



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-095

Issued: 20 August 2026

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:

ALLSTAR PZL GLIDER Sp. z o.o.

Type/Model designation(s):

SZD-54-2 "Perkoz" sailplanes

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

TCDS Number(s): EASA.A.574

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2026-0086 dated 30 April 2026.

ATA 27 – Flight Controls – Airbrake Control Torsion Tube – Inspections

Manufacturer(s):

Allstar PZL Glider Sp. z o.o. (Allstar PZL) and Wytwórnia Konstrukcji Kompozytowych "PAPIOREK" Sp. z o.o.

Applicability:

SZD-54-2 "Perkoz" sailplanes, all serial numbers (s/n).

Definitions:

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

The SB: Allstar PZL Service Bulletin (SB) BE-004/54-2/2026, Revision 1.

Affected part: Control lever - torsion tube assembly Part Number (P/N) 540.64.30.00.

Serviceable part: Control lever - torsion tube assembly P/N 542.64.30.00A.



Reason:

Occurrences were reported of cracks at the joint (welded connection seam) between the control lever and the torsion tube of the airbrake system, mounted in the fuselage of SZD-54-2 "Perkoz" sailplanes.

This condition, if not detected and corrected, could lead to reduced functionality or complete loss of the airbrake function when needed, possibly resulting in reduced control or loss of control of the sailplane in flight or during landing.

To address this potential unsafe condition, Allstar PZL published the SB, as defined in this AD, at initial issue, to provide instructions for repetitive inspections of the welded joint between the control lever and the torsion tube, pending further investigation for determination of the root cause for the found cracking. Consequently, EASA issued AD 2026-0086 to require repetitive general visual inspections (GVI) and detailed inspections (DET) of the joint area of the affected airbrake system components, and, depending on findings, accomplishment of applicable corrective action(s).

Since this AD was issued, further analyses and calculations determined that the found cracks result from fatigue, and therefore, Allstar PZL designed the serviceable part, as defined in this AD, to address that fatigue issue.

For the reason described above, this AD retains the requirements of EASA AD 2026-0086, which is superseded, introducing replacement of the affected part with a serviceable part as corrective and terminating action for the repetitive GVIs and DETs.

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:

Inspection(s):

- (1) For sailplanes up to s/n 542.A.25.049 (inclusive): Before next flight after 07 May 2026 [the effective date of EASA AD 2026-0086] and, thereafter, at intervals not to exceed 200 flights, accomplish a GVI in accordance with the instructions of the SB (see Notes 1 and 2 of this AD).

Note 1: A non-cumulative tolerance of 10 flights may be applied to the 200 flights interval specified in paragraph (1) of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a tolerance is already granted in the applicable Maintenance Manual.

Note 2: The GVI required by paragraph (1) of this AD may be accomplished by a suitably authorised pilot, under the provisions of [Commission Regulation \(EU\) No 1321/2014](#), Annex II paragraph 145.A.30(j)3 and/or CAO.A.040(c)(1), as applicable; or by a pilot-owner, under the provisions of Annex I paragraph M.A.803 or Annex Vb paragraph ML.A.803, as applicable, of the same regulation.

- (2) For sailplanes up to s/n 542.A.25.049 (inclusive): Within 300 flight hours (FH) or 12 months, whichever occurs first after 07 May 2026 [the effective date of EASA AD 2026-0086], and, thereafter, at intervals not to exceed 300 FH or 12 months, whichever occurs first, accomplish a DET and, as applicable, a special detailed inspection (SDI) in accordance with the instructions of the SB.



- (3) If, during any GVI or DET as required by the paragraphs (1) and (2) of this AD, any indication for a crack is found and/or the presence of a crack cannot be excluded, before next flight, accomplish an SDI in accordance with the instructions of the SB.

Corrective Action(s):

- (4) If, during any inspection as required by the paragraphs (1) to (3) of this AD, as applicable, any discrepancies as specified in the SB are found, before next flight, replace the affected part with a serviceable part in accordance with the instructions of the SB.

Terminating Action:

- (5) For sailplanes up to s/n 542.A.25.049 (inclusive): Modification of a sailplane by replacing the affected part with a serviceable part in accordance with the instructions of the SB, constitutes terminating action for the repetitive inspections required by paragraph (1) and (2) of this AD for that sailplane.

Part Installation:

- (6) For all sailplanes: From the effective date of this AD, do not install on any sailplane an affected part (see Note 3 of this AD).

Note 3: Removal of an affected part from a sailplane and subsequent reinstallation of that affected part on the same sailplane, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (6) of this AD

Credit:

- (7) Inspections accomplished on a sailplane before the effective date of this AD in accordance with the instructions of Allstar PZL SB BE-004/54-2/2026 original issue are acceptable to comply with the requirements of the paragraphs (1) to (3) of this AD, as applicable, for that sailplane.
- (8) Corrective actions accomplished on a sailplane before the effective date of this AD and before next flight, after having found any discrepancy during any inspection as required by the paragraphs (1) to (3) of this AD, as applicable, in accordance with approved Allstar PZL instructions, are acceptable to comply with the requirements of paragraph (4) of this AD for that sailplane.

Ref. Publications:

Allstar PZL SB BE-004/54-2/2026 original issue dated 26 February 2026, or Revision 1 dated 22 June 2026.

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 17 September 2026.
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 AD, please contact: Allstar PZL Glider Sp. z o.o., ul. Cieszyńska 325, 43-300 Bielsko-Biała, Poland
Fax: +48 883 008 933, or E-mail: techsupport@szdallstar.com.

