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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-34/43 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-34 (Seneca) Series Aeroplanes

**AD/PA-34/43  
Amdt 2**

**Nose Gear Upper Drag Link Bolt**

**10/2006**

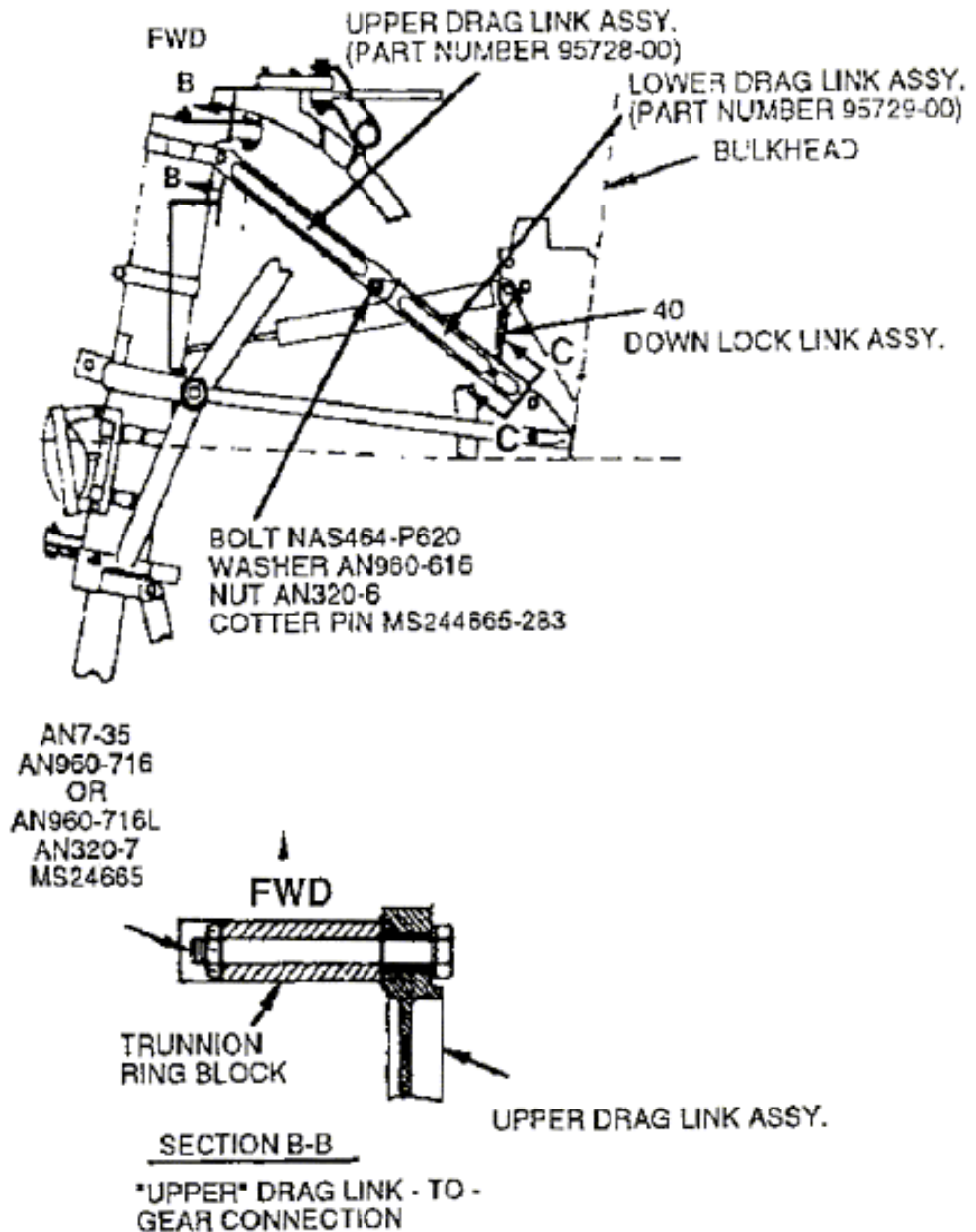
Applicability: Model PA-34 series.

- Requirement:
1. Replace the bolt and attached parts that connect the upper drag link to the nose gear trunnion with the following new parts in accordance with Figure 1 of this Directive:
    - (a) Piper part number 400 274 (AN7-35) bolt.
    - (b) Piper part number 407 591 (AN960-716L) washer, as applicable.
    - (c) Piper part number 407 568 (AN960-716) washer, as applicable.
    - (d) Piper part number 404 396 (AN320-7) nut; and
    - (e) Piper part number 424 085 (MS24665) cotter pin.
  2. Carry out the inspections, replacements and other corrective actions specified in Table 1 "Scheduled Maintenance" of Piper Service Bulletin (SB) No. 1123B dated 20 April 2006 or later FAA approved revision.
  3. Do any necessary corrective actions as a result of the actions specified in Table 1 "Scheduled Maintenance" of Piper Service Bulletin No. 1123B or later FAA approved revision.

Piper PA-34 (Seneca) Series Aeroplanes

AD/PA-34/43 Amdt 2 (continued)

**Figure 1**



*Note: FAA AD 2005-13-16 Amdt 39-14153 which supersedes FAA AD 93-24-14 Amdt 39-8762 refers.*

**Piper PA-34 (Seneca) Series Aeroplanes**

AD/PA-34/43 Amdt 2 (continued)

- Compliance:
1. Remains unchanged for the initial inspection as: Within 100 hours time in service (TIS) after 3 March 1994, unless already accomplished within the last 400 hours time in service, thereafter at intervals not to exceed 500 hours time in service until the intervals actions detailed in Requirement 2 and 3 of this Directive begin.
  2. Within 100 hours TIS after the effective date of this Directive, unless already done and thereafter at intervals referenced in the Inspection Time column of table 1 "Scheduled Maintenance" in Piper Service Bulletin No. 1123B or later FAA approved revision.
  3. Before further flight after any action is required by Requirement 2 of this Airworthiness Directive.

This Amendment becomes effective on 28 September 2006.

Background: This Airworthiness Directive is the result of service difficulty reports related to the collapse or involuntary retraction of the nose landing gear (NLG). The actions specified in this Airworthiness Directive are intended to detect, correct, and prevent failure in certain components of the NLG, lack of cleanliness of the NLG due to inadequate maintenance, or lack of lubricant in the NLG or NLG components. This failure of the NLG could lead to loss of control of the airplane during take-off, landing, or taxiing operations.

Amendment 1, effective 1 September 2005, introduced additional inspection requirements.

This amendment updates the revision status of the Piper service bulletin and allows the use of later FAA approved revisions of this service bulletin when they become available.

The original issue of this Airworthiness Directive became effective on 3 March 1994.



David Villiers  
Delegate of the Civil Aviation Safety Authority

28 July 2006