



Civil Aviation Authority

DECISION NOT TO ADOPT FAA AD 2020-26-16

CAA 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 the CAA agrees with the need for inspection, it is not possible to apply the method of 'factoring' hours within the FAA AD to determine when an inspection is required. This is due to differences in operation and maintenance requirements between the CAA/EASA system and the FAA system.

For the reason described above, the CAA has decided not to adopt FAA AD 2020-26-16. However, the CAA has issued 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 CAA General Aviation Unit E-mail: ga@caa.co.uk

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