

Federal Aviation Administration

Airworthiness Concern Sheet

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Reply to:

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Department: FAA

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Model / Series: PA-28/-32 all series **Serial Numbers:** All Serial Numbers

Reason for Airworthiness Concern: Existing AD 2017-14-04 does not include all series of PA-28 and PA-32 aircraft. In addition, the AD is only focused on oil cooler hoses (and not fuel, hydraulics, turbocharger, etc).

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Operators may be using the TSO-C53a Type C hoses for all of these applications without the necessary inspection intervals and/or a service life limit, which could result in hose ruptures or failures and an incident/accident.

Federal Aviation Administration (FAA) Description of Airworthiness Concern

Request for Information

The FAA is requesting the following information from owners and operators of PA-28 and PA-32 aircraft:

1) Do you currently have any TSO-C53a Type C hoses installed on your aircraft in the engine compartment (any applications)?

If the answer to the previous question was 'Yes':

- a) How many hours time-in-service (TIS) and years installed have those hoses currently accrued?
- b) Does your aircraft annual or equivalent maintenance requirements include a recurring inspection requirement (with specific inspection criteria and a specific inspection interval) for these hoses? Does the annual or equivalent maintenance requirements include a service life limit based on hours TIS and/or years in-service?
- 2) Has any owner or operator recently (within the last 5 years) purchased a TSO-C53a Type C hose for use in any application within the engine compartment?
 - a. Has anyone found that the TSO-C53a Type D hose, the preferred option, are more readily available from part service centers/part retailers than the TSO-C53a Type C hose?
- 3) Does anyone have any specific concerns specifically related to the use of TSO-C53a Type C hoses in any application, within the engine compartment?

This Airworthiness Concern Sheet (ACS) is intended as a means for FAA Aviation Safety Engineers to coordinate airworthiness concerns with aircraft owners/operators through associations and type clubs. At this time, the FAA has not made a determination on what type of corrective action (if any) should be taken. The resolution of this airworthiness concern could involve Airworthiness Directive (AD) action or a Special Airworthiness Information Bulletin (SAIB), or the FAA could determine that no action is needed at this time. The FAA's final determination will depend in part on the information received in response to this ACS.

The FAA endorses dissemination of this technical information to all manufacturers and requests association and type club comments.

Attachments:	Transmittal:	Response Requested
Service Difficulty Report		By:
Accident/Incident Data System	Federal Aviation Administration	Emergency
Service Letter / Bulletin	X Airplane Owners and Pilots	(10 days)
Special Airworthiness Information	Association	Alert
Bulletin	X Experimental Aircraft Association	(30 days)
Federal Aviation Administration or	X Type Club	$\underline{\mathbf{X}}$ Information
National Transportation Safety	Type Certificate Holder	(90 days)
Board Safety Recommendation	X Other: Aircraft Maintenance	
X Airworthiness Directive	Providers	
Alternate Means of Compliance		
Risk Analysis		