



## Airworthiness Directive

**AD No.:** 2022-0138

**Issued:** 07 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:

SCHEMPP-HIRTH FLUGZEUGBAU GmbH

### Type/Model designation(s):

Duo Discus (powered) sailplanes

**Effective Date:** 21 July 2022

**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.

**The AMP:** The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated (powered) sailplane. For Duo Discus (powered) sailplanes operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph (c), or Annex Vb Part ML.A.301 paragraph (c), 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 issued 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.

**AMP Revision:**

- (4) Revision of the AMP of a (powered) sailplane by incorporating all the maintenance tasks as specified in the instructions of the TN, as applicable, ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that (powered) sailplane. Consequently, after revising the AMP, it is not necessary that accomplishment of an individual action is recorded for demonstration of AD compliance on a continued basis.

**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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 25 May 2022 as PAD 22-066 for consultation until 22 June 2022. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the 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](mailto: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: Schempp-Hirth Flugzeugbau GmbH, Krebenstrasse 25, 73230 Kirchheim / Teck, Germany, Telephone: +49 7021 7298-0, Fax: +49 7021 7298-199, Email: [info@schempp-hirth.com](mailto:info@schempp-hirth.com).

