


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2015-0109-E</p> <p>Date: 12 June 2015</p> <p>Note: This Emergency Airworthiness Directive (AD) 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>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Design Approval Holder's Name: CZECH SPORT AIRCRAFT a.s.</p>	<p>Type/Model designation(s): PS-28 Cruiser aeroplanes</p>
TCDS Number:	EASA.A.546
Foreign AD:	Not applicable
Supersedure:	None
ATA 32	Landing Gear – Nose Landing Gear – Inspection / Replacement
Manufacturer(s):	Czech Sport Aircraft a.s.
Applicability:	PS-28 Cruiser aeroplanes, all manufacturer serial numbers.
Reason:	<p>Cracking were reported on the bottom side of the lower section of the nose landing gear (NLG). The subsequent investigation revealed that the cracking developed along the weld of the tube and the bracket of the NLG assembly. Additionally, bending was identified, involving a connecting pivot of the fork with the leg. In some cases, growth of cracks was detected originating from holes of the fork bolts.</p> <p>This condition, if not detected and corrected, could lead to loss of the NLG structural integrity, possibly resulting in NLG collapse and consequent damage to the aeroplane and injury to occupants.</p> <p>To address this potential unsafe condition, Czech Sport Aircraft a.s. issued Service Bulletin (SB) SB-CR-016 Revision 5 to provide repetitive inspection and replacement instructions and developed an improved NLG, Part Number (P/N) SG0300N, incorporating features making the design more crack-resistant.</p> <p>For the reasons described above, this AD requires repetitive inspections of the NLG P/N SG0270N and, depending on findings, replacement with a new part P/N SG0270N or with an improved part P/N SG0300N.</p>
Effective Date:	16 June 2015

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 2 flight hours (FH) or 5 flight cycles (FC), whichever occurs first after the effective date of this AD, and, thereafter, at intervals not to exceed 25 FH or 50 FC, whichever occurs first, inspect NLG P/N SG0270N in accordance with the instructions of Czech Sport Aircraft a.s. SB-CR-016 Revision 05. (2) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, replace the affected NLG with a NLG P/N SG0300N or with a new part P/N SG0270N in accordance with the instructions of Czech Sport Aircraft a.s. SB-CR-016 Revision 05. (3) Replacement of a NLG with a new part P/N SG0270N, as specified by paragraph (2) of this AD, does not constitute terminating action for repetitive inspections as required by paragraph (1) of this AD. Replacement of a NLG with an improved part P/N SG0300N, as specified by paragraph (2) of this AD, constitutes terminating action for repetitive inspections as required by paragraph (1) of this AD, unless after that installation, a P/N SG0270N NLG is (re)introduced on that aeroplane.
<p>Ref. Publications:</p>	<p>Czech Sport Aircraft a.s. SB-CR-016 Revision 05 dated 12 June 2015.</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. 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 public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Czech Sport Aircraft a.s. Na Záhonech 212 686 04 Kunovice Czech Republic Tel: +420 576 514 032, Fax: +420 576 519 394 Email: office@czechsportaircraft.com