

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	AD No.: 2015-0185-E	
	Date: 01 September 2015	
<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>		
Design Approval Holder's Name:		Type/Model designation(s):
CZECH SPORT AIRCRAFT a.s.		PS-28 Cruiser aeroplanes
TCDS Number:	EASA.A.546	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes EASA AD 2015-0109-E dated 12 June 2015.	
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>Cracks were found 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>Consequently, EASA issued AD 2015-0109-E to 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> <p>Since that AD was issued, a new occurrence was reported involving in flight detachment of NLG P/N SG0270N, which showed that the required inspection might not prevent a loss of the NLG structural integrity. Prompted by this development, Czech Sport Aircraft a.s. issued SB-CR-016 Revision 6, referencing SB-CR-021 which provides instructions to replace the NLG with an improved NLG P/N SG0300N.</p>	

	For the reasons described above, this AD partially retains the requirements of EASA AD 2015-0109-E, which is superseded, requires repetitive inspections of the affected NLG, requires installation of an improved NLG and prohibits (re)installation of NLG P/N SG0270N.
Effective Date:	03 September 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before next flight 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 6. After the initial inspection as required by paragraph (1) of this AD, do not re-install the nose wheel fairing, which will improve accessibility during pre-flight checks. (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 an improved NLG P/N SG0300N in accordance with the instructions of Czech Sport Aircraft a.s. SB-CR-021. (3) Unless accomplished as required by paragraph (2) of this AD, within 30 days after the effective date of this AD, replace NLG P/N SG0270N with an improved NLG P/N SG0300N in accordance with the instructions of Czech Sport Aircraft a.s. SB-CR-021. (4) Do not install a NLG P/N SG0270N on an aeroplane, as required by paragraph (4.1) or (4.2) of this AD, as applicable. <ol style="list-style-type: none"> (4.1) For an aeroplane that, on the effective date of this AD, has a NLG P/N SG0270N installed: After modification of the aeroplane as required by paragraph (2) or (3) of this AD, as applicable. (4.2) For an aeroplane that, on the effective date of this AD, has an improved NLG P/N SG0300N installed: From the effective date of this AD.
Ref. Publications:	<p>Czech Sport Aircraft a.s. SB-CR-016 Revision 6 dated 31 August 2015. Czech Sport Aircraft a.s. SB-CR-021 original issue dated 10 July 2014. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<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 Telephone: +420 576 514 032, Fax: +420 576 519 394 Email: office@czechsportaircraft.com.