



Airworthiness Directive

AD No.: 2022-0146

Issued: 11 July 2022

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:

ALEXANDER SCHLEICHER GmbH & Co.
Segelflugzeugbau

Type/Model designation(s):

ASW 15 sailplanes

Effective Date: 25 July 2022

TCDS Number(s): Luftfahrt Bundesamt (LBA) Germany Segelflugzeug-Kennblatt No. 272

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2021-0187 dated 09 August 2021.

ATA 57 – Wings – Root Ribs – Inspection

Manufacturer(s):

Alexander Schleicher GmbH & Co. Segelflugzeugbau (Schleicher)

Applicability:

ASW 15 and ASW 15B sailplanes, all manufacturer serial numbers.

Definitions:

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

Affected part: Right-hand (RH) and left-hand (LH) front and rear wooden wing root ribs, except those which are improved parts (as defined in this AD).

Improved part: RH and LH front and rear wing root ribs having Part Number (P/N) 151.51.1025 (LH front root rib), P/N 151.52.1025 (RH front root rib), P/N 151.51.1026 (LH rear root rib) or P/N 151.52.1026 (RH rear root rib). These parts are known as "laminated ribs".

The TN: Schleicher ASW 15 Technical Note (TN) No. 29 Issue 2.

Groups: Group 1 sailplanes are those that have an affected part installed. Group 2 sailplanes are those that have only improved parts installed.



Reason:

Occurrences were reported of finding damage at the wooden wing root rib. Subsequent investigation determined that the damages were caused by aging of these wooden ribs.

This condition, if not detected and corrected, could reduce the structural integrity of the sailplane wing assembly.

To address this potential unsafe condition, Schleicher issued ASW 15 TN No. 29 Issue 1 (original issue) to provide inspection instructions, and EASA issued AD 2021-0187 to require repetitive inspections of each affected part and, depending on findings, replacement. That AD also introduced restrictions for installation of an affected part.

Since that AD was issued, Schleicher determined that ASW 15B sailplanes can be also affected by the wing root rib damage, and issued the TN, as defined in this AD.

For the reason described above, this AD retains the requirements of EASA AD 2021-0187, which is superseded, and expands the Applicability to include ASW 15B sailplanes.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For Group 1 sailplanes: Within the compliance time defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 12 months, inspect each affected part in accordance with the instructions of the TN.

Table 1 – Affected Part Initial Inspection

| Model | Compliance Time |
|---------|---|
| ASW 15 | Within 30 days after 23 August 2021 [the effective date of EASA AD 2021-0187] |
| ASW 15B | Within 30 days after the effective date of this AD |

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any damage is detected, as defined in the TN, before next flight, replace each damaged affected part with an improved part, as defined in this AD, in accordance with the instructions of the TN.

Terminating Action:

- (3) Replacement on a sailplane of an affected part as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that sailplane, except as specified in paragraph (4) of this AD.
- (4) Replacement on a sailplane of all affected parts (RH and LH front and rear ribs) with improved parts, as defined in this AD, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that sailplane.



Credit:

- (5) Inspections and corrective actions on a sailplane, accomplished before the effective date of this AD in accordance with the instructions of Schleicher ASW 15 TN No. 29 Issue 1 (original issue), are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD for that sailplane.

Part(s) Installation:

- (6) It is allowed to install on any sailplane a RH or LH front or rear wing root rib, provided that it is an improved part, as defined in this AD, as required by paragraph (6.1) or (6.2) of this AD, as applicable.

(6.1) For Group 1 sailplanes: After modification of the sailplane as specified in paragraph (4) of this AD.

(6.2) For Group 2 sailplanes: From the effective date of this AD.

Ref. Publications:

Schleicher ASW 15 TN No. 29 Issue 1 (original issue) dated 28 June 2021, or Issue 2 dated 04 May 2022.

The use of later approved revisions of the above-mentioned 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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: Alexander Schleicher GmbH & Co. Segelflugzeugbau, Alexander-Schleicher-Str. 1, 36163 Poppenhausen, Germany, Telephone +49 (0)6658 89-0, Fax +49 (0)6658 89-40, E-mail: info@alexander-schleicher.de.

