



Airworthiness Directive

AD No.: 2019-0239R1

Issued: 18 December 2019

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:

XTREMEAIR GmbH

Type/Model designation(s):

XA41 and XA42 aeroplanes

Effective Date: Revision 01: 25 December 2019
Original issue: 26 September 2019

TCDS Number(s): EASA.A.507

Foreign AD: Not applicable

Revision: This AD revises EASA Emergency AD 2019-0239-E dated 24 September 2019, which superseded EASA Emergency AD 2018-0050-E dated 02 March 2018.

ATA 71 – Power Plant – Engine Mount – Inspection

ATA 11 – Placards & Markings – Aerobatics Manoeuvres Prohibited – Installation

ATA – Aircraft Flight Manual – Section Limitations – Amendment

Manufacturer(s):

XtremeAir GmbH

Applicability:

XA41 and XA42 aeroplanes, all manufacturer serial numbers.

Definitions:

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

Affected part: Engine mounts, having Part Number (P/N) XA42-7120-151.

Serviceable part: An affected part which is new, or that, before installation, passed an inspection in accordance with the instructions of the SB; or any engine mount which is not an affected part.

Acrobatic flight: Each flight during which a load factor of 6 g is exceeded.



The SB: XtremeAir Service Bulletin (SB) SB-XA42-2019-008 issue A.00.

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.

Reason:

During a scheduled maintenance inspection of an XA42 aeroplane, a crack was detected on a diagonal strut of an affected part.

Prompted by this finding, EASA issued Emergency AD 2018-0050-E to require repetitive inspections of the affected part and, depending on findings, replacement.

After that AD was issued, during a scheduled maintenance inspection of an XA42 aeroplane, an occurrence was reported of separation of both left-hand and right-hand diagonal struts of the affected part.

This condition, if not detected and corrected, could lead to in-flight detachment of the engine, possibly resulting in loss of control of the aeroplane.

Prompted by this new finding, XtremeAir issued the SB to provide limitations and inspection instructions. Consequently, EASA issued Emergency AD 2019-0239-E, retaining the requirements of EASA Emergency AD 2018-0050-E, which was superseded, reducing the inspection interval to each pre-flight check and requiring an Aircraft Flight Manual (AFM) limitation to prohibit aerobatic manoeuvres, and installation of a corresponding placard.

Since that AD was issued, the investigations were completed, and, based on the outcome, XtremeAir revised the SB (now at revision B.00), providing instructions to accomplish the repetitive inspections at a different regime.

For the reason described above, this AD is revised accordingly to update the inspection interval, and to allow the removal of the prohibition to accomplish aerobatic manoeuvres.

This AD is still considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

AFM Amendment:

- (1) For Group 1 aeroplanes: From the effective date of this revised AD, it is allowed to amend the applicable AFM, section Limitations, to remove the limitation as specified in Figure 1 of this AD, and to remove the corresponding placard in full view of the pilot, previously inserted as required by the original issue of this AD.

Figure 1 – AFM Limitation

AEROBATIC MANOEUVRES PROHIBITED



thereafter, inform all pilots and operate the aeroplane accordingly (see Note 1 of this AD).

Repetitive Inspection(s):

- (2) For Group 1 aeroplanes: Before next acrobatic flight after the effective date of this revised AD, or before exceeding 50 flight hours since first installation of an affected part on an aeroplane, whichever occurs later, and, thereafter, at intervals not to exceed 10 acrobatic flights, inspect the affected part in accordance with the instructions of the SB (see Note 1 of this AD).

Note 1: The AFM amendment and placard removal as specified in paragraph (1) of this AD and the inspections as required by paragraph (2) of this AD can be accomplished by the pilot-owner in accordance with the provisions of paragraph M.A.801 of Regulation (EU) No 1321/2014.

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (2) of this AD, any cracks are detected, before next flight, replace the engine mount with a serviceable part, as defined in this AD, in accordance with the instructions of the SB.

Terminating Action:

- (4) None.

Parts Installation:

- (5) For Group 1 aeroplanes: From 26 September 2019 [the effective date of the original issue of this AD], it is allowed to install on any aeroplane an affected part, provided it is a serviceable part, as defined in this AD, and that, following installation, it is inspected as required by this AD.
- (6) For Group 2 aeroplanes: From 26 September 2019 [the effective date of the original issue of this AD], do not install on any aeroplane an affected part.

Ref. Publications:

XtremeAir GmbH SB-XA42-2019-008 issue A.00 dated 20 September 2019, or issue B.00 dated 04 December 2019.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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](#).

5. For any question concerning the technical content of the requirements in this AD, please contact: XtremeAir GmbH, E-mail: info@xtremeair.de.

