

EASA Decision not to adopt FAA AD 2020-26-16

EASA considerations, leading to the decision not to adopt Federal Aviation Administration (FAA) AD 2020-26-16

On 15 January 2021, the FAA issued AD 2020-26-16, applicable to certain Piper PA-28 and PA-32 series aeroplanes.

That AD requires calculating the factored service hours for each main wing spar to determine when inspection is required, a one-time inspection of the inner surface of the two lower outboard bolt holes on each lower main wing spar to detect cracks, and, depending on findings, replacing the cracked main wing spar.

Although EASA agrees with the need for inspection, EASA cannot apply a method of ‘factoring’ hours to determine when an inspection is required, as it could not be applied to flight hours as recorded for aircraft under EU regulation.

For the reason described above, EASA has decided not to adopt FAA AD 2020-26-16.

However, EASA plans to issue a Proposed AD to address the safety risk addressed by FAA AD 2020-26-16 for aeroplanes operating under EU regulation.

For further information, please contact the Safety Information Section, Certification Directorate, EASA, E-mail: ADs@easa.europa.eu.

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