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## AIRWORTHINESS DIRECTIVE

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On the commencement date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below repeals Airworthiness Directive (AD) AD/PA-31/123 and issues the following AD under subregulation 39.001 (1) of CASR and subsection 33 (3) of the *Acts Interpretation Act 1901*. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct an unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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### Piper PA-31 Series Aeroplanes

**AD/PA-31/123**  
**Amdt 1**

**Wing Spar Splice Plate (Navajo)**

**22/2019**

Applicability: All Piper Navajo PA-31, PA-31/A1, PA-31-300 and PA-31-325 model aircraft.

- Requirement:
1. a. Replace the main wing spar splice plate in accordance with the instructions in Piper Service Bulletin 1003 dated 16 June 1997, as in force at the date of this AD.
  - b. Visually inspect the removed splice plate for any signs of fretting, corrosion or cracks.
  - c. Report any defects found in the splice plate via the CASA defect reporting system.

*Note 1: For information, FAA AD 98-09-25 mandates Piper Service Bulletin 1003.*

- Compliance:
1. Upon achieving 6000 hours aircraft time in service (TIS), or 1500 hours TIS after the splice plate is inspected in accordance with a CASA approved inspection program (see AD/PA-31/37 as in force from time to time), whichever is the later.

*Note 2: The words "as in force from time to time" require compliance with the most recent version of the referenced document.*

This AD commences on 25 October 2019.

Background: Fatigue cracks have been found in the splice plate which joins the lower caps of the wing main spars. In addition to flight loads, contributors to the cracking are residual tensile stresses, fretting and corrosion.

Amendment 1 of this AD clarifies the compliance section and removes the requirement to forward removed splice plates to CASA. It also inserts references to the associated Piper Service Bulletin and FAA AD.



Pieter van Dijk  
Delegate of the Civil Aviation Safety Authority

18 October 2019