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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/TSA-600/39 Amdt 2 under subregulation 39.001 (1) of CASR 1998 and subsection 33 (3) of the *Acts Interpretation Act 1901*, 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 an 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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**AD/TSA-600/39  
Amdt 3**

**Main Cabin Upper Door**

**21/2013**

**Applicability:** This AD applies to each Ted Smith Aerostar, Piper Aerostar or Aerostar Aircraft model 600, 601, 601P, 602P and 700P aeroplane with a serial number (*S/N*) listed in Piper Mandatory Service Bulletin (*SB*) 908, dated 3 May 1989.

**Requirement:**

1. The registered operator of the aircraft must inspect and rig the cabin door and latch system in accordance with Chapter 52 of the Aerostar Maintenance Manual and Instruction I of Piper Mandatory SB 908.
2. The registered operator of the aircraft must install cabin door placards in accordance with Instruction II of Piper Mandatory SB 908. Operating instructions for emergency exits (which include entrance doors) in aircraft with a seating capacity of more than 6 persons must comply with subregulation 90.135 (6) of CASR 1998.
3. The registered operator of the aircraft must modify the cabin door latching system by installation of a door ajar warning system in accordance with Instruction III of Piper Mandatory SB 908 or an equivalent method approved by CASA.

*Note: FAA AD 89-03-04 refers to Requirements 1, 2 and 3.*

4. For:
  - (a) model 600 aeroplanes with S/N from 60-0001-003 to 60-0933-8161262 inclusive; and
  - (b) model 601 aeroplanes with S/N from 61-0001-004 to 61-0880-8162157 inclusive;the registered operator of the aircraft must install cabin door linkage modification kit Piper part number 765-387 in accordance with Instruction IV of Piper Mandatory SB 908.

**Compliance:**

1. The registered operator must take the action in Requirement 1:
  - (a) unless already taken in accordance with AD/TSA-600/39, AD/TSA-600/39 Amdt 1, or AD/TSA-600/39 Amdt 2 (a *previous AD*), by the later of the following:
    - (i) 100 hours time in service after 20 April 1989;
    - (ii) the next scheduled inspection for issue of a maintenance release after 20 April 1989; and

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- (b) at intervals not exceeding 12 calendar months from compliance with paragraph (a) or a previous AD.
2. & 3. The registered operator must take the action in Requirements 2 and 3, unless already taken in accordance with a previous AD, by the later of the following:
- (a) 100 hours time in service after 20 April 1989;
  - (b) the next scheduled inspection for issue of a maintenance release after 20 April 1989.
4. The registered operator must take the action in Requirements 4, unless already taken in accordance with a previous AD, by the later of the following:
- (a) 100 hours time in service after 7 September 1989;
  - (b) the next scheduled inspection for issue of a maintenance release after 7 September 1989.

The effective date of this AD is 18 October 2013.

**Background:** There have been reports from overseas of accidents or incidents that have occurred because of a failure to ensure that the cabin door was closed and latched prior to take-off and improper door latching due to mis-rigging of the latch system. Amendment 1 to this AD drew attention to Emergency Exit Opening instructions luminosity requirements, for aircraft with more than 6 persons seating capacity. Amendment 2 referenced the latest requirement document which superseded both previous documents and required, for some aircraft, the fitting of a door latch improvement kit and, for all aircraft, a repetitive inspection of doors and mechanisms. Amendment 3 updates the reference for Emergency Exit Opening instructions luminosity requirements, which is now set out in subregulation 90.135 (6) of CASR 1998.



Mike Higgins  
Delegate of the Civil Aviation Safety Authority

8 October 2013