



## Notification of a proposal to issue an Airworthiness Directive

**PAD No.: 16-122**

**Issued: 29 August 2016**

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

### Design Approval Holder's Name:

A. SCHLEICHER GmbH & Co Segelflugzeugbau

### Type/Model designation(s):

ASK 21 sailplanes

**Effective Date:** [TBD – standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.A.221

**Foreign AD:** Not applicable

**Supersedure:** None

### Aircraft Flight Manual – Amendment

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#### Manufacturer(s):

Alexander Schleicher GmbH & Co Segelflugzeugbau (hereafter referred to as Schleicher).

#### Applicability:

Schleicher ASK 21 sailplanes, all manufacturer serial numbers.

#### Reason:

A temporary rudder control blockage was reported, involving an ASK 21 sailplane equipped with a rudder hand control system. The subsequent investigation revealed significant cable slack in the rudder control system.

This condition, if not detected and corrected, could lead to reduced rudder control, possibly resulting in reduced controllability of the sailplane.

To address this potentially unsafe condition, Schleicher issued ASK 21 Technical Note (TN) 38 to provide instructions to amend the ASK 21 Aircraft Flight Manual (AFM), incorporating updated pre-flight inspection instructions to check the rudder control system of sailplanes modified in accordance with the instructions of Schleicher ASK 21 TN 25 (rudder actuated by hand lever for the front pilot seat) or TN 30 (rudder control by hand for the rear pilot seat).



For reasons described above, this AD requires amendment of the applicable Schleicher ASK 21 AFM, revising pre-flight checks of the rudder hand control system.

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

Required as indicated, unless accomplished previously:

**For sailplanes modified in accordance with Schleicher ASK 21 TN 25 or TN 30:**

- (1) Within 60 days after the effective date of this AD, amend the applicable AFM (see Note 1 of this AD) in accordance with the instructions of Schleicher ASK 21 TN 38 and, thereafter, operate the sailplane accordingly.

Note 1: In accordance with the provisions of Commission Regulation (EU) No 1321/2014, Part M.A.803, amendment of the AFM may be accomplished by the pilot owner.

**For sailplanes NOT modified in accordance with Schleicher ASK 21 TN 25 or TN 30:**

- (2) Concurrently with the modification of a sailplane in accordance with Schleicher ASK 21 TN 25 or TN 30, as applicable, amend the applicable AFM (see Note 1 of this AD) in accordance with the instructions of Schleicher ASK 21 TN 38 and, thereafter, operate the sailplane accordingly.

**Ref. Publications:**

Schleicher ASK 21 TN 25 dated 16 February 1993.

Schleicher ASK 21 TN 30 dated 22 January 2007.

Schleicher ASK 21 TN 38 dated 31 May 2016.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 26 September 2016.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of the requirements in this PAD, please contact:  
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