
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 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.

Piper PA-46 (Malibu) Series Aeroplanes

AD/PA-46/33

Oxygen Generator

**11/2004
DM**

Applicability: Model PA-46-500TP aeroplanes, serial numbers 4697001 through 4697163.

Requirement:

1. Unless already accomplished, perform the following inspections on any oxygen generator part number (P/N) 471-025, in accordance with The New Piper Aircraft, Inc. Service Bulletin (SB) No. 1140, dated 16 September 2003, and the aeroplane maintenance manual (Chapter 35-20-00 refers):
 - a. The percussion cap for the presence of any protective cover; and
 - b. The end of the trigger mechanism pin for the presence of any silicon tube.
2. Remove any percussion cap protective covers or trigger mechanism silicon tubes found during the Requirement 1 inspections.

Note: FAA AD 2004-15-19 Amdt 39-13753 refers.

Compliance: For Requirement 1 - Within the next 50 hours time-in-service (TIS) after the effective date of this Directive or within the next 30 calendar days after the effective date of this Directive, whichever occurs first.

For Requirement 2 - Before further flight after the Requirement 1 inspections.

This Airworthiness Directive becomes effective on 13 September 2004.

Background: The United States Federal Aviation Administration (FAA) has received reports of protective covers installed over the percussion cap or a silicon tube installed over the end of the trigger mechanism pin, on the oxygen generator, rendering the emergency oxygen system inoperative. This condition, if not corrected, could result in the crew or passengers not being able to get oxygen in an emergency situation.

Piper PA-46 (Malibu) Series Aeroplanes

AD/PA-46/33 (continued)

This Directive requires an inspection to detect any protective cover over the percussion cap or any silicon tube over the end of the trigger mechanism pin together with their removal, if necessary.

A handwritten signature in black ink, appearing to read 'Gary Carr', is positioned above the printed name and title.

Gary J Carr
Delegate of the Civil Aviation Safety Authority

20 August 2004