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**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 Dirección 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 *

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](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.
* 80-21-08  Forward Wing Spars - Inspection .................................................................9
* 90-02-06  Forward Wing Spar Caps STC SA501SW - Inspection..............................9
DCA/PA-25/101  Seat Travel Stop - Modification
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
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
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-25/106A  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-25/107A    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-25/108    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.
Compliance: By 31 December 1964
(FAA AD 64-24-05 refers)

* 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
Requirement: Piper SB 206.
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
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
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
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
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
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
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


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

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

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

(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


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.


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.


(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


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
Effective Date: 25 February 2016

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