

Airworthiness Directive

AD No.: 2026-0068**Issued:** 27 March 2026

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:

AVIONIC SPÓŁKA JAWNA
BOLESŁAW KAWIK - LESZEK MATUSZEK

Type/Model designation(s):

SZD-56-2 "Diana-2" sailplanes

Effective Date: 03 April 2026**TCDS Number(s):** EASA.A.451**Foreign AD:** Not applicable**Supersedure:** None**ATA – Operational Limitation****ATA 11 – Placards and Markings – Placards – Installation**

Manufacturer(s):

Avionic Spółka (Sp.) Jawna (J.), Bolesław Kawik - Leszek Matuszek, formerly Biuro Projektowe "B" Bogumił Bereś

Applicability:

SZD-56-2 "Diana-2" sailplanes, all serial numbers.

Definitions:

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

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

Reason:

In preparation of SZD-56-3 "Diana-2 FES" sailplane certification activities, static load tests were conducted using a representative wing from the SZD-56-2 "Diana-2" sailplane, which determined that the wing cannot withstand the prescribed ultimate loads.

This condition, if not corrected, may lead to failure of the wing during flight, possibly resulting in injury to the sailplane occupant.

To address this potential unsafe condition, Avionic Sp. J. identified operational limitations which allow safe operation of the sailplane.

For the reason described above, the AD requires to implement those operational limitations and to install a placard in the cockpit.

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

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:

Operational Limitations:

- (1) From the effective date of this AD, flight operation of the sailplane is allowed, provided the operational limitations specified in Appendix 1 of this AD are complied with.

Placard Installation:

- (2) Within 14 days after the effective date of this AD, install the placard, as defined in this AD, in the cockpit, right hand side, in full view of the pilot.

Ref. Publications:

None.

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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 24 April 2026. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a 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.
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: Avionic Sp.J , B.Kawik-K.Kawik, Stary Dwor 9, 43-436 Górkki Wielkie, Poland
Telephone: +48 33 853 90 89
E-mail: biuro@avionic.pl.



Appendix 1 – Operational Limitations

Limitations	
Maximum in flight weight [kg]	297
Maximum wing ballast [kg]	0
Manoeuvring speed V_A [km/h]	157
Rough air speed V_{RA} [km/h]	157
Flight speed with flap (+14/+21/+28) V_{FE} [km/h]	149
Never-exceed speed V_{NE} [km/h]	265



Appendix 2 – Placard

Location: Cockpit, right hand side, in full view of the pilot

AIS markings incorrect

DO NOT EXCEED:
 $V_A = 157$ km/h
 $V_{RA} = 157$ km/h
 V_{FE} (above $+8^\circ$) = 149 km/h
 $V_{NE} = 265$ km/h

