
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.

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

AD/TSA-600/49

Auxiliary Fuel Transfer Pumps

**1/2004
DM**

Applicability: PA-60-600, PA-60-601, PA-60-601P, PA-60-602P and PA-60-700P aeroplanes incorporating supplemental type certificate (STC) SA1608NM (Machen Inc. Kit No. 76-1, auxiliary fuel tank).

Requirement:

1. Inspect all auxiliary fuel tank transfer pumps for leaking, seeping, and any signs of staining in accordance with Machen Inc. Service Bulletin (SB) 76-009, dated 1 August 2003.
2. Replace any auxiliary fuel transfer pump that is leaking, seeping, or has any signs of staining in accordance with Machen Inc. SB 76-009, dated 1 August 2003.

Note: FAA AD 2003-22-01 Amdt 39-13348 refers.

Compliance:

1. Within the next 10 hours time-in-service (TIS) after the effective date of this Directive. Thereafter at intervals not to exceed 50 hours TIS.
2. Prior to further flight after any inspection as detailed in Requirement 1 of this Directive in which leaking, seeping, or any signs of staining is found.

This Airworthiness Directive becomes effective on 26 November 2003.

Background: This Directive is the result of reports of fuel leaking from the fuel transfer pumps installed below the auxiliary fuel tank. This Directive requires an inspection to detect leaks, and rectification to correct any leaks found in the auxiliary fuel transfer pumps, which could result in fire or explosion in the cargo/passenger compartment. Such a condition could result in loss of the airplane.



David Villiers
Delegate of the Civil Aviation Safety Authority

20 November 2003