

Safety Information Bulletin

Airworthiness

SIB No.: 2024-06**Issued: 15 April 2024****Subject: Inspection / Replacement of Engine Oil and Fuel Hoses****Ref. Publications:**

- EVEKTOR, spol. s r. o. Notification Bulletin L-13 SW-069b, L-13 SE-069b, L-13 SEH-011b and L-13 SDM-011b (published as a single document) dated 24 October 2023.
- Zlín Aircraft a.s. Information Service Bulletin (SB) Z 37T/8b and Z 137T/5b (published as a single document) dated 30 September 2023.
- Zlín Aircraft a.s. Information SB Z 42/032b, Z 142/25b and Z 43/32b (published as a single document) dated 29 August 2023.
- Zlín Aircraft a.s. Information SB Z 50/11b and Z 50M/3b (published as a single document) dated 30 September 2023.
- Zlín Aircraft a.s. Information SB Z 126, Z 226/44b, Z 326/90b, Z 526/76B and Z726/23b (published as a single document) dated 30 September 2023.
- Aircraft Industries, a.s Information Bulletin Z37/124b dated 01 October 2010.
- Aircraft Industries, a.s Documentation Bulletin L200/006d dated 30 August 2023.

Applicability: Z 26 series, Z-37 series, Z 37 T series, Z 42 M, Z 42 MU, Z 142, Z 43, Z 50 M, L 200 aeroplanes and L 13 Vivat powered sailplanes.

Description:

Surveillance of several approved maintenance organisations revealed that some of them had been installing oil and fuel low-pressure hose assemblies with reusable fittings, which do not conform to the original aircraft type designs (hereafter referred to as “alternative hose assemblies”). It has been determined that the installation of certain alternative hose assemblies has not been accomplished in accordance with approved data.

The origins of this practice can be traced back to when the supplier of the hose material (Optimit Odry) referenced in the aircraft type designs ceased operations. At that time, the Type Certificate (TC) Holders of the affected aircraft did not provide guidance, which caused that some maintenance organisations began seeking for alternative solutions.

All alternative hose assemblies have been found with MIL-DTL-8794 standard hose fabric (e.g. Eaton Aeroquip or Parker Stratoflex). Because of their nominal dimensions in inches, these alternative hose assemblies are fitted with either:

- Newly manufactured unmarked fittings with two circumferential grooves; or
- High-pressure fittings of CSN EN 137903 standard.

This is information only. Recommendations are not mandatory.



Currently, all TC holders of the affected aircraft types have already amended their type designs and issued relevant Bulletines to allow the installation of the formerly not approved hose assemblies.

Although no case of an unsafe condition resulting from a failure of alternative hose assemblies has been reported, this SIB recommends inspections and implementation of applicable Bulletins to mitigate the potential risk.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under Regulation (EU) [748/2012](#), Part 21.A.3B.

Recommendation(s):

Operators of the aircraft listed in applicability of this SIB:

- Should determine if the engine oil and fuel hose assemblies used in the engine of their operated aircraft have been installed in accordance with approved data (e.g., (S)TC holder approved data; approved repair).
- Depending on the findings of that determination, should replace that part with a part approved for installation on that aircraft in accordance with the instructions of the Bulletin listed in the 'Ref. Publications' section of this SIB, as applicable, or contact the Type Certificate Holder, or an organisation holding an adequate DOA, for approved repair instructions.

Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate.

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For any questions concerning the technical content of this SIB, please contact:

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