

# Airworthiness Directive Schedule

## Aeroplanes

### Piper PA-22 Series (Colt and Tri Pacer)

25 May 2017

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- Notes**
1. This AD schedule is applicable to Piper PA-22-108, PA-22-150 and PA-22-160 series aircraft manufactured under FAA TC No. 1A6.
  2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs applicable to these aircraft can be obtained directly from the FAA web site at [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAD.nsf/MainFrame?OpenFrameSet](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet)
  3. The date above indicates the amendment date of this schedule.
  4. New or amended ADs are shown with an asterisk \*
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<b>From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the NAA web site is available on the CAA web site at <a href="http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html">http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html</a> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.</b> .....		
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**DCA/PA22/101 Fuel and Hydraulic Lines - Modification**

**Applicability:** All model PA-22  
**Requirement:** Piper SL 213  
(FAA AD 53-24-4 also refers)  
**Compliance:** By 30 April 1958

**DCA/PA22/102 Fitment of Fuel Tank Caps - Modification**

**Applicability:** All model PA-22  
**Requirement:** FAA AD 55-22-3  
**Compliance:** By 30 April 1958

**DCA/PA22/103 Battery Box Insulation - Modification**

**Applicability:** S/N 22-1 through 22-348  
**Requirement:** Piper SB 118  
**Compliance:** By 30 April 1958

**DCA/PA22/104 Nose Wheel Drain - Modification**

**Applicability:** S/N 22-1 through 22-354  
**Requirement:** Piper SB 119  
**Compliance:** By 30 April 1958

**DCA/PA22/105 Landing Gear Tube - Reinforcement - Modification**

**Applicability:** S/N below 22-2394  
**Requirement:** Piper SB 124  
**Compliance:** By 30 April 1958

**DCA/PA22/106 Ignition Filter - Replacement**

**Applicability:** S/N 22-1621 through 22-1625, 22-1627, 22-1630, 22-1633, 22-1634 & 22-1637  
**Requirement:** FAA AD 55-8-4  
**Compliance:** By 30 April 1958

**DCA/PA22/107 Fuel Tank Caps - Modification**

**Applicability:** All model PA-22  
**Requirement:** Piper SB 148  
**Compliance:** By 31 December 1956

**DCA/PA22/108 Fusing of Cigar Light Circuit - Modification**

**Applicability:** As detailed  
**Requirement:** Piper SB 163A  
**Compliance:** By 31 December 1958

**DCA/PA22/109 Tail Brace Clevises - Modification**

**Applicability:** S/N 22-8000 through 22-8012  
**Requirement:** Piper SB 198  
**Compliance:** Next periodic inspection  
**Effective Date:** 30 June 1961

**DCA/PA22/110 Cabin Heater Box Plate - Modification**

**Applicability:** S/N 22-8000 through 22-8440 and 22-8663  
**Requirement:** Piper SB 203  
**Compliance:** Next periodic inspection  
**Effective Date:** 30 June 1961

**DCA/PA22/111 Vacuum Pump Splined Coupling - Replacement**

**Applicability:** As detailed  
**Requirement:** Piper SB 218  
**Compliance:** As detailed  
**Effective Date:** 31 March 1965

**DCA/PA22/112 Brake Master Cylinder Diaphragm - Replacement**

**Applicability:** All model PA-22  
**Requirement:** Piper SB 153A  
**Compliance:** Every 200 hours TIS  
**Effective Date:** 30 April 1958

**DCA/PA22/113 Fuel Strainer - Inspection**

**Applicability:** All model PA-22  
**Requirement:** On all Piper PA-22 series aircraft fitted with fuel strainers having the wire bail assembly P/N 494-644.  
  
Examine the wire bail assembly at the bowl of the fuel strainer. Check that the threaded adjusting stud is securely welded or otherwise properly attached to the wire stirrup. This inspection may be discontinued after modification.  
**Compliance:** Every periodic inspection  
**Effective Date:** 30 April 1958

**DCA/PA22/114 Cancelled - Purpose Fulfilled**

**DCA/PA22/117B Fuselage Fabric Windshield Area - Inspection and Modification**

**Applicability:** All model PA-22

**Requirement:** Piper SB 1748 and Piper SL 362A  
(FAA AD 74-17-04 refers)

**Compliance:** 1. Inspection - Per Piper SB 174B - at intervals not exceeding 100 hours TIS.  
2. Modification - Per Piper SL 362A by 30 September 1977 unless already accomplished.

**Effective Date:** DCA/PA22/117A - 16 October 1974  
DCA/PA22/117B - 20 July 1977

**\* DCA/PA22/118 Cancelled – FAA AD 60-01-07 refers**

**Effective Date:** 25 May 2017

**DCA/PA22/120 Cancelled – FAA AD 60-10-08 refers**

**Effective Date:** 19 December 2013

**DCA/PA22/122 Upper Nose Gear Oleo - Inspection**

**Applicability:** All model PA-22

**Requirement:** Piper SL 405

**Compliance:** As detailed

**Effective Date:** 31 March 1965

**DCA/PA22/123 Right Fuel Tank Quantity Gauge Placard - Modification**

**Applicability:** S/N 22-1 through 22-7642

**Requirement:** Piper SB 250A

**Compliance:** Within the next 50 hours TIS

**Effective Date:** 31 August 1971

**DCA/PA22/124 Engine and Nose Wheel Mount Assembly - Inspection**

**Applicability:** S/N 22-1 through 22-9848

**Requirement:** Piper SL 3588

**Compliance:** Every 100 hours TIS

**Effective Date:** 31 August 1971

**DCA/PA22/125 Fuel Line - Replacement**

**Applicability:** S/N 22-1 through 22-9393

**Requirement:** Piper SB 351  
(FAA AD 72-21-3 also refers)

**Compliance:** Within the next 100 hours TIS

**Effective Date:** 31 January 1973

**DCA/PA22/126 Operating Limitation Placard - Modification**

**Applicability:** As detailed

**Requirement:** This requirement applies to model PA-22-150, PA-22S-150, PA-22-160 and PA-22S-160 aircraft equipped with Lycoming O-320 series engines and Marvel Schebler carburetors model MA-4SPA, P/N 10-3678-11, 10-3678-12, 10-3678-32 and to other PA-22 type aircraft which have been modified to these engine/carburettor configurations.

Attach the following operating limitation placard to the instrument panel near the throttle control in full view of the pilot, using 1/8 inch minimum size type: "DO NOT OPEN THE THROTTLE RAPIDLY. (IDLE TO FULL THROTTLE IN TWO SECONDS MINIMUM)" The placard may be fabricated by the owner/operator. (FAA AD 73-9-6 also refers)

**Compliance:** Within the next 10 hours TIS

**Effective Date:** 30 June 1973

**DCA/PA22/127D Canceled – FAA AD 99-01-05R1 refers**

**Effective Date:** 14 January 2014

**DCA/PA22/128 Wing Fuel Tank Cap - Inspection & Modification**

**Applicability:** All model PA-22 series with tank cap P/N 159296-02 or 60707-02

**Requirement:** Piper SB 573

**Compliance:** Within the next 50 hours TIS

**Effective Date:** 31 March 1978

**DCA/PA22/129 Canceled - Purpose Fulfilled**

**DCA/PA22/130A Parking Brake Operation - Placard**

**Applicability:** Model PA-22, PA-22-108, PA-22-135, PA-22S-135, PA-22-150, PA-22S-150, PA-22-160, and PA-22S-160 S/N 22-1 through 22-9848.

**Requirement:** To prevent aircraft controllability problems while involved in ground operation because of improper brake operation, accomplish the following:-

Install one of the following in a central location on the pilot's instrument panel in full view of the pilot;

- (1) A Piper P/N 81090-02 placard; or
- (2) A Piper P/N 683-107 placard.

*Note: The above referenced placards both contain the following wording:*

<p>WARNING</p> <p>NO BRAKING WILL OCCUR IF AIRCRAFT BRAKES ARE APPLIED WHILE PARKING BRAKE HANDLE IS PULLED AND HELD</p>
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(FAA AD 85-02-05R1 refers)

**Compliance:** Required within 100 hours time-in-service after 22 March 1985 or prior to the next flight after the effective date of this AD, whichever occurs later, unless already accomplished.

**Effective Date:** DCA/PA22/130 - 22 March 1985  
DCA/PA22/130A - 19 December 1997

**DCA/PA22/131 Fuselage Frame - Inspection**

**Applicability:** Model PA-22 S/N 22-01 through 22-9848

**Requirement:** Inspect per Piper SB 819 and renew defective structure before further flight

**Compliance:** Within the next 50 hours TIS or six months, whichever is the sooner

**Effective Date:** 14 November 1986

*NZCAR, Part III Leaflets B.11-7/1 and B.11-12 are hereby cancelled*

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the NAA web site is available on the CAA web site at

[http://www.caa.govt.nz/Airworthiness\\_Directives/states\\_of\\_design.html](http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html)

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

**60-10-08 Fuel Selector Valve – Inspection**

**Note:** Piper SB 141 dated 4 October 1955 superseded by Piper SB 354B dated 19 May 1982 to introduce new P/N replacement parts.

**Effective Date:** 19 December 2013

**99-01-05R1 Cancelled – FAA AD 2015-08-04 refers**

**Effective Date:** 3 June 2015

**68-05-01 Exhaust Mufflers – Inspection**

**Effective Date:** 31 March 1968

**2015-08-04 Wing Lift Struts and Forks – Inspection**

**Note:** FAA AD 2015-08-04 retains all the requirements in superseded FAA AD 99-01-05R1 and expands the AD applicability to include additional aircraft models.

FAA AD 99-01-05R1 superseded FAA AD 99-01-05, DCA/J3/5B, DCA/PA18/120E, DCA/PA22/127D and DCA/PA25/121F.

For aircraft already in compliance with the cancelled ADs, compliance with FAA AD 2015-08-04 is required at the next inspection required by the cancelled ADs.

An inspection method accomplished in accordance with [Radiographic Technique 57-20-01 Rev 1](#) may be used as an alternate to the two inspection methods defined in paragraph (h)(1) and (h)(2) of FAA AD 2015-08-04. If the radiographic technique is used, inspect at intervals not to exceed 4 years.

**Effective Date:** 3 June 2015

**\* 60-01-07 Tail Brace Wires – Inspection**

**Compliance:** Before the issue of a New Zealand Certificate of Airworthiness, or at the next ARA, whichever is the sooner, unless previously accomplished. Repetitive inspections to be accomplished at intervals not to exceed the times specified in the FAA AD.

**Effective Date:** 25 May 2017