

Rules and Regulations

Federal Register

Vol. 90, No. 29

Thursday, February 13, 2025

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents.

OFFICE OF THE FEDERAL REGISTER

5 CFR Chapter XL

Interstate Commerce Commission Regulations; Correction Reinstatement of Chapter

Editorial Note: On December 26, 2024, at 89 FR 104,859, the Director of the Federal Register removed 5 CFR Chapter XL pursuant to section 101 of Public Law 104–88, which abolished the Interstate Commerce Commission on December 29, 1995, effective January 1, 1996. However, Public Law 104–88 also includes a savings provision in section 204, stating that all regulations in effect under the Interstate Commerce Commission continue in effect under the Surface Transportation Board. Therefore, the regulations at 5 CFR Chapter XL continue in effect pursuant to Public Law 104–88, section 204, and the removal was in error.

The Director of the Federal Register, pursuant to his authority to maintain an orderly system of codification under 44 U.S.C. 1510 and 1 CFR 8.2, hereby reinstates Chapter XL of Title 5, consisting of Parts 5000 to 5099, of the Code of Federal Regulations.

■ Accordingly, Chapter XL of Title 5 of the Code of Federal Regulations is hereby reinstated as of December 26, 2024.

[FR Doc. 2025–02666 Filed 2–12–25; 8:45 am]

BILLING CODE 0099–10–D

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2023–1893; Project Identifier AD–2023–00389–A; Amendment 39–22944; AD 2025–02–11]

RIN 2120–AA64

Airworthiness Directives; FS 2001 Corp, FS 2002 Corporation, FS 2003 Corporation, Piper, and Piper Aircraft, Inc. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain FS 2001 Corp, FS 2002 Corporation, FS 2003 Corporation, Piper, and Piper Aircraft, Inc. (Piper) airplanes. This AD was prompted by reports of broken rudders. This AD requires replacing any rudder equipped with a rudder post made from a certain carbon steel with a rudder equipped with a rudder post made from a certain low-alloy steel. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective March 20, 2025.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2023–1893; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Joseph Zuklic, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (206) 231–3858; email: joseph.r.zuklic@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain FS 2001 Corp, FS 2002

Corporation, FS 2003 Corporation, and Piper airplanes. The NPRM published in the **Federal Register** on October 6, 2023 (88 FR 69556). On November 20, 2023 (88 FR 80647) the FAA extended the comment period by 90 days until February 20, 2024.

The NPRM was prompted by reports of two non-fatal accidents involving airplanes designed and built by Piper that were caused by broken rudder posts that structurally failed above the upper hinge in flight. Both accidents occurred in Anchorage, Alaska. The first accident occurred on June 8, 2020, and involved an FS 2003 Model PA–12 airplane and the second accident occurred on July 23, 2021, and involved an FS 2002 Model PA–14 airplane. Both airplanes sustained substantial damage when the rudder structurally failed.

The National Transportation Safety Board (NTSB) published the report *Structural Failure of Piper Part Number 40622 Rudder Posts Made of 1025 Carbon Steel*, NTSB/AIR–22–02, dated January 10, 2022 (NTSB/AIR–22–02), which provides information regarding the NTSB's investigations of these two accidents. The NTSB accident investigation report included a recommendation (Safety Recommendation No. A–22–3) to the FAA to issue an AD addressing this unsafe condition. The NTSB report can be found on [ntsb.gov](https://www.ntsb.gov).

The NTSB examined the rudders involved in these accidents and determined that the rudder posts fractured above the upper hinge and the top portion of the rudder folded over the upper tail brace wires. The NTSB also determined that the rudder posts were made from 1025 carbon steel and fractured due to fatigue.

Prior to the NPRM, the FAA issued an Airworthiness Concerns Sheet, dated September 4, 2020 (Airworthiness Concerns Sheet), which requested information from the aviation community regarding in-flight failure of the rudder just above the upper hinge on all Piper and FS2003 Corp (type certificate previously held by Piper) Model J–5A, J–5B, J–5C, J–5D, AE–1, HE–1, PA–12, PA–12S, PA–14, PA–16, PA–18, L–21, PA–20, and PA–22 airplanes. The responses revealed that there were five additional broken rudder posts dating as far back as 1979.

Before 1974, all rudders installed on Piper model airplanes were equipped