

国空機第6号

整理  
番号

TCD-9930A-2022

耐 空 性 改 善 通 報

令和4年4月12日

適用航空機の所有者各位

国土交通省航空局長 久保田 雅晴  
(公印省略)

1. 第2項の航空機又はその装備品等の安全性又は環境適合性を確保するため、第3項の整備又は改造作業等の実施が必要であると認められますので通報します。

なお、本通報による検査、修理、交換、改造等が実施されないときは、航空法第14条の3第1項に基づく整備改造命令を発出し、又は同法第134条第2項に規定された立入検査を実施のうえ、同法第14条の3第2項の規定により耐空証明の効力を停止し、若しくは有効期間を短縮し、又は同法第10条第3項（同法第10条の2第2項において準用する場合を含む。）の規定により指定した事項を変更する場合があります。

また、本通報により実施した作業については、同法第58条第2項に定めるとおり航空日誌に記載することが求められます。

## 2. 適用航空機

シャイベ（スポルタビア）式 SF25 系列型動力滑空機：第 2.1 項から第 2.4 項までのいずれかに該当するもの

2.1 製造時にシャイベ改修 653E.41-S10 又は 653C-41-S10.1 を実施済みのもの

2.2 SF25C 系列型にあつては、製造番号（以下「S/N」という。）が 44147～44716 のもの

2.3 SF25E 系列型にあつては、S/N が 4323～4365 のもの

2.4 SF25K 系列型にあつては、すべての S/N のもの

## 3. 適用項目

操縦桿チューブに水が浸入し、操縦桿が腐食することにより、機体の操縦性の低下又は喪失に至る不具合を防止するため、既の実施した場合を除き、別添 EASA 緊急 AD 2022-0066-E（以下「AD」という。）の Definitions 項及び Required Action(s) and Compliance Time(s)項に従って繰り返し検査及び交換を実施すること。

ただし、AD 中「15 March 2022 [the effective date of EASA AD 2022-0043-E]」とあるのは「令和 4 年 3 月 19 日（耐空性改善通報 TCD-9930-2022 の発効日）」と、「the effective date of this AD」とあるのは「本通報発効日」（第 4.1 項による。）と、それぞれ読み替えるものとする。

なお、本通報による処置を他の同等な方法で実施する場合には、航空局長の承認が必要である。ただし、AD に係る同等な方法として EASA の承認を受けている SB 等に従って処置を実施する場合（運用限界の変更を伴う場合を除く。）には、航空局長への届出でよい。

## 4. 備考

4.1 本通報は、令和 4 年 4 月 17 日から発効する。

4.2 本通報により、耐空性改善通報 TCD-9930-2022（令和 4 年 3 月 19 日発効）を廃止する。

4.3 本通報は、EASA 緊急 AD 2022-0066-E による。

- 4.4 本通報の送付を受けた者は、参考配布を除き、令和4年4月26日までに、適用項目に関する実施状況を記載した報告書を、安全政策課長に提出すること。記載要領、様式及び提出先については、航空機検査業務サーキュラーNo.3-003に従うこと。
- 4.5 本通報の別添ADの Required Action(s) and Compliance Times(s)項による検査及び交換は、航空法施行規則第5条の6による小修理として取り扱う。
- 4.6 シャイベ・エアクラフト・サービス・プレティン 653-96 (2022年3月2日付け) 及び同 Revision 1 (2022年4月4日付け) 並びに承認されたその後の改訂版は、本件に関するものである。
- 4.7 本通報の送付を受けた者で、当該航空機を所有しているが使用者が異なり、耐空性改善通報報告書を使用者から提出する場合には、直ちに本通報を使用者に回送すること。



## Emergency Airworthiness Directive

**AD No.:** 2022-0066-E

**Issued:** 11 April 2022

Note: This Emergency 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:**

SCHEIBE AIRCRAFT GmbH

**Type/Model designation(s):**

SF 25 powered sailplanes

**Effective Date:** 13 April 2022

**TCDS Number(s):** EASA.A.098

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2022-0043R1 dated 24 March 2022.

### ATA 27 – Flight Controls – Control Stick – Inspection / Replacement

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**Manufacturer(s):**

Scheibe Aircraft GmbH (Scheibe), formerly Sportavia-Pützer GmbH & Co. KG, Scheibe Flugzeugbau GmbH

**Applicability:**

Scheibe SF 25 powered sailplanes, all models, all serial numbers (s/n) on which Scheibe modification (mod) 653E.41-S10 or mod 653C-41-S10.1 has been embodied in production;

Scheibe SF 25 C powered sailplanes, s/n 44147 to 44716 inclusive;

Scheibe SF 25 E powered sailplanes, s/n 4323 to 4365 inclusive; and

Scheibe SF 25 K powered sailplanes, all s/n.

**Definitions:**

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

**The TM/SB:** Scheibe Technische Mitteilung/Service Bulletin (TM/SB) 653-96 Revision 1.

**Affected part:** Control sticks, for both left-hand (LH) and right-hand (RH) sides, except those having Part Number (P/N) 20093, P/N 20093/G, P/N 20094 or P/N 20094/G.

**Serviceable part:** Any LH control stick having P/N 20093 or P/N 20093/G; and any RH control stick having P/N 20094 or P/N 20094/G.

**Groups:** Group 1 are Scheibe SF 25 powered sailplanes on which Scheibe mod 653E.41-S10 has been embodied in production, except those also having mod 653C-41-S10.1 embodied in production; Scheibe SF 25 C powered sailplanes, s/n 44147 to 44716 inclusive; Scheibe SF 25 E powered sailplanes, s/n 4323 to 4365 inclusive and Scheibe SF 25 K powered sailplanes, all s/n. Group 2 are SF 25 powered sailplanes on which mod 653C-41-S10.1 has been embodied in production.

**Reason:**

An occurrence was reported of finding fracture in a RH control stick of a powered sailplane, located above the weld seam at the transfer joint. Subsequent investigation determined that the fracture was a result of severe corrosion phenomena affecting the inner surface of the control stick tube due to water ingress.

This condition, if not detected and corrected, could lead to a rupture of an affected part, possibly resulting in reduced control, or loss of control, of the powered sailplane.

To address this unsafe condition, Scheibe issued the original issue of TM/SB 653-96 to provide inspection and replacement instructions.

Consequently, EASA issued Emergency AD 2022-0043-E (later revised) to require repetitive inspections of each affected part to detect corrosion and replacement of each affected part with a serviceable part.

Since EASA AD 2022-0043R1 was issued, it was identified that powered sailplanes on which Scheibe mod 653C-41-S10.1 is embodied are also affected by this unsafe condition.

For the reason described above, this AD retains the requirements of EASA AD 2022-0043R1, which is superseded, and expands the Applicability.

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Within the compliance time defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 100 flight hours or 12 months (see Note 1 of this AD), whichever occurs first, inspect each affected part in accordance with the instructions of the TM/SB (see Note 2 of this AD).



Table 1 – Initial Inspection of Affected Parts

Group	Compliance Time
1	Before next flight after 15 March 2022 [the effective date of EASA AD 2022-0043-E]
2	Before next flight after the effective date of this AD

Note 1: A non-cumulative tolerance of 30 days may be applied to the (calendar) compliance times specified in paragraph (1) of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a non-cumulative tolerance is already granted in the applicable Maintenance Manual.

Note 2: The action(s) required by paragraph (1) of this AD may be accomplished by the pilot-owner under the provisions of Annex I paragraph M.A.803 or Annex Vb paragraph ML.A.803 of Regulation (EU) No 1321/2014, as applicable. In respect of powered sailplane not subject to Regulation (EU) No 1321/2014, the State of Registry should consider if the national regulations allow the action(s) to be accomplished by the pilot-owner.

**Corrective Action(s):**

- (2) If, during any inspection as required by paragraph (1) of this AD, discrepancies, as defined in the TM/SB, are detected on an affected part, before next flight, replace that affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the TM/SB.

**Replacement:**

- (3) Unless accomplished as required by paragraph (2) of this AD, within the compliance time defined in Table 2 of this AD, as applicable, replace each affected part with a serviceable part in accordance with the instructions of the TM/SB.

Table 2 – Affected Part Replacement

Group	Compliance Time
1	Within 20 months after 15 March 2022 [the effective date of EASA AD 2022-0043-E]
2	Within 20 months after the effective date of this AD

**Terminating Action:**

- (4) Replacement on a powered sailplane of an affected part (LH or RH side) with a serviceable part in accordance with the instructions of the TM/SB constitutes terminating action for the repetitive inspections of that affected part (LH or RH side, as applicable), as required by paragraph (1) of this AD for that powered sailplane.
- (5) Replacement on a powered sailplane of each affected part as required by paragraph (3) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that powered sailplane.



**Credit:**

- (6) Inspections, corrective actions, and modification accomplished before the effective date of this AD, in accordance with the instructions of the original issue of Scheibe TM/SB 653-96 is an acceptable method to comply with the initial requirements of this AD.

**Part(s) Installation:**

- (7) From the effective date of this AD, do not install an affected part on any powered sailplane.

**Ref. Publications:**

Scheibe TM/SB 653-96 original issue dated 02 March 2022, or Revision 1 dated 04 April 2022.

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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
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: Scheibe Aircraft GmbH, Am Flugplatz 5, D-73540 Heubach  
Email: [info@scheibe-aircraft.de](mailto:info@scheibe-aircraft.de).

