



Civil Aviation Authority

AIRWORTHINESS DIRECTIVE

Number: G-2021-0002R1

Issue date: 03 June 2021



Note: In this Airworthiness Directive, references to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced "UK Regulation (EU) year/number or UK Regulation (EU) No. number/year".

This Airworthiness Directive (AD) is issued by the UK CAA as the National Aviation Authority (ICAO Annex 8 Authority of State of Registry) for the affected product(s).

In accordance with UK Regulation (EU) 2018/1139, the following action required by this AD is mandatory for applicable aircraft registered in the United Kingdom. No person may operate an aircraft to which an AD applies except in accordance with the requirements of that AD unless otherwise agreed with the Authority of the State of Registry.

This AD is issued in accordance with UK Regulation (EU) No. 748/2012, Part 21.A.3B. In accordance with UK Regulation (EU) No. 1321/2014 Annex I, Part M.A.301 or Annex VB, Part ML.A.303 as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the CAA [UK Regulation (EU) No. 1321/2014 Annex I, Part M.A.303 or Annex VB, Part ML.A.303 as applicable] or agreed with the CAA [UK Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name: Piper Aircraft Inc.		Type/Model Designation(s): PA-28 and PA-32 aeroplanes
TCDS:	EASA.IM.A.234 and USA (FAA TCDS) 2A13 for PA-28; EASA.IM.A.239 and (FAA TCDS) A3SO for PA-32.	
Foreign AD:	Federal Aviation Administration (FAA) AD2020-26-16 dated 15 January 2021.	
Supersedure:	For affected aeroplanes operated on the UK Registry, this AD supersedes the State of Design AD, FAA AD 2020-26-16 which is not adopted.	
Revision:	This AD revises UK AD G-2021-0002 dated 21 April 2021.	
ATA 57	Wings – Lower Main Wing Spar Caps – Inspection	
Manufacturer(s):	Piper Aircraft, Inc. (Piper), formerly The New Piper Aircraft, Inc., Piper Aircraft Corporation	

Applicability:	This AD applies to the following aeroplanes, identified by model, commercial name(s) and serial numbers (s/n): <table border="1"> <thead> <tr> <th>Model (commercial name)</th><th>S/No.</th></tr> </thead> <tbody> <tr> <td>PA-28-151 (Warrior)</td><td>All</td></tr> <tr> <td>PA-28-161 (Warrior II)</td><td>All</td></tr> <tr> <td>PA-28-161 (Warrior III)</td><td>All, except s/n 2842006</td></tr> <tr> <td>PA-28-161 (Cadet)</td><td>All</td></tr> <tr> <td>PA-28-181 (Archer II and Archer III)</td><td>All</td></tr> <tr> <td>PA-28-235 (Cherokee Pathfinder)</td><td>All</td></tr> <tr> <td>PA-28R-180 (Arrow)</td><td>All</td></tr> <tr> <td>PA-28R-200 (Arrow)</td><td>All</td></tr> <tr> <td>PA-28R-200 (Arrow II)</td><td>All, except s/n 28R-7235151</td></tr> <tr> <td>PA-28R-201 (Arrow III)</td><td>All, except s/n 2844029, 2844030, 2844081, 2844125, 2844136, 2844147 to 2844151 inclusive, 28R-7737078, 28R-7737142, 28R-7837108, 28R-7837125 and 28R-7837257</td></tr> <tr> <td>PA-28R-201T (Turbo Arrow III)</td><td>All</td></tr> <tr> <td>PA-28RT-201 (Arrow IV)</td><td>All</td></tr> <tr> <td>PA-28RT-201T (Turbo Arrow IV)</td><td>All</td></tr> <tr> <td>PA-32-260 (Cherokee Six 260)</td><td>All</td></tr> <tr> <td>PA-32-300 (Cherokee Six 300)</td><td>All</td></tr> <tr> <td>PA-32R-300 (Lance)</td><td>All</td></tr> <tr> <td>PA-32RT-300 (Lance II)</td><td>All, except s/n 32R-7985004</td></tr> <tr> <td>PA-32RT-300T (Turbo Lance II)</td><td>All</td></tr> </tbody> </table>	Model (commercial name)	S/No.	PA-28-151 (Warrior)	All	PA-28-161 (Warrior II)	All	PA-28-161 (Warrior III)	All, except s/n 2842006	PA-28-161 (Cadet)	All	PA-28-181 (Archer II and Archer III)	All	PA-28-235 (Cherokee Pathfinder)	All	PA-28R-180 (Arrow)	All	PA-28R-200 (Arrow)	All	PA-28R-200 (Arrow II)	All, except s/n 28R-7235151	PA-28R-201 (Arrow III)	All, except s/n 2844029, 2844030, 2844081, 2844125, 2844136, 2844147 to 2844151 inclusive, 28R-7737078, 28R-7737142, 28R-7837108, 28R-7837125 and 28R-7837257	PA-28R-201T (Turbo Arrow III)	All	PA-28RT-201 (Arrow IV)	All	PA-28RT-201T (Turbo Arrow IV)	All	PA-32-260 (Cherokee Six 260)	All	PA-32-300 (Cherokee Six 300)	All	PA-32R-300 (Lance)	All	PA-32RT-300 (Lance II)	All, except s/n 32R-7985004	PA-32RT-300T (Turbo Lance II)	All
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Definitions:	For the purpose of this AD, the following definitions apply: FH: Flight hours (FH) is the accumulated time of the spar (installed on the aeroplane) with the highest number of FH since its first installation on an aeroplane, between the moments when an aeroplane moved under its own power for the purpose of flight and the moments when the aeroplane came to a full stop after landing (total FH of all flights). EFSH: EASA factored service hours (EFSH) are those calculated in accordance with the formula specified in Figure 1 of this AD. TIS: With respect to maintenance time records, time-in-service (TIS) means the accumulated time of the spar (installed on the aeroplane) with the highest number of hours since its first installation on an aeroplane, between the moments an aeroplane took off and the moments it touched down (total TIS of all flights). In the case TIS records are unreliable or not available, e.g. because maintenance records have been kept with reference to FH, the use of FH is acceptable for the calculation of the average annual aeroplane usage and EFSH. AAU: Average annual utilisation (AAU) of an aeroplane is the TIS of that aeroplane, divided by the number of calendar years after the aeroplane's year of manufacture (data plate). The SB: Piper Service Bulletin (SB) No. 1345. The FAA AD: Federal Aviation Administration (FAA) AD2020-26-16 dated 15 January 2021.
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