

**2009-13-06 R1 Piper Aircraft, Inc.:** Amendment 39-16820; Docket No. FAA-2009-0218; Directorate Identifier 2009-CE-006-AD.

**(a) Effective Date**

This airworthiness directive (AD) is effective November 3, 2011.

**(b) Affected ADs**

This AD revises AD 2009-13-06, amendment 39-15944 (74 FR 29118, June 19, 2009).

**(c) Applicability**

This AD applies to Models PA-23, PA-23-160, PA-23-235, PA-23-250, PA-23-250 (Navy UO-1), PA-E23-250, PA-31, PA-31-300, PA-31-325, PA-31-350, PA-31P, PA-31P-350, PA-31T, PA-31T1, PA-31T2, PA-31T3, PA-42, PA-42-720, and PA-42-1000 airplanes, all serial numbers, that are:

- (1) Certificated in any category; and
- (2) Equipped with a baggage door in the fuselage nose section (a nose baggage door).

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code, 52, Doors.

**(e) Unsafe Condition**

This AD was prompted by several incidents and accidents, including fatal accidents, where the nose baggage door opening in flight was listed as a causal factor. We are issuing this AD to establish life limits for safety-critical nose baggage door components, replace those safety-critical nose baggage door components, and repetitively inspect and lubricate the nose baggage door latching mechanism and lock assembly. The door opening in flight could significantly affect the handling and performance of the aircraft. It could also allow baggage to be ejected from the nose baggage compartment and strike the propeller. This failure could lead to loss of control.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done.

Actions	Compliance	Procedures
<p>(1) For all aircraft:</p> <p>(i) Inspect the nose baggage door assembly for damaged, worn, corroded, or non-conforming components;</p> <p>(ii) Replace life-limited components specified in the service information; and</p> <p>(iii) Install or inspect, as applicable, the nose baggage placard following the service information.</p>	<p>Initially within 1,000 hours time-in-service (TIS) since all life-limited components were installed new following Piper Aircraft, Inc. Mandatory Service Bulletin No. 1194A, dated November 10, 2008, or within the next 100 hours TIS after July 24, 2009 (the effective date retained from AD 2009-13-06, amendment 39-15944 (74 FR 29118, June 19, 2009), whichever occurs later. Repetitively thereafter at intervals not to exceed 1,000 hours TIS.</p>	<p>Follow INSTRUCTIONS: PART I of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1194A, dated November 10, 2008. As an alternative to using the part number 100700-079 placard, you may fabricate a placard (using at least 1/8-inch letters) with the words in figure 1 of this AD and install the placard directly above the nose baggage door handle. This AD does not require the verification of proper functioning of the nose baggage compartment interior light set forth in the last sentence of PART 1, paragraph 1, of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1194A, dated November 10, 2008.</p>
<p>(2) For all aircraft:</p> <p>(i) Lubricate and inspect all nose baggage door latching and locking components for damaged, worn, corroded, or non-conforming components; and</p> <p>(ii) Verify the key can only be removed from the lock assembly in the locked position in accordance with the service instructions.</p>	<p>Initially within 100 hours TIS after July 24, 2009 (the effective date retained from AD 2009-13-06, amendment 39-15944 (74 FR 29118, June 19, 2009)); and repetitively thereafter at intervals of 100 hours TIS. The 100-hour interval may be exceeded by not more than 10 hours TIS to reach a place where the inspection can be done, per 14 CFR 91.409(b). The excess time used to reach a place where the inspection can be done must be included in computing the next 100 hours of TIS.</p>	<p>Follow INSTRUCTIONS: PART II of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1194A, dated November 10, 2008.</p>
<p>(3) For all aircraft with damaged, worn, corroded, or non-conforming components: repair/replace any damaged, worn, corroded, or non-conforming components.</p>	<p>Before further flight after any inspection required in paragraphs (f)(1) and (f)(2) of this AD where any evidence of damaged, worn, corroded or non-conforming components was found.</p>	<p>Follow Piper Aircraft, Inc. Mandatory Service Bulletin No. 1194A, dated November 10, 2008.</p>

# CLOSE AND LOCK NOSE BAGGAGE DOOR BEFORE FLIGHT

1. CLOSE DOOR FULLY AGAINST DOOR FRAME
2. PRESS DOOR HANDLE FLUSH WITH SKIN,  
AND ROTATE KEY INTO LOCKED POSITION
3. REMOVE KEY
4. PUSH ON FORWARD END OF DOOR HANDLE,  
TO CONFIRM THAT HANDLE IS LOCKED AND  
SECURE

**Figure 1 – Nose Baggage Door Placard.**

## **(g) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Atlanta Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) AMOCs approved for AD 2009-13-06, amendment 39-15944 (74 FR 29118, June 19, 2009) are approved as AMOCs for this AD. The format has been revised and certain paragraphs have been rearranged since AD 2009-13-06 was issued, including changes to paragraph identifiers in this AD. Previous AMOCs may refer to particular paragraph identifiers from the original AD, however, the corresponding actions of the AMOC in the revised AD still apply even though the identifiers have changed.

## **(h) Related Information**

For more information about this AD, contact Gregory K. Noles, Aerospace Engineer, FAA, Atlanta ACO, 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474-5551; fax: (404) 474-5606; e-mail: gregory.noles@faa.gov.

**(i) Material Incorporated by Reference**

(1) You must use Piper Aircraft, Inc. Mandatory Service Bulletin No. 1194A, dated November 10, 2008, to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 on July 24, 2009 (74 FR 29118, June 19, 2009).

(2) For service information identified in this AD, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567-4361; fax: (772) 978-6573; Internet: <http://www.newpiper.com/company/publications.asp>.

(3) You may review copies of the referenced service information at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-3768.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call 202-741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).