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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-31/124 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-31/124**  
**Amdt 1**

**Wing Spar Splice Plate (Chieftain)**

**22/2019**

**Applicability:** All Piper Chieftain PA31-350, PA31-350/A1, PA31-350/A2 and PA31-350T1020 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 13,000 hours' aircraft time in service (TIS), or 2000 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:** Fretting has caused fatigue cracking in both PA-31 Navajo and PA31-350 Chieftain models.

Although the PA31-350 design in this area is an improvement over the PA-31, fretting has been found. This requires control action for those aircraft that have had their life extended without replacement of the splice plate.

**Piper PA-31 Series Aeroplanes**

AD/PA-31/124 Amdt 1 (continued)

Amendment 1 of this AD clarifies the compliance section and removes the requirement to forward removed splice plates to CASA. It also adds the PA31-350T1020 model to the applicability and inserts references to the associated Piper Service Bulletin and FAA AD.

A handwritten signature in black ink, appearing to read 'Van Dijk', with a large, sweeping flourish extending downwards and to the left.

Pieter van Dijk  
Delegate of the Civil Aviation Safety Authority

18 October 2019