

Piper PA-42 (Cheyenne III) Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 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.

AD/PA-42/25 Airframe Pneumatic De-icing Boots 11/2000 DM

Applicability: All Model PA-42, PA-42-720, PA-42-720R, and PA-42-1000 aircraft; equipped with pneumatic de-icing boots.

Requirement: Revise the Limitations Section of the Aircraft Flight Manual (AFM) to include the following requirements for activation of the ice protection systems. Accomplish this action by inserting a copy of this Directive in the AFM.

“ Except for certain phases of flight where the AFM specifies that de-icing boots should not be used (eg., take-off, final approach, and landing), compliance with the following is required.

- Wing and Tail Leading Edge Pneumatic De-icing Boot System, if installed, must be activated:

At the first sign of ice formation anywhere on the aircraft, or upon annunciation from an ice detector system, whichever occurs first; and

The system must either be continued to be operated in the automatic cycling mode, if available; or the system must be manually cycled as needed to minimise the ice accretions on the airframe.

- The wing and tail leading edge pneumatic de-icing boot system may be deactivated only after:

Leaving known or observed/detected icing that the flight crew has visually observed on the aircraft or was identified by the on-board sensors; and

After the aircraft is determined to be clear of ice.”

Note: FAA AD 2000-14-08 Amdt 39-11817 refers.

Compliance: Within 10 days after 13 September 2000.

This Airworthiness Directive becomes effective on 13 September 2000.

COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY
SCHEDULE OF AIRWORTHINESS DIRECTIVES

(Civil Aviation Regulations 1998), PART 39 - 105

Background: The FAA received reports of in-flight incidents and an accident (on aircraft other than the affected Piper aircraft) that occurred in icing conditions where the airframe pneumatic boots were not activated. The actions specified by this Directive are intended to assure that flight crews activate the pneumatic wing and tail de-icing boots at the first signs of ice accumulation.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

6 September 2000