

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 13-139</p> <p>Date: 11 September 2013</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>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 closing date indicated.</p>		
Design Approval Holder's Name: Société Nouvelle CENTRAIR		Type/Model designation(s): 101 (Pégase) sailplanes
TCDS Number:	DGAC France No 171	
Foreign AD:	Not Applicable	
Supersedure:	This AD supersedes DGAC France AD 85-21-(A) dated 27 February 1985.	
ATA 53	Fuselage – Fuselage Frames and Ribs – Inspection / Repair	
Manufacturer(s):	Société Nouvelle CENTRAIR	
Applicability:	Centrair 101 sailplanes, all models, all serial numbers	
Reason:	<p>Occurrences of structural damage were reported on several Centrair 101 sailplane fuselage. The results of the subsequent investigations identified that these findings were accidental damage related and not identified in time during routine maintenance, due to inadequate maintenance instructions.</p> <p>This condition, if not detected and corrected, could reduce the structural integrity of the sailplane.</p> <p>To address this potential unsafe condition, Société Nouvelle (SN) Centrair issued Service Bulletin (SB) 101-06 to provide instructions for structural inspections and Direction Générale de l'Aviation Civile (DGAC) of France issued AD 85-21-(A) to mandate the fuselage inspections described in that SB.</p> <p>Since that AD was issued, SN Centrair issued SB 101-06 at revision (rev.) 1 to provide improved instructions to identify accidental structural damages.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 85-21-(A), which is superseded, but requires accomplishment of those fuselage structural inspections in accordance with improved instructions.</p>	
Effective Date:	[TBD: 14 days after final AD issue date]	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 25 days after 06 March 1985 [the effective date of DGAC France AD 85-21-(A)], and thereafter, before next flight after each event as detailed in Table 1 of this AD, inspect all sticking, fuselage frames and ribs in accordance with instructions of SN Centrair SB 101-06 at rev. 1.</p> <p style="text-align: center;">Table 1 – Inspection Events</p> <table border="1" data-bbox="651 403 1295 640"> <tr> <td>Landing with retracted gear</td> </tr> <tr> <td>Landing gear retraction during landing run</td> </tr> <tr> <td>Ground looping during take-off or landing</td> </tr> <tr> <td>Hard landing</td> </tr> <tr> <td>Damage of internal structure of the fuselage</td> </tr> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, structural damage is detected, before next flight, contact SN Centrair for approved repair instructions, and within the compliance time provided in those repair instructions, repair the sailplane. If no compliance time is provided, accomplish the repair before next flight.</p> <p>(3) Accomplishment of a repair as required by paragraph (2) of this AD, does not constitute terminating action for the inspections required by paragraph (1) of this AD.</p> <p>(4) Inspections and corrective action(s) accomplished before the effective date of this AD in accordance with the instructions of SN Centrair SB 101-06 at initial issue are acceptable to comply with the requirements of paragraph (1) of this AD.</p>	Landing with retracted gear	Landing gear retraction during landing run	Ground looping during take-off or landing	Hard landing	Damage of internal structure of the fuselage
Landing with retracted gear						
Landing gear retraction during landing run						
Ground looping during take-off or landing						
Hard landing						
Damage of internal structure of the fuselage						
<p>Ref. Publications:</p>	<p>SN Centrair SB 101-06 rev 1 dated 5 August 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>					
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 09 October 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this AD, please contact: Société Nouvelle CENTRAIR Aérodrome B.P. 44 F – 36300 Le Blanc, France Tel: +33(0)254370796, Fax: +33(0)254374864 Email: contact@sncentrair.com. 					