COMMONWEALTH OF AUSTRALIA (Ci CIVIL AVIATION SAFETY AUTHORITY SCHEDULE OF AIRWORTHINESS DIRECTIVES

AIRWORTHINESS DIRECTIVE

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/TSA-600/36 Amdt 3 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.

Aerostar (Piper/Ted Smith) 600 and 700 Series Aeroplanes

AD/TSA-600/36 Engine Exhaust Systems and installation of 11/2012 Amdt 4 Fire Detection System for Turbocharged Aircraft

Applicability: Piper Models PA-60-600, PA-60-601, PA-60-601P, PA-60-602P, and PA-60-700P (all serial numbers (S/N)) airplanes, and Ted Smith Aerostar (Butler Aircraft Company) Models 600, 601, 601A, 601B, and 601P (all S/N) airplanes, certificated in any category, except those airplanes incorporating Machen Supplemental Type Certificate (STC) SA980NM.

Requirement: 1. All turbocharged models:

Modify the airplane by installing Piper Engine Fire Detection System Kit, Piper Part Number 764-158, in accordance with the instructions in Part II of the Aerostar Aircraft Corporation (SB) No. 920A, dated September 12, 1991, and modify the Airplane Flight Manual/Pilot's Operating Handbook by inserting the appropriate supplement provided with the above kit.

2. All models:

Remove and inspect the engine exhaust system in accordance with Aerostar Aircraft Corporation Service Bulletin Number 920A Part 1 and in accordance with Piper Aircraft 600/601/601P/602P/700P Maintenance Manual Chapter 5-20-01 page 5-10. Install the engine exhaust system in accordance with Piper Aircraft 600/601/601P/602P/700P Maintenance Manual Chapter 78-11-05 page 78-05.

- Compliance: 1. Unless previously accomplished; within 6 months of the effective date of this Directive.
 - 2. Unless previously accomplished; within 10 hours aircraft time in service and thereafter at intervals not to exceed 50 (+5 tolerance)* hours aircraft time in service or 6 months, whichever occurs first.

Note 1: Accomplishment of Part III of SB 920A for **Turbocharged models** (installation of Bolted Flange Inconel Tailpipe kit in accordance with STC SA 4976NM) will relieve the repetitive 50 hour dismantling inspection requirement of Part 1 of SB 920A and the requirement 2 of this AD. The 50 hour repetitive inspection will still be required for the non-turbocharged models.

This Amendment becomes effective on 4 June 2012.

COMMONWEALTH OF AUSTRALIA CIVIL AVIATION SAFETY AUTHORITY SCHEDULE OF AIRWORTHINESS DIRECTIVES

Aerostar (Piper/Ted Smith) 600 and 700 Series Aeroplanes

AD/TSA-600/36 Amdt 4 (Continued)

Background: Note 2: An extension to the interval for Requirement 2 of this AD (use of 5 hour tolerance) must not extend the subsequent occurrence of Requirement 2. For example, if as a result of an extension to Requirement 2 (having an interval of 50 hours) the inspection is carried out at 55 hours, the Requirement 2 inspection must next be carried out no later than 45 hours after the previous inspection, to preserve the 50 hour interval.

This Directive was originally issued to address reports of Aerostar exhaust systems failing in service. Exhaust system defects can result in an engine fire.

This Amendment is issued to align the AD with the FAA AD 90-01-02 in mandating the installation of the Fire Detection System in accordance with the SB No. 920A.

Amendment 3 of this Airworthiness Directive became effective on 20 March 2003.

Amendment 2 of this Airworthiness Directive became effective on 9 March 1990.

Amendment 1 of this Airworthiness Directive became effective on 24 January 1990.

The original issue of this Airworthiness Directive became effective on 31 May 1986.



Mike Higgins Delegate of the Civil Aviation Safety Authority

31 May 2012