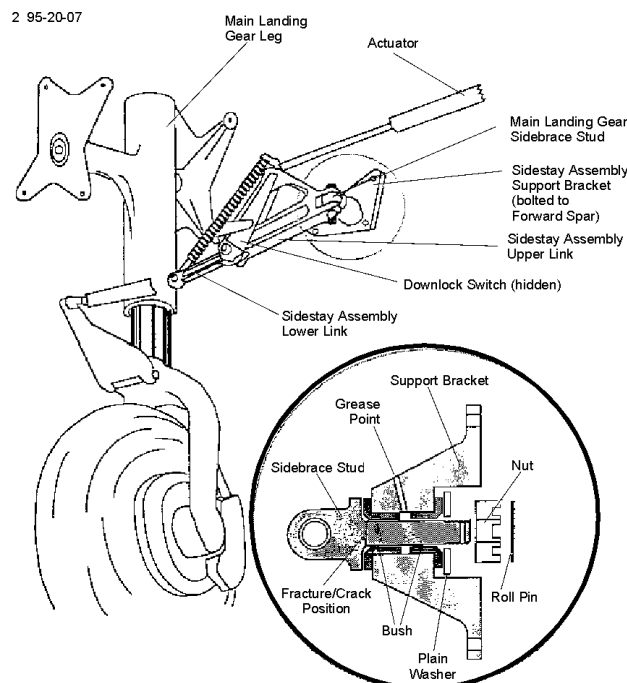


Figure 1

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 PA34-200 and PA34-200T 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/PA34/25 - 24 November 1995
DCA/PA34/25A - 14 March 1997
DCA/PA34/25B - 29 September 2011

DCA/PA34/26 Flap Lever and Bolt - Inspection

Applicability: Model PA-34-200 S/N 34-7250001 through 34-7450220, PA-34-200T S/N 34-7570001 through 34-8170092 and PA-34-220T S/N 34-8133001 through 34-8233088.

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/PA34/27 Cancelled – DCA/PA34/35 refers

Note: FAA AD 99-14-01 listed in DCA/PA34/35 supersedes DCA/PA34/27.

Effective Date: 29 October 2009

DCA/PA34/28 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-34-200T S/N 34-7570001 through 34-8170092

PA-34-220T S/N 34-8133001 through 34-8633031, and 3433001 through 3433225

PA-34-220T S/N 3448001 through 3448035

PA-34-220T S/N 3448038 through 3448079, and 3447001 through 3447029

PA-34-220T S/N 3449002 through 3449078

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/PA34/29 Cancelled – DCA/PA34/32 refers

Effective Date: 23 February 2006

DCA/PA34/30 Vertical Fin - Inspection

Applicability: Model PA-34-200 S/N 34-7250001 through 34-7450220,
PA-34-200T S/N 34-7570001 through 34-8170092,
PA-34-220T S/N 34-8133001 through 3447029, and 3449001 through 3449284.

This AD is not applicable to aircraft fitted with New Piper Kit 767-369.

Requirement: To maintain structural integrity of the vertical fin, accomplish the following:-

Inspect vertical fin rivets and perform the gap measurement per Piper SB 1130. If the gap measurement is larger than 0.032 inches or if there are loosened, shanked and/or failed rivets found during the inspection, incorporate New Piper Kit 767-369 before further flight.

Compliance: Within next 100 hours TIS.

Effective Date: 29 July 2004

DCA/PA34/31 Control Wheel Attachment – Inspection

Applicability: Group A: PA-34-220T S/N 3449042 through 3449292.

Group B: PA-34-220T S/N 3449293 through 3449301.

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/PA34/32 Combustion Heater Fuel Pump – Inspection

Applicability: Model PA–34–200T aircraft, S/Ns 34–7570002 through 34–8170092, and Model PA–34–220T aircraft, S/Ns 34–8133002 through 3449278, and Model PA–34–220T aircraft, S/Ns 3449279 through 3449309, and fitted with either a model 91E92-1 or model 91E93-1 aircraft heater fuel pump.

Requirement: To prevent combustion heater fuel pump fuel leakage, which could result in failure of the pump and fire or explosion, inspect the aircraft heater fuel pump (model 91E92–1 or model 91E93–1) for leakage, per The New Piper Aircraft, Inc. Service Bulletin No. 1127B, dated 18 April 2005 and Kelly Aerospace Power Systems Service Information Letter Bulletin No. A–110B, dated 20 December 2004.

If any leak is found, inspect the pump sealing surface for abnormalities (for example, nicks, gouges, or warping). Correct any abnormality, per SB 1127B and SIL A–110B, prior to further flight.

If any abnormality cannot be corrected, replace the header fuel pump, prior to further flight.

Note 1: Before installing a model 91E92–1 or model 91E93–1 heater fuel pump, visually inspect the pump and correcting any abnormalities, per SB 1127B and SIL A–110B.

Note 2: Inspections and corrections which have already been accomplished per SB 1127 dated 26 February 2003, and SIL A–110A dated 6 March 2003, are acceptable. (FAA AD 2005-15-10 refers)

Compliance: Within the next 10 hours TIS, unless already accomplished.

Effective Date: 23 February 2006

DCA/PA34/33A MLG Trunnions – Inspection

Applicability: The following aircraft models and S/N not fitted with MLG trunnions (both left and right side) P/N 67926-30, 67926-31, 67926-32, 67926-33, 39486-14 or 39486-15 embossed with forging number 02599-02, as applicable.

Model PA34-200 aircraft, S/N 34-7250001 through to 34-7450220.

Model PA34-200T aircraft, S/N 34-7570001 through to 34-8170092.

Model PA34-220T aircraft, S/N 34-8133001 through to 34-8233088 not fitted with trunnion housing assemblies Piper P/N 39486-802 (left) and P/N 39486-803 (right) with embossed forging number 67924-2.

Note 1: This AD revised to remove the 50 hour repetitive inspection for requirement 1 of this AD for MLG trunnions with more than 2000 hours TTIS. There is no change to the AD requirement. No action required if already in compliance with DCA/PA34/33. This AD supersedes both DCA/PA34/18D and DCA/PA34/23A with the issue of Piper SB No. 787C and the issue of FAA Special Airworthiness Information Bulletin (SAIB) No. CE-04-89 dated 17 September 2004. This AD is not applicable to trunnions embossed with forging number 02599-02.

Note 2: The CAA endorses FAA SAIB No. CE-04-89 which alerts operators to the requirements of Piper SB No. 787C and the possibility of cracks developing in trunnions with more than 2000 hours TTIS.

- Requirement:** To prevent collapse of the main landing gear due to possible cracked trunnions, accomplish the following:
1. Inspect the MLG trunnions for cracks using dye-penetrant per the instructions in Piper SB No. 787C.
Blend out any grinding marks in the web area as shown in Piper SB No. 787C using aluminum oxide paper, 300 grit (or finer), or an equivalent material before further flight. Alodine and repaint the areas where grinding marks are blended out.
Replace cracked MLG trunnions with applicable parts of improved design P/N 67926-30, 67926-31, 67926-32, 67926-33, 39486-14, 39486-15 or later manufacturer approved parts, in accordance with the applicable maintenance manual.
 2. Replace both MLG trunnions with applicable parts of improved design P/N 67926-30, 67926-31, 67926-32, 67926-33, 39486-14, 39486-15 or later manufacturer approved parts, in accordance with the applicable maintenance manual.
- Note 3:** Replacing both the left and right MLG trunnion with applicable parts of improved design P/N 67926-30, 67926-31, 67926-32, 67926-33, 39486-14, 39486-15 or later manufacturer approved parts is a terminating action to the repetitive inspection requirements of this AD.
- Note 4:** Accomplish the requirements of this AD per the instructions in Piper SB No. 787C, dated 7 November 2000.
(FAA AD 94-13-11 refers)
- Compliance:**
1. At 500 hours TTIS on affected MLG trunnions, or within the next 100 hours TIS whichever is the later, and thereafter at intervals not to exceed 100 hours TIS until 2000 hours TTIS and accomplishment of requirement 2 of this AD.
For the initial inspection if the hours TTIS on the MLG trunnions cannot be determined, the aircraft hours TTIS may be used.
 2. At 2000 hours TTIS on affected MLG trunnions or within the next 100 hours TIS, whichever occurs later, unless previously accomplished.
If the hours TTIS on the MLG trunnions cannot be determined, the aircraft hours TTIS may be used.
- Effective Date:** DCA/PA34/33 - 29 October 2009
DCA/PA34/33A - 25 March 2010

DCA/PA34/34 Nose Landing Gear – Inspection

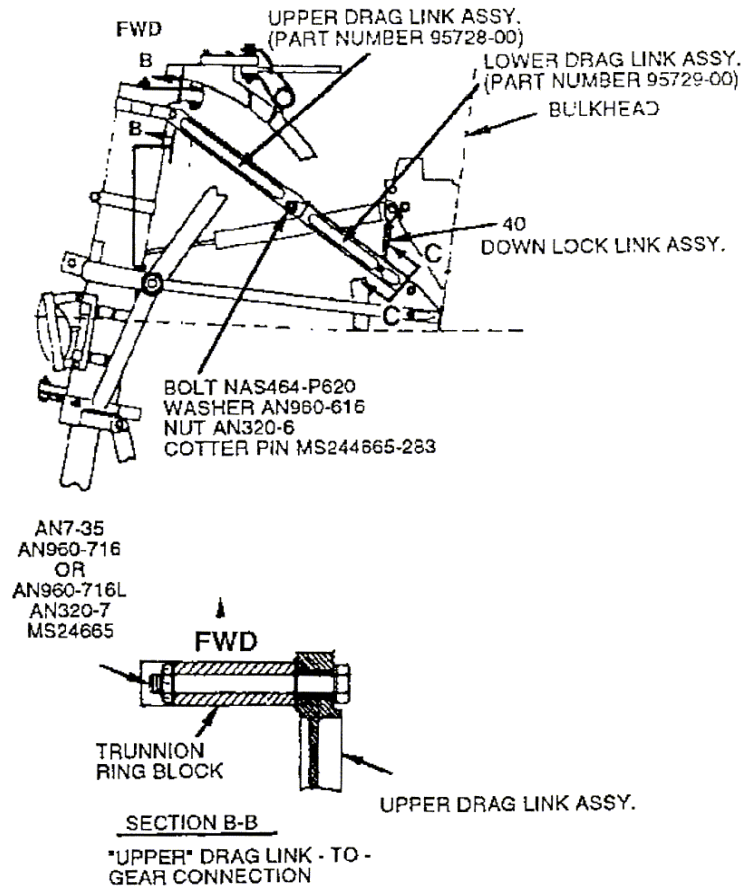
- Applicability:** Model PA-34-200, PA-34-200T and PA-34-220T aircraft, all S/N.
- Note 1:** This AD supersedes AD DCA/PA34/24 and introduces new NLG inspection and rigging procedures. Accomplish the requirements in this AD per Piper SB No. 1123B because to SB No. 1123A is no longer active.
- Requirement:** To prevent prevent failure of components of the NLG which could result in the NLG collapsing, accomplish the following:
1. Replace the bolt and stack up that connects the upper drag link to the nose gear trunnion with new Piper parts (or approved equivalent parts) per the figure in this AD:
Piper bolt P/N 400 274 (AN7–35).
Piper washer P/N 407 591 (AN960–716L), as applicable.
Piper washer P/N 407 568 (AN960–716).
Piper nut P/N 404 396 (AN320–7).
Piper cotter pin P/N 424 085.

2. Inspect the NLG installation per the instructions in table 1 of Piper SB No. 1123B dated 20 April 2006.

If any defects are found accomplish all the required corrective actions in table 1 of SB No. 1123B before further flight.

Note 2: Paragraph 2 in SB No. 1123B specifies modified parts that may be fitted to improve service life.

Note 3: The requirements in this AD may include one or a combination of the following actions: replacement, repair, adjustment, alignment, cleaning, lubricating or other action.



(FAA AD 2005-13-16 refers)

Compliance:

1. Within the next 100 hours TIS unless previously accomplished.
2. Within the next 100 hours TIS unless previously accomplished and thereafter at the intervals specified in Piper SB No. 1123B.

Effective Date: 29 October 2009

DCA/PA34/35 Airworthiness Directive Compliance

Applicability: Model PA-34-200, PA-34-200T and PA-34-220T aircraft, all S/N.

Requirement: Compliance with the following FAA Airworthiness Directives (as applicable) is required:

72-14-07	Stabilator Hinge Fittings	(SL No. 614 refers)
72-18-06	Stabilator Tip Balance Weights	(SB No. 367 refers)
74-19-01	Outer Wing Spars	(No reference service info.)
75-25-03	Engine Oil	(SB No. 483 refers)
78-21-03	Fuel Lines	(SB No. 596A refers)
80-09-04	Vertical Fin and Stabiliser	(SB No. 579 refers)
82-04-08	Landing Gear Retraction	(SB No. 732 refers)
99-14-01	Severe Icing Conditions	(AFM amendment)

Note: Each part of this AD (each individual FAA AD) shall be certified in the aircraft log book separately.

Compliance: Before issue of a New Zealand Certificate of Airworthiness, or at the next ARA inspection after the effective date of this AD whichever is the sooner, unless previously accomplished.

Effective Date: 29 October 2009

DCA/PA34/36 Induction Air Box Valves – Inspection

Applicability: Model PA-34-200 aircraft, S/N 34-E4 and 34-7250001 through to 34-7350074.

Note: The requirements of this AD do not apply to those aircraft embodied with Piper Kit Number 760 722V in accordance with Piper SB No. 374 dated 16 February 1973.

Requirement: To prevent failure of the induction air box valve which could result loss of engine power, accomplish the following:

Remove the induction air box assembly from both engines and remove the valve assembly from the box assembly to permit a thorough visual inspection of the valve assembly.

Inspect the valve assembly for any evidence of excessive wear or cracks in the areas where the shaft mates to the valve assembly per Piper SB No. 358.

If the valve assemblies are found worn, loose or cracked, replace all affected parts with serviceable parts of the same P/N per Piper SB No. 358 before further flight, or embody Piper Kit Number 760 722V per Piper SB No. 374 dated 16 February 1973 before further flight.

Reassemble the induction air boxes, and install and rig in accordance with the PA-34 service manual.

(FAA AD 1972-17-01 refers)

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

Effective Date: 29 October 2009

DCA/PA34/37 Engine Hose Assemblies – Inspection

Applicability: Model PA-34-200 aircraft, all S/N fitted with STC SA2937WE.

Note: This AD supersedes DCA/PA34/16 to correct the STC number in the applicability.

Requirement: To prevent failure of the engine air, fuel and/or oil hoses which could result in fire, accomplish the following:

Inspect the engine fuel, air and oil hose assemblies listed in Rajay SL No. 28 dated 3 August 1981 and determine the general condition and age of the hose assemblies based upon the metal plate attached to the hose.

If the hose assembly is five years old or older, replace with an equivalent serviceable part before further flight.

If the hose assembly does not have a metal tag and the age cannot be determined, replace with an equivalent serviceable part before further flight.

Record hose ages in the aircraft engine log book and determine a hose replacement schedule to ensure the five year life limitation will not be exceeded.

If the hose assembly is deteriorated (regardless of age), replace with a serviceable part before further flight.

(FAA AD 1981-19-04 refers)

Compliance: Within the next 100 hour TIS or at the next annual inspection, whichever occurs first unless previously accomplished, and thereafter at intervals not to exceed 60 months.

Effective Date: 29 October 2009

DCA/PA34/38 Forward Baggage Compartment Door – Inspection

Applicability: Model PA-34-200 aircraft, S/N 34-7250001 through to 34-7450220.

Model PA-34-200T aircraft, S/N 34-7570001 through to 34-8170092.

Model PA-34-220T aircraft, S/N 34-8133001 through to 34-8633031, and 3433001 through to 3433088.

Note: This AD supersedes DCA/PA34/11C and DCA/PA34/19 to combine the actions required in those ADs. No action required for those aircraft in compliance with DCA/PA34/11C and DCA/PA34/19.

Requirement: To prevent the forward baggage compartment door from opening in flight, accomplish the following:

1. For model PA-34-200 aircraft, S/N 34-7250001 through to 34-7450220) and model PA- 34-200T aircraft, S/N 34-7570001 through to 34-7970075, 34-7970077 through to 34-7970105, 34-7970107 through to 34-7970109, 34-7970111, 34-7970113 through to 34-7970117, 34-7970120, 34-7970121, 34-7970123 through to 34-7970135, 34-7970137, 34-7970141, 34-7970143, 34-7970145, and 34- 7970164:

Modify the forward baggage door per the instructions in part III of Piper SB No. 633B, dated 3 October 1980.

2. For model PA-34-200 aircraft, S/N 34-7250001 through to 34-7450220 and model PA- 34-200T aircraft, S/N 34-7570001 through to 34-8070367:

Modify the forward baggage door per the instructions in part IV of Piper SB No. 633B, dated 3 October 1980.

3. For all affected aircraft, visually inspect, repair as required, and modify the forward baggage compartment door and latching mechanism per the instructions in Piper SB No. 872, dated 9 November 1987.

(FAA AD 1988-04-05 refers)

- Compliance:**
1. Within the next 50 hours TIS unless previously accomplished.
 2. Within the next 50 hours TIS unless previously accomplished.
 3. Within the next 50 hours TIS unless previously accomplished.

Effective Date: 29 October 2009

DCA/PA34/39 Control Wheel Shafts – Inspection

Applicability: Model PA-34-200 aircraft, S/N 34-E4 and 34-7250001 through to 34-7450220
Model PA-34-200T aircraft, S/N 34-7570001 through to 34-8170092
Model PA-34-220T aircraft, S/N 34-8133001 through to 34-8633031, 3433001 through to 3433172 3448001 through to 3448037, 3448038 through to 3448079, 3447001 through to 3447029 and 3449001 through to 3449377.

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

Applicability: Model PA-34-200, PA-34-200T and PA-34-220T aircraft, all S/N.

Effective Date: 11 March 2013

2020-24-09 Rudder Flight Control Cables – Inspection

Applicability: Model PA-34-220T aircraft, S/N 3449459 and 3449467 through to 3449508.

Effective Date: 5 January 2021

*** 2022-09-13 Nose Landing Gear – Inspection**

Applicability: Model PA-34-200 aircraft, S/N 34-7250001 through to 34-7450220.

Effective Date: 31 May 2022