



## Airworthiness Directive

**AD No.:** 2025-0154R1

**Issued:** 07 August 2025

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

LAVIA ARGENTINA S.A. (LAVIASA)

### Type/Model designation(s):

PA-25, PA-25-235 and PA-25-260 aeroplanes

**Effective Date:** Revision 1: 14 August 2025  
Original issue: 01 August 2025

**TCDS Number(s):** US 2A8

**Foreign AD:** Aviacion Civil Argentina (ANAC) AD No. 2024-05-01 Revision 1 dated 18 December 2024.

**Revision:** This AD revises EASA AD 2025-0154 dated 18 July 2025, including its correction dated 23 July 2025.

### ATA – Aircraft Flight Manual - Limitation

### ATA 57 – Wings – Front and Rear Spar – Inspections

### Manufacturer(s):

Piper

Aeroplanes manufactured by CHINCUL, LAVIASA and FAdE SA are not validated by EASA.

### Applicability:

PA-25, PA-25-235 and PA-25-260 models, all manufacturer serial numbers.

### Definitions:

For the purpose of this AD, the following definitions apply:

**AFM update:** Aircraft Flight Manual (AFM) operating limitations section update, as defined in Appendix 1 of this AD.



**The placard:** A locally manufactured placard, providing the information as defined in Appendix 2 of this AD. Font, colour and size must be consistent with other placards already installed on the aeroplane.

**Affected front spar:** Front spar Part Numbers (P/N) 96006-0, 96006-1, 64055-06, 64055-07, 61156-02 and P/N 61156-03.

**Affected rear spar:** Rear spar P/N 96006-0, 96006-1, 64056-02, 64056-03, 61157-02 and P/N 61157-03.

#### **Groups:**

Group 1 spars are those that, on 01 August 2025 [the effective date of the original issue of this AD], accumulated more than 5 years, and less than 40 years since manufacturing; and those that, on 01 August 2025 [the effective date of the original issue of this AD], accumulated 5 years or less, and more than 500 flight hours (FH) since manufacturing.

Group 2 spars are those that, on 01 August 2025 [the effective date of the original issue of this AD], accumulated 40 years or more since manufacturing.

Group 3 spars are those which are not Group 1 or Group 2 spars.

An aeroplane can have several Groups of spars installed.

During the lifetime of a spar, the spar can change the Group.

In the current AD, there are no actions for Group 3 spars identified.

**The SB 1:** LAVIASA Service Bulletin (SB) 25-57-09.

**The SB 2:** LAVIASA SB 25-57-11.

#### **Reason:**

Occurrences were reported of corrosion findings in the front and rear spars and crack findings in the Fitting – Drag wire pull (P/N 61212-00) of the front spar of PA-25; PA-25-235; PA-25-260 aeroplanes.

To address similar issues, ANAC Argentina (ANAC) issued Emergency AD No. 2023-12-01; after that AD was issued, cracks were reported in holes drilled to fix leading edges, which might propagate towards the spar web.

Furthermore, cases of non-approved spar alterations accomplished on aircraft in operations (i.e. change of leading edge, repairs, non-approved perforations) have been reported.

These conditions, if not detected and corrected, could affect the structural integrity of the wing spars.

For the reasons described above, ANAC issued AD No. 2024-05-01 R1, to require dedicated inspections and provide specific instructions; that AD was adopted by EASA.



After that AD was issued, it was determined that the findings addressed by that AD are heavily affected by the aeroplane's kind of operation, particularly agricultural/spray usage; EASA also received several questions and reporting of inspection results and determined that a different inspection regime and limitations have to be implemented.

For the reason described above, EASA issued AD 2025-0154, later corrected, to require accomplishment of inspections, and to implement limitations on certain aeroplanes, and published a decision not to adopt ANAC AD No. 2024-05-01 R1.

Since that AD was issued, it has been determined that the definition of Group 1 could be misinterpreted, and that reference to "first installation (of a spar) on an aeroplane" was erroneously quoted in paragraph (17). This AD is revised accordingly.

#### **Required Action(s) and Compliance Time(s):**

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Note 1: A non-cumulative tolerance of up to 30 days / 10 FH, whichever occurs first, may be applied to the compliance times specified in this AD to allow synchronization of the required inspections with other maintenance tasks, for which a non-cumulative tolerance is already granted in the applicable Maintenance Manual.

Note 2: Inspection accomplished on an aeroplane before 01 August 2025 [the effective date of the original issue of this AD], as required by ANAC AD No. 2024-05-01 R1 and in accordance with the instructions of the SB 1, the SB 2 or Appendix 1 of ANAC AD No. 2024-05-01 R1, as applicable, are acceptable to comply with the requirements of this AD which require accomplishment of actions in accordance with the instructions of the SB 1, the SB 2 or Appendix 1 of ANAC AD No. 2024-05-01 R1, as applicable.

#### **Inspection:**

- (1) For Group 1 and Group 2 spars: Within 10 FH after 01 August 2025 [the effective date of the original issue of this AD], and, thereafter, at intervals not exceeding 6 months or 100 FH, whichever occurs first, inspect each affected front spar and each affected rear spar in accordance with the instructions of the SB 1.

#### **Group 1 Spars Actions**

##### **Following Inspection(s):**

- (2) For Group 1 spars: Within 1 year or 100 FH, whichever occurs first after 01 August 2025 [the effective date of the original issue of this AD], inspect the upper and lower front spar flange, including the leading-edge fitting area, in accordance with the instructions of the SB 2.
- (3) Before next flight after the inspection as required by paragraph (2) of this AD, accomplish an Eddy-current NDT inspection of the affected front spar in accordance with the instructions of Appendix 1 of ANAC AD No. 2024-05-01 R1.

Where the instructions of Appendix 1 of ANAC AD No. 2024-05-01 R1 refers to access covers N.º1 or N.º2, also other access covers can be used, provided that the Eddy-current NDT inspection can be accomplished on the areas identified in Appendix 1 of ANAC AD No.



2024-05-01 R1.

- (4) Within 12 months or 100 FH, whichever occurs first after the inspection as required by paragraph (3) of this AD, and, thereafter, at intervals not exceeding 12 months or 100 FH, whichever occurs first, inspect the affected front spar in accordance with the instructions of the SB 2.

**Corrective Action(s):**

- (5) If, during any inspection as required by paragraph (1), (2), (3) or (4) of this AD, any finding (i.e. corrosion, cracks; or any repair or alteration, including those stated in SB 25-57-11, which is not approved under the EASA system is detected on any spar of an aeroplane), no further operation of that aeroplane is allowed, unless that finding is rectified in accordance with repair and/or replacement instructions, as applicable, approved under the EASA system (See Note 3 of this AD).

Note 3: If any repair or replacement of parts is required on an aeroplane, the instructions for that repair or replacement must be approved in accordance with EU regulations (e.g., under the privileges of an appropriately approved DOA, or directly by EASA).

Repair instructions issued by LAVIA SA are not automatically validated by EASA.

Parts having only an ANAC Argentina Release Certificate are not eligible for installation in the EU system. An EASA Authorized Release Certificate (EASA Form 1) or equivalent is required.

**Group 2 Spars Actions**

**Following Inspection(s):**

- (6) For Group 2 spars: Within 50 FH after 01 August 2025 [the effective date of the original issue of this AD] inspect the affected front spar, including the leading-edge fitting area, in accordance with the instructions of the SB 2.
- (7) Before next flight after the inspection as required by paragraph (6) of this AD, accomplish an Eddy-current NDT inspection of the affected front spar in accordance with the instructions of Appendix 1 of ANAC AD No. 2024-05-01 R1.  
Where the instructions of Appendix 1 of ANAC AD No. 2024-05-01 R1 refers to access covers N.º1 or N.º2, also other access covers can be used, provided that the Eddy-current NDT inspection can be accomplished on the areas identified in Appendix 1 of ANAC AD No. 2024-05-01 R1.
- (8) Following the inspection as required by paragraph (7) of this AD, at intervals not exceeding the values as described in Table 1 of this AD, as applicable, accomplish an Eddy-current NDT inspection of the affected front spar in accordance with the instructions of Appendix 1 of ANAC AD No. 2024-05-01 R1.  
Where the instructions of Appendix 1 of ANAC AD No. 2024-05-01 R1 refer to access covers N.º1 or N.º2, also other access covers can be used, provided that the Eddy-current NDT inspection can be accomplished on the areas identified in Appendix 1 of ANAC AD No. 2024-05-01 R1.



**Table 1**

<b>Aeroplane Configuration</b>	<b>Interval</b> (since last Eddy-current NDT inspection, whichever occurs first)
Aeroplanes having spray or dust dispensing equipment installed	100 FH or 1 year
Aeroplanes <u>not</u> having spray or dust dispensing equipment installed	1 000 FH or 4 years

**Corrective Action(s):**

- (9) If, during any inspection as required by paragraph (6), (7) or (8) of this AD, any discrepancy is detected on any spar on an aeroplane, no further operation of that aeroplane is allowed, unless that discrepancy is rectified in accordance with repair/replacement instructions approved under the EASA system (See Note 3 of this AD).

**AFM Amendment and Placard Installation:**

- (10) For aeroplanes having a Group 2 spar installed, and not having spray or dust dispensing equipment installed: Concurrently with the inspection as required by paragraph (6) of this AD, incorporate the AFM update into the applicable AFM, inform all flight crews and, thereafter, operate the aeroplane accordingly.
- (11) Concurrently with the AFM amendment as required by paragraph (10) of this AD, install the placard, as defined in Appendix 2 of this AD, on the cockpit instrument panel, in full view of the pilot.
- (12) Amending the applicable AFM of an aeroplane by incorporating a later EASA approved revision, which includes the AFM update, is an acceptable method to comply with the requirements of paragraph (11) of this AD for that aeroplane.

**Terminating Action:**

- (13) None.

**Parts Installation:**

- (14) From 01 August 2025 [the effective date of the original issue of this AD], it is allowed to install any spray or dust dispensing equipment on an aeroplane having Group 2 spar(s) installed, provided that, before next flight after that installation, the inspections as required by paragraphs (6) and (7) of this AD are accomplished on that aeroplane, and thereafter, the repetitive inspections as required by this AD are accomplished accordingly on that aeroplane.
- (15) From 01 August 2025 [the effective date of the original issue of this AD], it is allowed to remove any spray or dust dispensing equipment from an aeroplane having Group 2 spar(s) installed, provided that, before next flight after that removal, the inspections as required by paragraphs (6) and (7) of this AD are accomplished on that aeroplane, and thereafter, the repetitive inspections as required by this AD are accomplished accordingly on that aeroplane.



- (16) From 01 August 2025 [the effective date of the original issue of this AD], it is allowed to install a Group 1 or Group 2 spar on an aeroplane provided that, within the compliance times as specified in this AD, or before next flight after that installation, whichever occurs later, the actions as required by this AD are accomplished on that aeroplane.

**Additional Requirements for Group 1 Spars:**

- (17) From 01 August 2025 [the effective date of the original issue of this AD], upon accumulation of 40 years since manufacturing, a Group 1 spar has to be considered a Group 2 spar, and the actions required by this AD for Group 2 spars must be accomplished accordingly, except as specified in paragraphs (17.1) and (17.2) of this AD:

(17.1) The inspection as required by paragraph (6) of this AD must be accomplished before exceeding 40 years since manufacturing, or within 50 FH after 01 August 2025 [the effective date of the original issue of this AD], whichever occurs later;

(17.2) The AFM amendment as required by paragraph (10) of this AD must be accomplished concurrently with the inspection as required by paragraph (17.1) of this AD.

**Additional Requirements for Group 3 Spars:**

- (18) From 01 August 2025 [the effective date of the original issue of this AD], upon accumulation of 5 years or 500 FH, whichever occurs first since manufacturing, a Group 3 spar has to be considered a Group 1 spar, and the actions required by this AD for Group 1 spars must be accomplished accordingly, except as specified in paragraphs (18.1) and (18.2) of this AD:

(18.1) The inspection as required by paragraph (1) of this AD must be accomplished before exceeding 5 years or 500 FH, whichever occurs first since manufacturing, or within 10 FH after 01 August 2025 [the effective date of the original issue of this AD], whichever occurs later;

(18.2) The inspection as required by paragraph (2) of this AD must be accomplished before exceeding 1 year or 100 FH, whichever occurs first after the accomplishment of the inspection as required by paragraph (18.1) of this AD.

**Ref. Publications:**

ANAC Argentina AD No. 2024-05-01 R1 dated 18 December 2024.

LAVIASA Service Bulletin 25-57-09 initial issue dated 16 July 2024.

LAVIASA Service Bulletin 25-57-11 initial issue dated 16 July 2024.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The original issue of this AD was posted on 23 June 2025 as PAD 25-090 for consultation until 07 July 2025. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.



3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: None.



## Appendix 1 - AFM update

### Limitations Section

The following limitation replaces the baseline Maximum Take-off Weight (MTOW) of the aircraft:

Maximum Take-off Weight (MTOW) is limited to 1 000 kg (2 205 lbs)





## Appendix 2 - Placard

Location: Cockpit instrument panel, in full view of both pilots.

Maximum Take-Off Weight (MTOW): 1 000 kg (2 205 lbs)
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