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**AIRWORTHINESS DIRECTIVE**

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the 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-23 (Apache and Aztec) Series Aeroplanes****AD/PA-23/90****Turbo-Charger Oil Tank****3/2005**

**Applicability:** All The New Piper Aircraft, Inc. Models PA-23-235, PA-23-250, and PA-E23-250 aircraft equipped with AiResearch turbosupercharger systems:

- (a) configured in accordance with CASA AD/PA-23/56; or
- (b) configured in accordance with Supplementary Type Certificate (STC) SA852WE, SA909WE or SA978WE; or
- (c) installed in accordance with Piper Aircraft Corporation Drawing Number 32016.

**Requirement:** Compliance with this directive is an alternate means of compliance with AD/PA-23/56.

- (a) Inspect the turbosupercharger system to ensure it complies with the requirements of AD/PA-23/56. If the turbosupercharger system complies with the requirements of AD/PA-23/56, no further action with regard to Paragraphs (b), (c), or (d) of this AD is required.
- (b) Inspect in accordance with the procedures in Garrett Aviation Service Bulletin No. 1002143, Revision A, dated June 18, 2004.
  - (i) Replace any oil reservoir (P/N 286-P23-028-81 or 286-P23-028-111, or FAA-approved equivalent P/N) with a fireproof oil tank (P/N 10ND79200-1 or 10ND79200-3, or FAA-approved equivalent P/N); and
  - (ii) Replace all installed oil reservoir hoses with fire-shielded hoses.
- (c) Inspect in accordance with the procedures in The New Piper Aircraft, Inc. Vendor Service Publication No. 166, dated August 20, 2004 and the procedures in Garrett Aviation Service Bulletin No. 1002143, Revision A, dated June 18, 2004, or subsequent FAA approved document.
  - (i) Replace any oil reservoir (P/N 286-P23-028-81 or 286-P23-028-111, or FAA-approved equivalent P/N) with a fireproof oil tank (P/N 10ND79200-1 or 10ND79200-3, or FAA-approved equivalent P/N); and
  - (ii) Replace all installed oil reservoir hoses with fire-shielded hoses.

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AD/PA-23/90 (continued)

- (d) Do not install any oil reservoir (P/N 286-P23-028 -81 or 286-P23-028-111, or FAA-approved equivalent P/N). Do not install any oil reservoir hose that is not fire-shielded.

*Note: FAA AD 2005-01-10 Amdt 39-13934 refers.*

Compliance

Unless already accomplished,

- (a) Within 100 hours time-in-service (TIS) or at the next annual inspection, after the effective date of this AD.
- (b) Within 100 hours TIS after the effective date of this AD.
- (c) Within 100 hours TIS after the effective date of this AD.
- (d) The effective date of this AD.

This Airworthiness Directive becomes effective on 17 March 2005.

Background:

In 1973 the then NAA issued AD/PA-23/56 as a result of a report of a fatal accident related to the breakdown of the turbocharger oil reservoir following a fire in the engine nacelle. This was followed by FAA AD 74-06-01, which has now been superseded by AD 2005-01-10. The actions specified in this AD are intended to prevent turbosupercharger oil reservoirs and associated hoses with inadequate fire resistance from failing when exposed to flame or exhaust gases. This failure could lead to an in-flight fire within the nacelle area penetrating the firewall and subsequent failure of the wing spar.



James Coyne  
Delegate of the Civil Aviation Safety Authority

4 February 2005