ANAC | AVIACIÓN CIVIL ARGENTINA

NOTICE OF PROPOSED AIRWORTHINESS DIRECTIVE

APDA N° 2025-05-02 R0

Date: June 23 of 2025

THIS AIRWORTHINESS DIRECTIVE, DEVELOPED AND ISSUED BY THE AERONAUTICAL CERTIFICATION DEPARTMENT, OFFICE OF AIRWORTHINESS, PURSUANT TO THE PROVISIONS OF ACT N.° 17285, AERONAUTICAL CODE OF THE REPUBLIC OF ARGENTINA, AND PUBLISHED IN THE OFFICIAL GAZETTE ON MAY 23, 1957 CONTAINING THE MODIFICATIONS SUBSEQUENTLY ADDED AND AIRWORTHINESS REGULATIONS, DNAR PART 39, IS APPLICABLE TO ALL AIRCRAFT OF THE SAME MAKE AND MODEL REGISTERED IN THE NATIONAL AIRCRAFT REGISTRY. AN AIRCRAFT TO WHICH A DA IS APPLICABLE MAY NOT BE OPERATED EXCEPT IN ACCORDANCE WITH THE REQUIREMENTS OF SAID DA.

Manufacturer LAVIA S.A	**Aircraft Type- Model** PA25/ PA25-235 / PA25-260, INCLUDING AIRCRAFT MANUFACTURED BY PIPER, CHINCUL

Revision	Original
Subject	Minimize the possibility of structural failure of the rudder (manufactured from 1025-type steel alloy) caused by fatigue failure in aircraft manufactured by PIPER and CHINCUL
ATA/GAMA:	Chapter 55-40
Description	The Federal Aviation Administration (FAA) has reported incidents involving Piper aircraft (several models, J-2 to PA-22,) where rudder post failure has been found (See Fig. 1 and Fig. 2). In accordance with the AD (NPRM) proposal issued by the FAA and following an investigation conducted by the NTSB, before June 3, 1974, the above-mentioned aircraft were equipped with rudder posts manufactured from 1025 steel alloy and, after June 3, 1974, rudder posts started to be manufactured from 4130 steel alloy. Incidents occurred because of fatigue load and corrosion affecting rudder posts manufactured from 1025 steel alloy. Since the above-mentioned findings are not included in any maintenance action, this Notice of Proposed Airworthiness Directive is issued to determine the condition of aircraft currently in operation.

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Figure 1

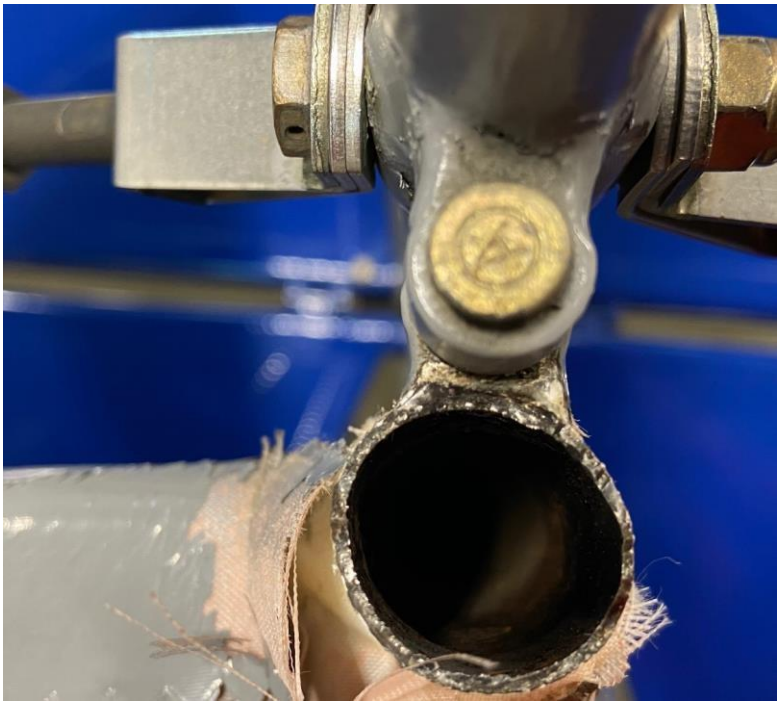

Figure 2

Upon further consultation with the previous Type Certificate Holder (PIPER AIRCRAFT), it remains uncertain whether the rudder post was made from 4130 steel alloy since the transition from using 1025 steel alloy to 4130 steel alloy was not due to a design change but to material availability.

Considering the **CRITICAL NATURE** of this case, instructions are given to prevent loss of control of the aircraft in all flight phases and any potential damage to the aircraft airframe and crew.

Applicability	PA25/ PA25-235 / PA25-260 MANUFACTURED BY PIPER, CHINCUL with a rudder post made from 1025 steel alloy or manufactured by LAVIASA or FADEA whose rudder posts were later replaced and the type of steel alloy used in the manufacturing of the rudder post is unknown.

Corrective Action

Following the investigations guidelines, the affected aircraft will fall into 3 groups:

GROUP	MANUFACTURER	MANUFACTURING DATE	TYPE OF MANUFACTURING MATERIAL
1	PIPER / CHINCUL	Before June 3, 1974	Steel Alloy 1025
2	PIPER / CHINCUL	After June 3, 1974	Steel Alloy 1025 / 4130
3	LAVIASA / FADEA SA	N/A	4130

Identification of the type of material

For aircraft under Groups 1 and 2 (if there are no records available that confirm the use of 4130 steel alloy rudder posts), the following instructions should be complied with:

1. In the next annual or 100-hour inspection, whichever occurs first, LAVIASA 25-57-12 Service Bulletin should be complied with.

2. If after conducting an inspection in accordance with LAVIASA 25-57-12 Service Bulletin, it is determined that the rudder post is made of 1025 steel alloy, it must be replaced by a rudder post made of 4130 steel alloy within a period of two years.

For aircraft under Group 3, additional action is not required unless the post has been replaced and the material used is unknown. In this case, follow Instructions under ITEM 1.

The replacement of the rudder post by one manufactured from 4130 steel alloy will be considered a Final Action.

*Table 1 – Reference to affected rudders

Fabric-covered rudder

Aircraft	PN	SN
PA-25-100	61248	All
PA-25-235/260	64277-03	257405573 – 257656054
PA-25-235/260	64277-04	257656055 and up

Non-fabric-covered rudder

Aircraft	PN	SN
PA-25-100	61062	All
PA-25-235/260	64276-04	257405573-257656054
PA-25-235/260	64276-05	257656055 and up

Effective date	July 23 of 2025
Publications	BS LAVIASA 25-27-12 SB 1379B PIPER

REMARKS

This Notice of Proposed Airworthiness Directive (APDA) will be published for 30 days to inform users and receive comments and/or proposals. Once the thirty (30) days have expired no further comments or proposals will be considered.

Any questions or suggestions in connection with this APDA should be addressed to the, Aeronautical Certification Department In-Service Difficulties Area to the following email address: des@anac.gob.ar

República Argentina - Poder Ejecutivo Nacional
AÑO DE LA RECONSTRUCCIÓN DE LA NACIÓN ARGENTINA

Hoja Adicional de Firmas
Informe gráfico

Número: IF-2025-67026545-APN-DNSO#ANAC

CORDOBA, CORDOBA
Lunes 23 de Junio de 2025

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Carlos Martín VERA
A cargo de la firma del Despacho
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