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## AIRWORTHINESS DIRECTIVE

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On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/PA-28/40 Amdt 1 and issues the following 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-28 Series Aeroplanes

**AD/PA-28/40  
Amdt 2**

**Wing Rear Spar - Inspection**

**8/2009**

Applicability: All models.

Requirement: Visually inspect the area of the wing rear spar next to the fuselage attachment for evidence of corrosion between the rear spar P/N 62054 and plate P/N 62056 or 66762.

*Note: It is imperative to inspect the front face of the rear spar through the internal area of the wing after removal of the under-wing fillet or fuselage floor panels in the area of the wing rear attachments. Corrosion of the aluminium alloy spar proceeds from the inboard end and is detected by deterioration of rivet tails and pitting, bulging and cracking of the spar material.*

Accomplishment of Piper Service Bulletin No. 977 eliminates the repetitive inspection requirement of this directive.

Compliance:

1. For those aircraft not inspected during the preceding 3 years - within 100 hours time in service after 16 April 1976 and there-after at intervals not exceeding 3 years.
2. For all other aircraft - at intervals not exceeding 3 years.

This Amendment becomes effective on 30 July 2009.

Background: Local defect experience indicates that complete disintegration of the rear spar material can occur in the area of the rear spar and steel plate faying surfaces, without any external evidence of deterioration.

Amendment 2 introduces Piper SB No.977 which when accomplished is terminating action for the repetitive inspections.



David Villiers  
Delegate of the Civil Aviation Safety Authority

17 June 2009