



## Airworthiness Directive

**AD No.:** 2016-0233

**Issued:** 23 November 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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, 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 agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

**Design Approval Holder's Name:**

AEROCLUBUL ROMANIEI

**Type/Model designation(s):**

IS-28B2 sailplanes

**Effective Date:** 07 December 2016

**TCDS Number(s):** EASA.A.453

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 53 – Fuselage – Aft Fuselage Frames and Stringers – Inspection

#### Manufacturer(s):

S.C. Constructii Aeronautice S.A.

#### Applicability:

IS-28B2 sailplanes, all manufacturer serial numbers.

#### Reason:

Cracks were reportedly detected, located at stringers in the rear fuselage of a number of IS-28B2 sailplanes. The subsequent investigation attributed these cracks to induction of a pre-stress during the manufacturing process of the affected parts.

This condition, if not detected and corrected, could lead to reduced structural strength, possibly resulting in a loss of structural integrity of the sailplane.

To address this potentially unsafe condition, Aeroclubul Romaniei (AR) issued Service Bulletin (SB) SB-IS-28B2-AR-01 to provide inspection instructions. AR is currently developing modification(s) to provide a design solution for the affected sailplanes.

For the reasons described above, this AD requires repetitive inspections of the structure of the rear fuselage and, depending on findings, accomplishment of applicable corrective action(s).

This AD is considered to be an interim action and further AD action may follow.



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

Required as indicated, unless accomplished previously:

- (1) Within 90 days after the effective date of this AD, and, thereafter, at intervals not to exceed 150 flight cycles, inspect the rear fuselage structure in accordance with the instructions of AR SB-IS-28B2-AR-01.
- (2) If, during any inspection, as required by paragraph (1) of this AD, any crack with a length of 5 mm or more is detected, before next flight, repair or modify the sailplane in accordance with a method approved by EASA.

**Ref. Publications:**

AR SB-IS-28B2-AR-01 original issue dated 12 September 2016.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 24 October 2016 as PAD 16-151 for consultation until 21 November 2016. No comments were received during the consultation period.
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. For any question concerning the technical content of the requirements in this AD, please contact:  
Aeroclubul Romaniei, Bd.Lascar Catargiu, Nr.54, cod: 010673, Sector 1, Bucharest, Romania.  
Telephone, Fax, Email: <http://www.aeroclubulromaniei.ro/contact/>.

