



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-066

Issued: 25 May 2022

Note: This Proposed Airworthiness Directive (PAD) 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.

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:

SCHEMPP-HIRTH FLUGZEUGBAU GmbH

Type/Model designation(s):

Duo Discus (powered) sailplanes

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

TCDS Number(s): EASA.A.025, EASA.A.074

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Airbrake System – Inspection

Manufacturer(s):

Schempp-Hirth Flugzeugbau GmbH (Schempp-Hirth)

Applicability:

Duo Discus and Duo Discus C sailplanes, all serial numbers (s/n); and Duo Discus T powered sailplanes, all s/n.

Definitions:

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

The TN: Schempp-Hirth Technical Note (TN) 396-21 and TN 890-17 (both referencing Schempp-Hirth Maintenance information SHK-M-01-22 for the Duo Discus and Duo Discus T airbrake system), as applicable.

Reason:

An occurrence was reported of a Duo Discus sailplane where the airbrake was blocked/jammed in extended position at high airspeed. Subsequent investigation determined that incorrect adjustment of the airbrake system was a contributing factor of the event. Additional review of the



manufacturer's maintenance manuals also revealed that these do not provide exhaustive instructions to maintain the airbrake system in a serviceable condition.

This condition, if not detected and corrected, could lead to blockage of the airbrakes, possibly resulting in reduced control of the (powered) sailplane.

To address this unsafe condition, Schempp-Hirth issue the TN, as defined in this AD, providing instructions for detailed inspections of the airbrake system.

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

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 12 months or during the next annual inspection, whichever occurs first after the effective date of this AD, and thereafter, at intervals not to exceed 12 months, or during each annual inspection, whichever occurs first, inspect the airbrake system in accordance with the instructions of the TN.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, accomplish the applicable corrective action(s) in accordance with approved Schempp-Hirth maintenance instructions. If the detected discrepancy cannot be corrected by using existing Schempp-Hirth maintenance instructions, before next flight, contact Schempp-Hirth for approved instructions and accomplish those instructions accordingly.

Terminating Action:

- (3) None.

Ref. Publications:

Schempp-Hirth TN 396-21 original issue dated 26 January 2022.

Schempp-Hirth TN 890-17 original issue dated 26 January 2022.

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

Remarks:

1. This Proposed AD will be closed for consultation on 22 June 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred



on a product, part or appliance not affected by this PAD, 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 PAD 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.

4. For any question concerning the technical content of the requirements in this PAD, please contact: Schempp-Hirth Flugzeugbau GmbH, Kребenstrasse 25, 73230 Kirchheim / Teck, Germany, Telephone: +49 7021 7298-0, Fax: +49 7021 7298-199, Email: info@schempp-hirth.com.

