



Airworthiness Directive

AD No.: 2021-0187

Issued: 09 August 2021

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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

ALEXANDER SCHLEICHER GmbH & Co.
SEGELFLUGZEUGBAU

Type/Model designation(s):

ASW 15 sailplanes

Effective Date: 23 August 2021

TCDS Number(s): Luftfahrt Bundesamt (LBA) Kennblatt No. 272

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Root Ribs – Inspection

Manufacturer(s):

Alexander Schleicher GmbH & Co. Segelflugzeugbau (Schleicher)

Applicability:

ASW 15 sailplanes, serial numbers 15001 through 15183 (inclusive).

Definitions:

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

Affected part: Right-hand (RH) front and rear root ribs; and left-hand (LH) front and rear root ribs, which are not improved parts.

Improved part: An affected part having Part Number (P/N) 151.51.1025 (LH front root rib), P/N 151.52.1025 (RH front root rib), P/N 151.51.1026 (LH rear root rib) and P/N 151.52.1026 (RH rear root rib). These parts are known as “laminated ribs” from ASW 15B sailplanes.

The TN: Schleicher Technical Note (TN) ASW 15 No. 29.

Groups: Group 1 sailplanes are those with an affected part installed. Group 2 sailplanes are those with only improved parts installed.



Reason:

Occurrences were reported of finding wing root rib damage. Investigation is ongoing to determine the root cause of the damage.

This condition, if not detected and corrected, could reduce the structural integrity of the wing assembly of the sailplane.

To address this potential unsafe condition, Schleicher issued the TN to provide inspection instructions.

For the reasons described above, this AD requires repetitive inspections of each affected part and, depending on findings, replacement. This AD also introduces restrictions for installation of an affected part.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For Group 1 sailplanes: Within 30 days after the effective date of this AD and, thereafter, at intervals not to exceed 12 months, inspect each affected part 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 damage is detected, as defined in the TN, before next flight, replace the affected part with an improved part, as defined in this AD, in accordance with the instructions of the TN.

Terminating Action:

- (3) Replacement on a sailplane of an affected part as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that sailplane, except as specified in paragraph (4) of this AD.
- (4) Replacement on a sailplane of all affected parts (right front and right rear ribs; and left front and left rear ribs) with improved parts, as defined in this AD, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that sailplane.

Part(s) Installation:

- (5) It is allowed to install on any sailplane an affected part, provided it is an improved part, as defined in this AD, as required by paragraph (5.1) or (5.2) of this AD, as applicable.
 - (5.1) For Group 1 sailplanes: After modification of the sailplane as specified in paragraph (4) of this AD.
 - (5.2) For Group 2 sailplanes: From the effective date of this AD.

Ref. Publications:

Alexander Schleicher & Co. Segelflugzeugbau TN ASW 15 No. 29 original issue dated 28 June 2021.



The use of later approved revisions of the above-mentioned document 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 06 July 2021 as PAD 21-095 for consultation until 03 August 2021. 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.
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: Alexander Schleicher GmbH & Co. Segelflugzeugbau, Alexander-Schleicher-Str. 1, 36163 Poppenhausen, Germany, Telephone +49 (0)6658 89-0, Fax +49 (0)6658 89-40, E-mail: info@alexander-schleicher.de.

