



Piper Aircraft, Inc.
2926 Piper Drive
Vero Beach, FL, U.S.A. 32960

SERVICE NO. 1318B BULLETIN

PIPER CONSIDERS COMPLIANCE MANDATORY

Date: June 7, 2018

(S)

Service Bulletin (SB) 1318B supersedes SB 1318A in its entirety. For aircraft that were previously made compliant with Part I of SB 1318A, then Part I, Step 2, must be completed to be in compliance with Part I of SB 1318B. Aircraft that were previously made compliant with Part II of SB 1318A are in compliance with SB 1318B.

SUBJECT:

FUSELAGE STATION 144.25 RIVET REPLACEMENT

REASON FOR REVISION:

SB 1318B adds a requirement to Part I to install a temporary airspeed limitations placard.

MODELS AFFECTED:

PA-46-600TP M600

SERIAL NUMBERS AFFECTED:

4698004 through 4698041

COMPLIANCE TIME:

**Part I. Temporary
Operating Limitations:**

Upon receipt; prior to next flight. Part I is to remain in effect until the aircraft is made compliant with Part II of this service bulletin.

Part II. Rework:

To coincide with the next regularly scheduled maintenance event, but not to exceed the next 100 hours time in service. Compliance with Part II will remove the temporary operating limitations imposed by Part I of this service bulletin.

APPROVAL:

The engineering aspects of this service document have been shown to comply with the applicable Federal Aviation Regulations and are FAA approved.

PURPOSE:

Part I of this service bulletin imposes temporary operating limitations.

Part II mandates the inspection of a select number of rivets common to the cockpit canopy above the left and right cockpit side windows, and, based on those findings, the installation of one of two kits, one kit per side.

ATA/JASC: 5330

(OVER)

SAFETY INTENT:

A specific area of the cockpit canopy on affected aircraft may include rivets that were not installed in conformance to type design. If aircraft with this condition are operated at the limitations stated in the current revision of the pilot's operating handbook, it could result in an understrength condition. Additionally, aircraft operated in this condition may not have the fatigue strength required to achieve the published structural life limit of the fuselage.

The safety intent of this service bulletin is to improve the safety margin of the airframe at the affected area:

For short-term mitigation, accomplishing the instructions in Part I of this service bulletin reduces loading on the airframe.

For long-term mitigation, accomplishing the instructions in Part II of this service bulletin restores the airframe to original type design strength.

INSTRUCTIONS:

NOTE: Some steps in these instructions are identified as "required for compliance" (RC). If this service bulletin is mandated by an airworthiness directive (AD), the steps identified as RC must be done to comply with the AD. Steps not identified as RC are recommended and may be deviated from, done as a part of other actions, or done with accepted methods different from those given in this service bulletin, if the RC steps can be done and the airplane can be put back in a serviceable condition.

Part I. Temporary Operating Limitations

NOTE: The limitations provided in the attached temporary page, and the related instrument panel placard, are precautionary until the aircraft is made compliant with Part II of this service bulletin.

1. RC – Cut out and **insert the temporary page from Figure 1** into the current PA-46-600TP Pilot's Operating Handbook (POH) VB-2366, after the existing page 2-2.

NOTE: SB 1318B, Figure 1, is the same as SB 1318A, Figure 1, "POH VB-2366 Temporary Page." Both are acceptable for use in compliance with Part I of this service bulletin.

2. RC – Temporary Placard

- a. Order one (1) Placard – Flight Limitations, Piper part number (P/N) 46G110013-701, per aircraft.

Alternatively, it is permissible to either 1) fabricate a placard or 2) utilize one of the placards in Figure 2:

- 1) Fabricate a placard from locally sourced materials, subject to the constraints listed below.

- The size of the placard shall be no greater than one (1) inch high by 2.75 inches wide (1 x 2 3/4).
- The layout of the text shall agree with the example fabricated placard in Figure 2.
- The colors used shall be either white text on a matte black background, or black text on a white background.
- The font size shall be nine points (9 pt.) or larger.
- The text shall be comprised of all upper case (capital) letters.
- The typeface shall be chosen for its legibility. Examples include Alternate Gothic #2, Arial, Calibri, and Helvetica.

- 2) Print and cut out either of the example placards from Figure 2. Print the placard at the actual size.

For these alternatives, the printing material and adhesive used (e.g.: double-sided tape; clear, single-sided tape; or a suitable adhesive-backed material) is at the discretion of the owner/operator. The placard must be installed securely with none of its text concealed.

- b. Install the placard onto the cockpit instrument panel in the location shown in Figure 3.

3. RC – Make a logbook entry documenting compliance with Part I of this service bulletin.



PRINTING: to ensure correct size, for print scale
choose 100% dimensions or "Actual Size."

Cut a straight path through the aligned crop marks.

PA-46-600TP

SECTION 2 LIMITATIONS

2.3 AIRSPEED LIMITATIONS

	SPEED		KCAS	KIAS	MACH	
V _{MO}	Maximum Operating Limit Speed	Below 24,330 ft.	230	232	----	Do not exceed this speed in any operation
M _{MO}		Above 24,330 ft.	----	----	0.55	
V _O	Maximum Operating Maneuvering Speed	6000 LB	151	153	----	Do not make full or abrupt control move- ments above this speed.
		3750 LB	119	121	----	
V _{FE}	Maximum Flaps Extended Speed	T/O	145	147	----	Do not exceed this speed at the given flap setting
		LND	108	112	----	
V _{LE}	Maximum Landing Gear Extended Speed	----	168	170	----	Do not exceed this speed with the landing gear extended
V _{LOE}	Maximum Landing Gear Operating Speed	Extension	168	170	----	Do not operate the landing gear above this speed
V _{LOR}		Retraction	128	130	----	

WARNING

For PA-46-600TP airplanes serial numbers 4698004 through 4698041, the airspeed limitations on this page supersede the airspeed limitations on VB-2366 page 2-2 dated June 17, 2016.

These limitations are imposed by Piper Service Bulletin 1318A Part I and must remain in effect until the airplane is made compliant with Piper Service Bulletin 1318A Part II.

When the airplane is compliant with Piper Service Bulletin 1318A Part II, this page may be removed.

ISSUED: June 17, 2016

REPORT: VB-2366

REQUIRED UNTIL SB 1318A PART II COMPLIED WITH.

2-2a/2-2b



Cut a straight path through the aligned crop marks.

Figure 1

POH VB-2366 Temporary Page

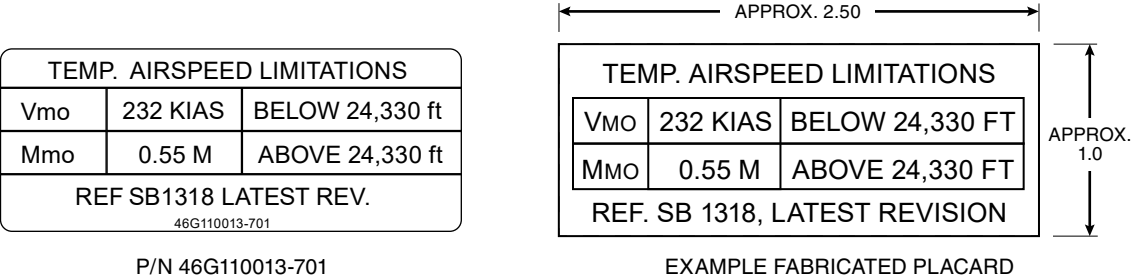


Figure 2
P/N 46G110013-701 and an Example of a Fabricated Temporary Placard

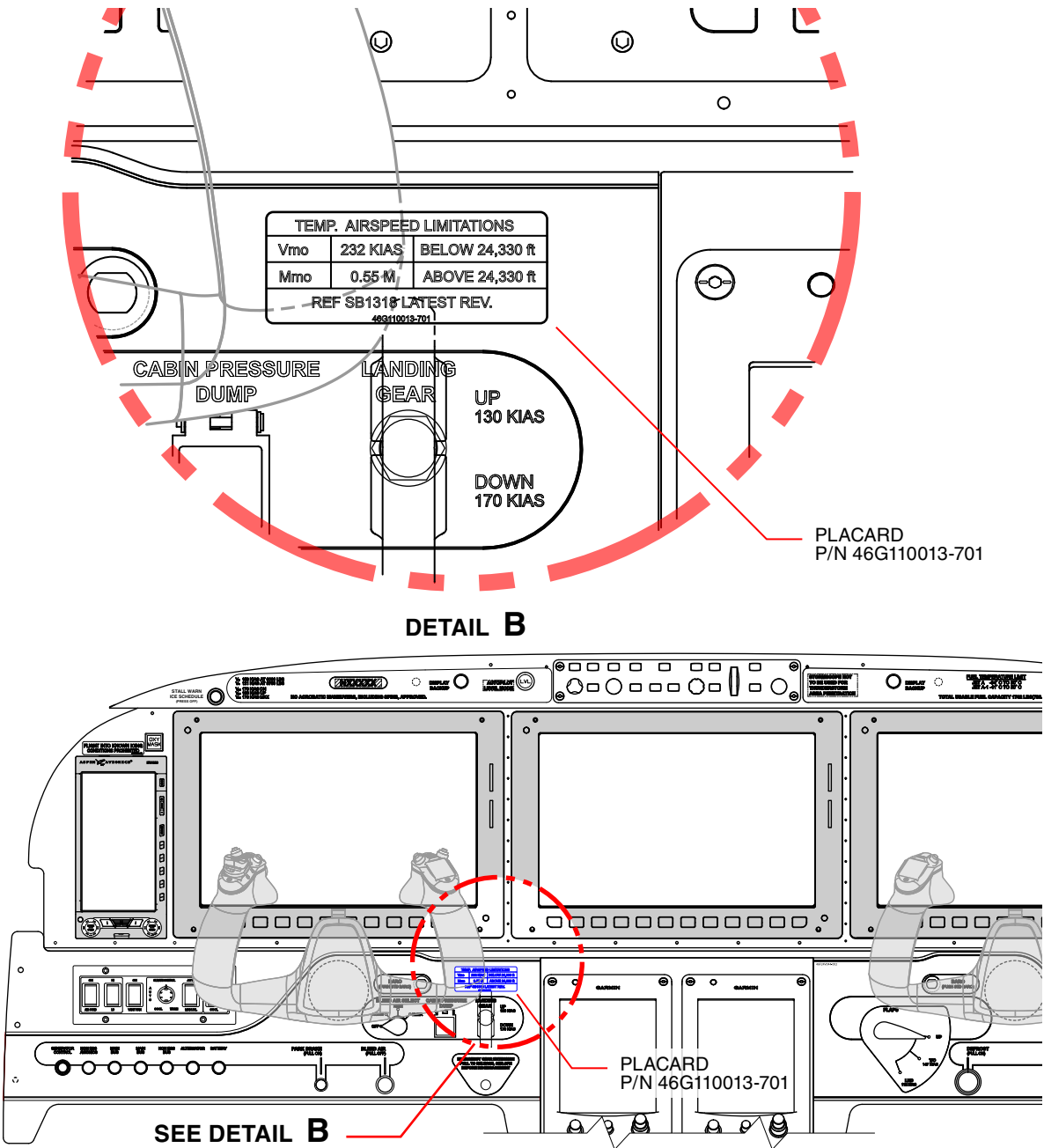


Figure 3
Instrument Panel – Temporary Placard Installation

Part II. Rework

At a minimum, 16 rivets (eight per side) shall be replaced on each aircraft to comply with this service bulletin. A modification may be required as well as the rivet replacements. Two kits are available, one for either condition. One of either kit shall be required, per side, as determined by the results of the inspection included in the following steps.

NOTE: The instructions that follow apply to both the left and right sides of the fuselage.

NOTE: Some paint removal is required. Use guidance from Piper PA-46-600TP M600 Airplane Maintenance Manual, P/N 767-617, Section 20-20-00; and FAA Advisory Circular AC 43.13-1B CHG 1, Chapter 6.

1. RC – Locate the canopy area above both cockpit side windows, which is shown in Figure 4, Detail A.
2. RC – The topcoat of paint will likely obscure the rivet pattern shown. If necessary, locally remove paint to the depth required to gain visual access to the rivet heads. The removal of paint to the bare metal is not required.
3. RC – At each of the eight (8) rivets specified, per side: measure the edge distance (ED) from the center of the rivet to the edge of the skin, as shown in Figure 4, Detail A.

- **If the ED for each rivet** meets or exceeds 0.30 inches, only the replacement of the rivets is required. Order and install Rivet Replacement Kit, Piper Part Number (P/N) 88623-701, Revision A.
- **If the ED for any of the rivets** is less than 0.30 inches, modification to the airframe and rivet replacement is required. Order and install Canopy Modification Kit, Piper P/N 88624-701, Revision A.

NOTE: Rivet Replacement Kit, Piper P/N 88623-701, Revision A, contains the parts and instructions to replace the specified rivets on one side. Canopy Modification Kit, Piper P/N 88624-701, Revision A, contains parts and instructions to modify the canopy structure (including rivet replacement) on one side.

4. **Remove any temporary pages** that may have been placed in the current PA-46-600TP POH, VB-2366, and **any temporary placards** that may have been installed on the instrument panel, as part of compliance with Part I of this service bulletin.
5. RC – Make a logbook entry documenting compliance with Part II of this service bulletin.

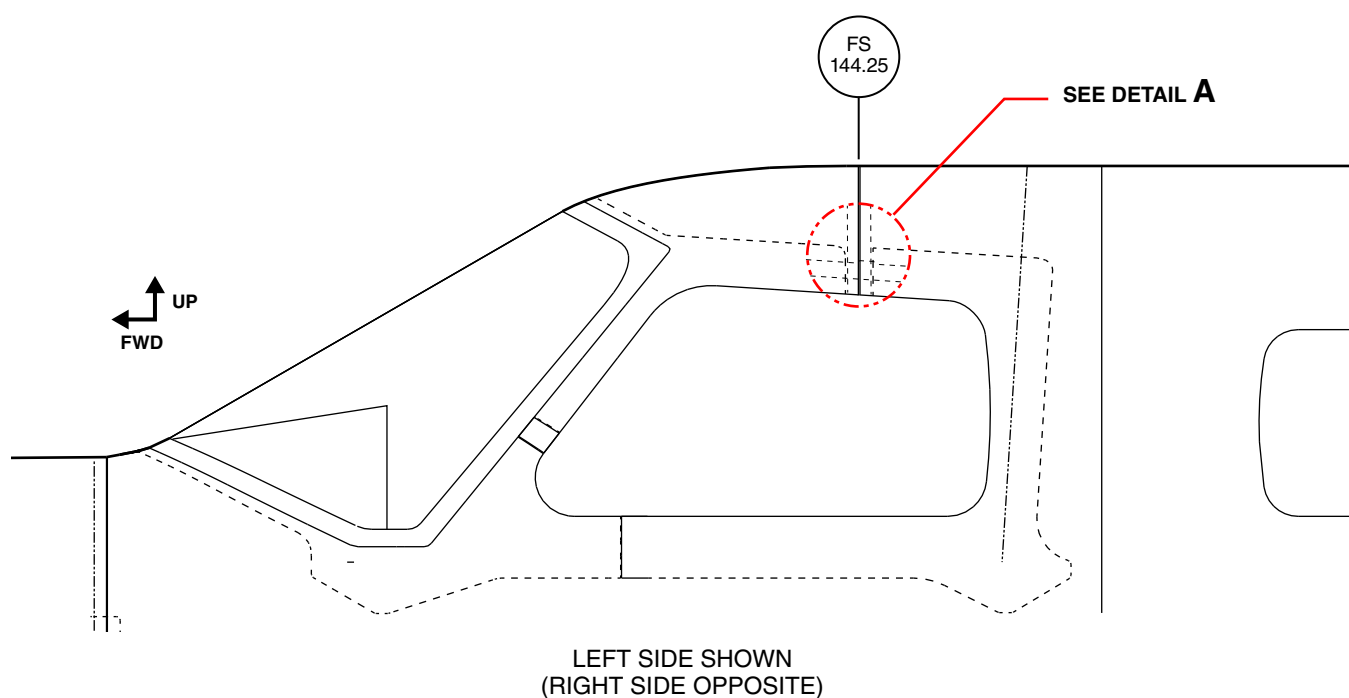
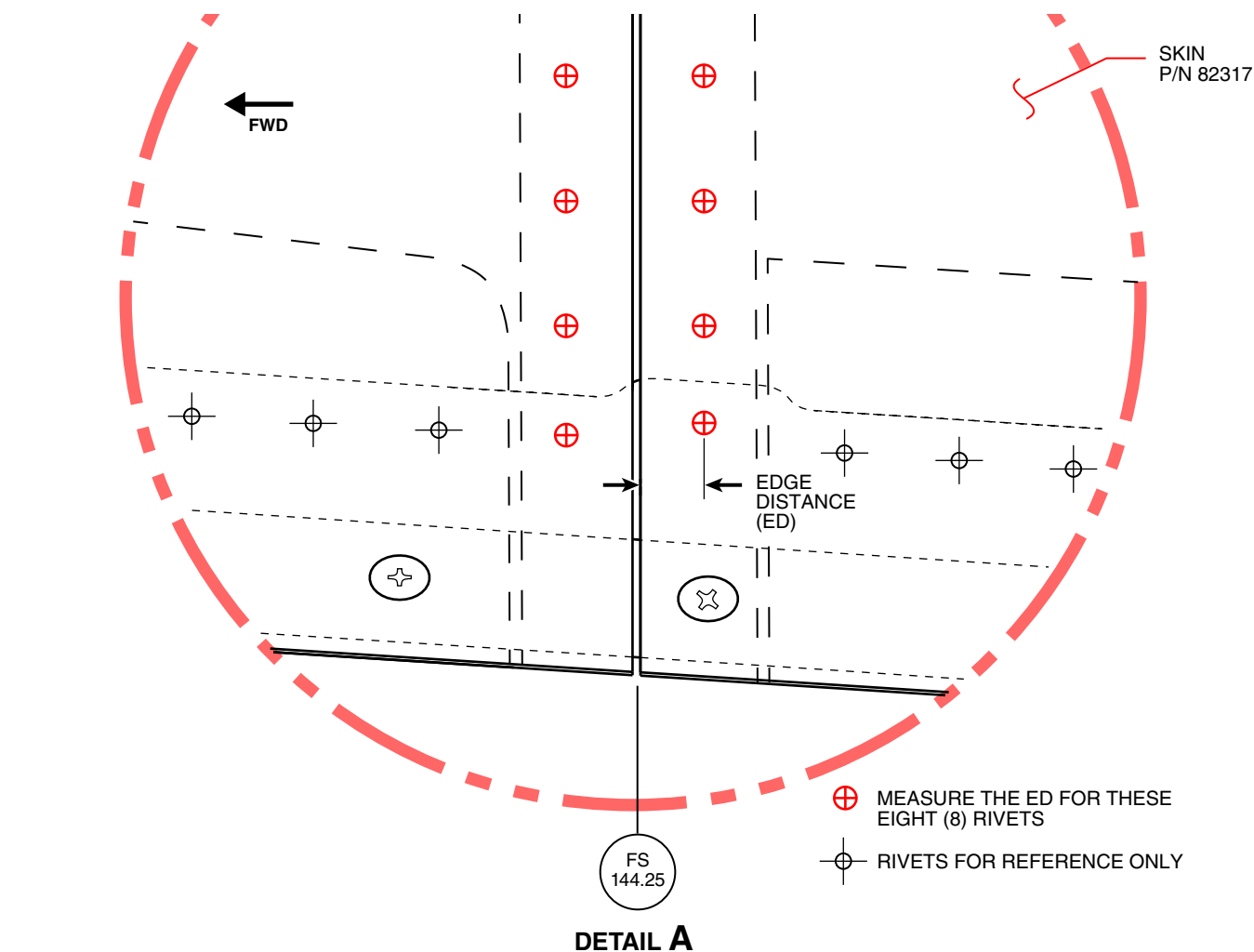


Figure 4
Canopy Rivet Inspection

MATERIAL REQUIRED:**For Part I:**

- One (1) Placard – Flight Limitations, Piper P/N 46G110013-701, or equivalent
- Attached, POH VB-2366 Temporary Page, Figure 1.

For Part II: Order only one combination of kits shown below, as determined in Part II, Step 3, of this service bulletin, per aircraft:

- Two (2) Rivet Replacement Kits, Piper P/N 88623-701, Revision A
- Two (2) Canopy Modification Kits, Piper P/N 88624-701, Revision A
- One (1) each: Rivet Replacement Kit, Piper P/N 88623-701, Revision A; Canopy Modification Kit, Piper P/N 88624-701, Revision A

AVAILABILITY OF PARTS:

Your Piper Approved Service Center

EFFECTIVITY DATE:

This service bulletin is effective upon receipt.

SUMMARY:

Applicable factory participation is limited to new aircraft in warranty at the time of compliance. Factory participation will remain in effect for a period of time not to exceed 180 days from the date of this service bulletin.

Please contact your Piper Approved Service Center to make arrangements for compliance with this service bulletin in accordance with the compliance time indicated.

NOTE: Please notify the factory of any address/ownership corrections. Changes should include aircraft model, serial number, and current owner's name and address.

Corrections and/or changes should be directed to:

PIPER AIRCRAFT, INC.
Att'n: Customer Service
2926 Piper Drive
Vero Beach, FL 32960
or:
CustomerService@piper.com
Please include in subject line: "Aircraft ownership update"

BULLETIN SUPPLEMENT - PROCEDURAL OPERATING INFORMATION

MATERIAL ALLOWANCE:

For Part I:

One (1) Placard – Flight Limitations, Piper P/N 46G110013-701, or equivalent

For Part II: For aircraft in warranty only, one combination of kits shown below, as determined in Part II, Step 3, of this service bulletin, per aircraft:

- Two (2) Rivet Replacement Kits, Piper P/N 88623-701, Revision A
- Two (2) Canopy Modification Kits, Piper P/N 88624-701, Revision A
- One (1) each: Rivet Replacement Kit, Piper P/N 88623-701, Revision A; Canopy Modification Kit, Piper P/N 88624-701, Revision A

LABOR ALLOWANCE:

For aircraft in warranty only, contact Piper for labor allowances.

Piper Customer Service:

(+1) 772-299-2141 or CustomerService@piper.com

Normal business hours are Monday through Friday, 7:30 am to 4:30 pm (Eastern).

DISPOSITION OF PARTS IN STOCK:

N/A

DISPOSITION OF PARTS REPLACED:

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