



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 25-089

**Issued:** 20 June 2025

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):**

Ventus-3M powered sailplanes

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

**TCDS Number(s):** EASA.A.627

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2024-0251-E dated 20 December 2024.

### ATA 28 – Fuel – Wing Fuel Tank Hose – Inspections / Replacement / Modification

### ATA 11 – Placards And Markings – Installation

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**Manufacturer(s):**

Schempp-Hirth Flugzeugbau GmbH (Schempp-Hirth)

**Applicability:**

Ventus-3M powered sailplanes having serial numbers (s/n) 031 MP up to s/n 253 MP (inclusive), if equipped with optional wing fuel tanks.

**Definitions:**

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

**The TN:** Schempp-Hirth Technical Note (TN) No. 627-11.

**Affected part:** Fuel line hose NW 7.3x3-3E ECO DIN73379-1 between the wing fuel tank and the connecting line to the root rib in the wing water tank (see sketch in Ventus-3M Maintenance Manual page 5.14.2.4, Sectional drawing A-B).



**Serviceable part:** An affected part which is new (never previously installed on any sailplane); or a part that before installation has passed an inspection (no defect found) in accordance with the instructions of the TN.

**Improved part:** Fuel line hose M16FT862, including the connection fittings, as listed in Table “Material for action 3” of the TN Revision 2.

**Reason:**

Occurrences of fuel found in the wing water tank were reported. The cause of this leakage was identified as ageing/fatigue damage of the affected part.

This condition, if not detected and corrected, could lead to water leak through the damaged affected part to the wing fuel tank, and from there into the fuselage tank, possibly leading to engine in-flight shut-down and reduced control of the sailplane.

To address this potential unsafe condition, Schempp-Hirth published the TN at original issue, providing instructions for inspection of affected parts and installation of placards, and EASA issued AD 2024-0251-E requiring repetitive inspections of affected parts and, depending on findings, replacement of affected part(s) with serviceable part. That AD also required installation of placards in accordance with the TN.

Since that AD was issued, Schempp-Hirth developed an improved part and published revision 1, followed by revision 2 of the TN, providing instructions for installation of the improved part, as defined in this AD.

For the reason described above this AD retains the requirements of EASA AD 2024-0251-E, which is superseded, and requires replacement of affected parts with improved parts.

**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:

In the paragraphs below, the minimum revision of the TN which is acceptable to comply with the requirements is given.

**Inspections:**

- (1) Before next flight after 24 December 2024 [the effective date of EASA AD 2024-0251-E], and thereafter, at intervals not to exceed 100 flight hours or 4 weeks, whichever occurs first, inspect each affected part in accordance with the instructions of paragraph ‘Action 2’ of the TN original issue.

**Corrective Action(s):**

- (2) If, during any inspection as required by paragraph (1) of this AD, discrepancies, as described in the TN original issue are detected on an affected part, before next flight, replace that affected part with a serviceable part (see Note 1 of this AD), or replace that affected part by an improved part, in accordance with instructions of paragraph ‘Action 3’ of TN revision 1.



Note 1: Replacement of an affected part with a serviceable part can be accomplished in accordance with the instructions of the applicable Schempp-Hirth Maintenance Manual.

**Placards Installation:**

- (3) Before next flight after 24 December 2024 [the effective date of EASA AD 2024-0251-E], install a placard in the sailplane cockpit, in accordance with instructions of paragraph 'Action 2' of the TN original issue.

**Alternative Method of Compliance:**

- (4) Accomplishment on a powered sailplane of the actions defined in paragraphs (4.1) to (4.3) of this AD is an acceptable alternative method to comply with the requirements of paragraphs (1), (2) and (3) of this AD for that powered sailplane (see Note 2 of this AD):
- (4.1) Disconnection and draining of the wing fuel tanks in accordance with the instructions of paragraph 'Action 1' of the TN original issue.
  - (4.2) Installation of a placard in accordance with the instructions of paragraph 'Action 1' of the TN original issue.
  - (4.3) Amendment of the applicable Aeroplane Flight Manual (AFM) to prohibit operation of the sailplane with wing fuel tank connected. This can be accomplished by inserting a copy of this AD in the AFM.

Note 2: The actions identified in paragraph (4) of this AD are no longer required, when the actions required by paragraphs (1) to (3) of this AD, as applicable, are accomplished on a powered sailplane.

**Modification:**

- (5) Within 16 months after the effective date of this AD replace each affected part of a powered sailplane by an improved part, in accordance with the instructions of paragraph 'Action 3' of the TN revision 1.
- (6) Following the replacement of each affected part of a powered sailplane, as required by paragraph (5) of this AD, the placards installed on that powered sailplane in accordance with the requirement of paragraph (3) or (4.2) of this AD, as applicable, and the AFM amendment as required by paragraph (4.3) of this AD, if applicable, can be removed.

**Terminating Action(s):**

- (7) Modification of a powered sailplane as required by paragraph (5) of this AD, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that powered sailplane.

**Part(s) Installation:**

- (8) From 24 December 2024 [the effective date of EASA AD 2024-0251-E], and unless otherwise required by paragraph (9) of this AD, it is allowed to install an affected part on a powered sailplane, provided that it is a serviceable part, as defined in this AD.



- (9) After modification of a powered sailplane, as required by paragraph (5) of this AD, do not install an affected part on that powered sailplane.

**Ref. Publications:**

Schempp-Hirth Technical Note No. 627-11 original issue dated 19 December 2024 or revision 1 dated 05 March 2025, or revision 2 dated 03 June 2025.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 18 July 2025.
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. 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, Krehenstr. 25, 73230 Kirchheim, Germany. Telephone: +49 7021 72980; e-mail: [info@schempp-hirth.com](mailto:info@schempp-hirth.com).

