

Airworthiness Directive Schedule

Aeroplanes

Piper PA-25 Series (Pawnee) - Lavia Argentina S.A. (Laviasa)

25 February 2016

- Notes**
1. This AD schedule is applicable to Piper PA-25 and PA-25-235 aircraft manufactured under FAA Type Certificate No. 2A8.
 2. Lavia Argentina S.A. (Laviasa) in Argentina is the type certificate holder of Type Certificate No. 2A8.
 3. Argentina Direccion Nacional De Aeronavegabilidad is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Piper PA-25 and PA-25-235 aircraft.
 4. The date above indicates the amendment date of this schedule.
 5. New or amended ADs are shown with an asterisk *
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From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the NAA web site is available on the CAA web site at http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.		
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DCA/PA-25/101 Seat Travel Stop - Modification

Applicability: Model PA-25 aircraft, S/N 25-3 through to 25-350.

Requirement: Piper SL 337.

Compliance: Within the next 50 hours TIS.

Effective Date: 31 August 1961

DCA/PA-25/102 Cancelled - Purpose fulfilled**DCA/PA-25/103 Landing Gear Shock Strut - Replacement**

Applicability: Model PA-25-235 aircraft, S/N 25-2000 through to 25-2519 except those aircraft embodied with Airwork Mod AW403.

Requirement: Piper SB 217.
(FAA AD 63-17-05 refers)

Compliance: Within the next 25 hours TIS.

Effective Date: 31 July 1963

DCA/PA-25/104 Jury Struts - Modification

Applicability: Model PA-25-150 aircraft, S/N 25-1 through to 25-399.

Requirement: Piper SL 403.

Compliance: Before issue of C of A.

Effective Date: 30 September 1963

*** DCA/PA-25/105A Wing Fuel Tanks and Fuel System – Modification**

Applicability: Model PA-25-180 aircraft used for agricultural operations.

Requirement: Embody Airwork (NZ) Mod AW392, or an approved equivalent modification.

Compliance: Before initial C of A, or within the next 12 months for aircraft already in service.

Effective Date: DCA/PA-25/105 - 31 August 1964
DCA/PA-25/105A - 25 February 2016

*** DCA/PA-25/106A Wing Fuel Tanks and Fuel System – Modification**

Applicability: Model PA-25-235 aircraft used for agricultural operations.

Requirement: Embody Airwork (NZ) Mod AW397 and AW401, or approved equivalent modifications.

Compliance: Before initial C of A, or within the next 12 months for aircraft already in service.

Effective Date: DCA/PA-25/106 - 31 August 1964
DCA/PA-25/106A - 25 February 2016

*** DCA/PA-25/107A Wing Fuel Tanks and Fuel System – Modification**

Applicability: All model PA-25-150 aircraft used for agricultural operations, except those aircraft embodied with Auckland Aero Club Mod AAC174.

Requirement: Embody Airwork (NZ) Mod AW410, or an approved equivalent modification.

Compliance: Before initial C of A, or within the next 12 months for aircraft already in service.

Effective Date: DCA/PA-25/107 - 30 September 1964
DCA/PA-25/107A - 25 February 2016

DCA/PA-25/108 Muffler Baffle Support - Modification

Applicability: All model PA-25-235 aircraft, S/N prior to 25-2304.

Requirement: Piper SL 399.

Compliance: At initial C of A.

Effective Date: 31 March 1963

DCA/PA-25/109 Fuselage Landing Gear Seal - Modification

Applicability: All model PA-25-235 aircraft as detailed in SB 221.

Requirement: Piper SB 221.
(FAA AD 64-24-05 refers)

Compliance: By 31 December 1964

*** DCA/PA-25/110A Rudder Pedal Return Spring - Modification**

Applicability: All model PA-25-150, -180 and -235 aircraft.

Requirement: Airwork (NZ) Mod AW426, or an approved equivalent modification.

Compliance: Within the next 50 hours TIS, or within the next 12 months whichever occurs sooner.

Effective Date: DCA/PA-25/110 - 31 January 1966
DCA/PA-25/110A - 25 February 2016

DCA/PA-25/111 Front Spar Wing Attachment - Modification

Applicability: Model PA-25 aircraft, S/N 25-1 through to 25-619, 25-622, 25-623, 25-625 and 25-626.

Requirement: Piper SB 206.
(FAA AD 62-02-06 refers)

Compliance: Within the next 100 hours TIS, but not later than 31 December 1961.

Effective Date: 31 August 1961

DCA/PA-25/112 Cancelled - DCA/PA-25/124 refers

DCA/PA-25/113 Circuit Protectors - inspection

Applicability: Model PA-25-235 aircraft with S/N as detailed in SB 215.

Requirement: Piper SB 215.

Compliance: Within the next 10 hours TIS.

Effective Date: 31 August 1964

DCA/PA-25/114 Revised Elevator Control Link Assembly - Inspection

Applicability: Model PA-25 aircraft, S/N 25-1 through to 25-731, and model PA-25-235 aircraft, S/N 25-2000 through to 25-3565 not incorporating Piper kit 756960.

Requirement: Piper SL 455.
(FAA AD 65-15-05 refers)

Compliance: At intervals not exceeding 250 hours TIS, until Piper kit 756960 is embodied.

Effective Date: 31 January 1966

DCA/PA-25/115A Upper Longerons - Inspection

Applicability: Model PA-25-235 aircraft, S/N 25-2000 through to 25-3731.

Requirement: Piper SL 463A.

Compliance: At 500 hours TIS and thereafter at intervals not exceeding 300 hours TIS until DCA/PA-25/119 is complied with.

Effective Date: 31 May 1966

DCA/PA-25/116 Muffler Assembly - Inspection

Applicability: Model PA-25-235 aircraft, S/N 25-2000 through to 25-4171.

Requirement: Piper SB 241 or later approved revision.
(FAA AD 67-14-07 refers)

Compliance: At intervals not exceeding 50 hours TIS.

Effective Date: 31 May 1969

DCA/PA-25/117 Wing Strut - Inspection

Applicability: All model PA-25-150, -180, -235 and -260 aircraft.

Requirement: Using a 10 power magnifying glass, inspect for cracking around lower ends of wing lift struts and threaded area of rear spar attachment.

Compliance: At 1500 hours TIS and thereafter at intervals not exceeding 500 hours TIS.

Effective Date: 31 May 1969

DCA/PA-25/118 Operating Limitation Placard - Installation

Applicability: All model PA-25 aircraft fitted with Lycoming O-320 series engine and Marvel Schebler carburettor model MA-4SP, P/N 10-3678-32.

Requirement: To prevent power interruption as result of abrupt throttle movement, attach to instrument panel in obvious position, the following operating limitation placard:
"DO NOT OPERATE THROTTLE RAPIDLY, (IDLE TO FULL THROTTLE IN 2 SECONDS MINIMUM)"
Minimum size for lettering is 1/8 in.
(FAA AD 72-24-02 refers)

Compliance: Within the next 10 hours TIS.

Effective Date: 28 February 1973

DCA/PA-25/119 Fuselage Upper Longerons - Modification

Applicability: Model PA-25-235 aircraft, S/N 25-02 and 25-2000 through to 25-3731 not incorporating Piper kit 756987.

Requirement: Piper SB 341.
(FAA AD 73-15-05 refers)

Compliance: Within the next 625 hours TIS.

Effective Date: September 1973

DCA/PA-25/120A Forward Wing Spars - Inspection

Applicability: Model PA-25 aircraft, S/N 25-1 through to 25-1999.
Model PA-25-235 and PA-25-260 aircraft, S/N 25-02 and 25-2000 through to 25-74005573.

Requirement: Inspect per Piper SB 410.
(FAA AD 73-26-01 refers)

Compliance: Within the next 5 hours TIS for all forward wing spars with 2000 hours or more TTIS and thereafter at intervals not exceeding 300 hours TIS for model PA-25-235 and -260, until Piper kit 760840 is embodied.
(Piper SB 414 - Kit 760840 refer)

Effective Date: DCA/PA-25/120 - 28 February 1974
DCA/PA-25/120A - 17 February 1986

DCA/PA-25/121F Cancelled – FAA AD 99-01-05R1 refers

Effective Date: 14 January 2014

DCA/PA-25/122 Cabin Doors - Inspection

Applicability: All model PA-25-150, -235 and -260 aircraft.

Requirement: To preclude possibility of failure in flight, inspect cabin door hinge fittings for corrosion and cracks. Renew defective fittings before further flight.

Compliance: At intervals not exceeding 100 hours TIS.

Effective Date: 20 June 1980

DCA/PA-25/123A Parking Brake Operation - Placard

Applicability: Model PA-25, PA-25-235 and PA-25-260 aircraft, S/N 25-1 through to 25-8156024.

Requirement: To prevent aircraft controllability problems while involved in ground operation because of improper brake operation, accomplish the following:

Install one of the following in a central location on the pilot's instrument panel in full view of the pilot;

(1) A Piper P/N 81090-02 placard; or

(2) A Piper P/N 683-107 placard.

Note: The above referenced placards both contain the following wording:

<p>WARNING NO BRAKING WILL OCCUR IF AIRCRAFT BRAKES ARE APPLIED WHILE PARKING BRAKE HANDLE IS PULLED AND HELD</p>

(FAA AD 85-02-05R1 refers)

Compliance: Required within 100 hours time-in-service after 22 March 1985 or prior to the next flight after the effective date of this AD, whichever occurs later, unless already accomplished.

Effective Date: DCA/PA25/123 - 22 March 1985
DCA/PA25/123A - 19 December 1997

DCA/PA-25/124C Wing Spar Fuselage Attachment Assembly - Inspection

Applicability: All model PA-25, PA-25-235 and PA-25-260 aircraft.

Requirement: To prevent possible in-flight separation of the wing caused by a cracked or corroded wing spar fuselage attachment assembly, accomplish the following:

1. For aircraft not embodied with Kosola and Associates STC No. SA00992AT, accomplish the instructions in FAA AD 95-12-01.

Note 1: The Non Destructive Testing (NDT) procedures required by this AD must be accomplished in accordance with Civil Aviation Rule 43.67.

Note 2: FAA AD 95-12-01 is available on the internet at:
http://www.faa.gov/regulations_policies/

Note 3: The embodiment of Kosola and Associates STC No. SA00992AT is a terminating action to requirement 1 and is an acceptable alternate means of compliance to the inspection requirements of FAA AD 95-12-01.

2. For aircraft embodied with Kosola and Associates STC No. SA00992AT, comply with the instructions for continued airworthiness (inspect for corrosion and cracks) per Kosola & Associates Report No. KR-1342, dated February 7, 1996.

Compliance: 1. By 30 December 2006, unless already accomplished and thereafter at intervals not to exceed 2 years.

If a new cluster is installed into the fuselage frame, repetitive inspections are not required until 5 years after the replacement date on the respective fuselage side.

2. At intervals specified in the airworthiness limitations and inspection criteria section of Kosola & Associates Report No. KR-1342.

Note 4: The airworthiness limitations and inspection criteria specified in Kosola & Associates Report No. KR-1342, is FAA approved.

(FAA AD 95-12-01 and Kosola & Associates Report No. KR-1342 refers)

Effective Date: DCA/PA-25/124 - 12 November 1993
DCA/PA-25/124A - 4 August 1995
DCA/PA-25/124B - 28 September 2006
DCA/PA-25/124C - 30 November 2006

DCA/PA-25/125 Induction Air Filters – Replacement

Applicability: Model PA-25, PA-25-235 and PA-25-260 aircraft that are fitted with Purolator air filter P/N 638873, model CA161PL, or Piper P/N 460-632 (PS60007-2).

Requirement: To prevent pieces of a damaged induction air filter from being ingested into the engine, which could result in reduced or loss of engine power, accomplish the following:

Replace, per the maintenance manual, any Purolator/Facet induction air filter, Purolator P/N 638873, model No. CA161PL, Piper P/N 460-632 (PS60007-2), that meets the following conditions:

- Was manufactured anytime from January 1997 through September 1998; and
- Is identified with a ¼ inch high (white) ink stamp "FACET - 638873", and may include "FAA-PMA".

Note: Piper SB 1022, and Purolator SB 090298.01 provide information relating to this AD, including procedures on how to identify the affected air filters.

(FAA AD 99-26-05 refers)

Compliance: Within the next 25 hours TIS.

Effective Date: 27 January 2000

DCA/PA-25/126 Horizontal Stabilizer Supports – Inspection

Applicability: Model PA-25, PA-25-235 and PA-25-260 aircraft, S/N all through LA-260-06008.

Requirement: To prevent failure of the horizontal stabilizer supports due to severe corrosion and cracks which could result in loss of aircraft control, accomplish the following:

1. Inspect the horizontal stabilizer per Latinoamericana de Aviacion S.A. Service Bulletin (SB) No. 25/53/ 03, dated 10 May 2006.

If any cracks, corrosion or defects are found, accomplish the instructions in paragraph "DEFINITIVE" of SB No. 25/53/03, before further flight.

2. Modify both horizontal stabilisers per the instructions in paragraph "DEFINITIVE" of SB No. 25/53/03.

Note: Accomplishment of requirement 2 is a terminating action to the requirements of this AD.

(FAA AD 2007-08-07 and Republic Argentina RA AD 2006-06-01R1 dated 17 November 2006 refer)

Compliance: 1. At 1500 hours TTIS or within next 50 hours TIS, whichever is the later, unless already accomplished, and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever is the sooner, until requirement 2 of this AD is accomplished.

2. Within the next 1000 hours TIS.

Effective Date: 31 May 2007

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the NAA web site is available on the CAA web site at

http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

99-01-05R1 **Cancelled – FAA AD 2015-08-04 refers**

Effective Date: 3 June 2015

2015-08-04 **Wing Lift Struts and Forks – Inspection**

Note: FAA AD 2015-08-04 retains all the requirements in superseded FAA AD 99-01-05R1 and expands the AD applicability to include additional aircraft model.

FAA AD 99-01-05R1 superseded FAA AD 99-01-05, DCA/J3/5B, DCA/PA18/120E, DCA/PA22/127D and DCA/PA25/121F.

For aircraft already in compliance with the cancelled ADs, compliance with FAA AD 2015-08-04 is required at the next inspection required by the cancelled ADs.

An inspection method accomplished in accordance with [Radiographic Technique 57-20-01 Rev 1](#) may be used as an alternate to the two inspection methods defined in paragraph (h)(1) and (h)(2) of FAA AD 2015-08-04. If the radiographic technique is used, inspect at intervals not to exceed 4 years.

Effective Date: 3 June 2015

* **74-18-02** **Fuel Lines - Inspection**

Applicability: Model PA-25-235 and PA-25-260 aircraft, S/N 25-7405573 through to 25-7405673.

Effective Date: 25 February 2016

* **77-21-06** **Fuselage Steel Tubing Cluster - Inspection**

Applicability: Model PA-25, PA-25-235 and PA-25-260 aircraft, S/N 25-1 and up.

Effective Date: 25 February 2016

* **80-21-08** **Forward Wing Spars - Inspection**

Applicability: All PA-25 series aircraft embodied with STC SA501SW.

Effective Date: 25 February 2016

* **90-02-06** **Forward Wing Spar Caps STC SA501SW - Inspection**

Applicability: All PA-25, PA-25-235 and PA-25-260 aircraft embodied with metal wing skin STC SA501SW.

Effective Date: 25 February 2016