



## Emergency Airworthiness Directive

**AD No.:** 2017-0167-E

**Issued:** 06 September 2017

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

HPH spol. s r.o.  
SCHEMPP-HIRTH FLUGZEUGBAU GmbH  
SPORTINE AVIACIJA

### Type/Model designation(s):

Glasflügel 304 eS powered sailplanes  
Discus-2c FES powered sailplanes  
LAK-17B FES powered sailplanes

**Effective Date:** 08 September 2017

**TCDS Number(s):** EASA.A.030, EASA.A.050, EASA.A.083

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 24 – Electrical Power – Front Electric Sustainer / Battery Pack – Modification

### Manufacturer(s):

HPH, spol.s r.o., Schempp-Hirth Flugzeugbau GmbH, and JSC Sportinè Aviacija ir KO

### Applicability:

Glasflügel 304 eS, Discus-2c FES and LAK-17B FES powered sailplanes, all manufacturer serial numbers.

### Reason:

Occurrences of fire of the front electrical sustainer (FES) battery pack were reported, while the electrical engine was not in operation. An investigation is going on to determine the root cause of the fire.

This condition, if not detected and corrected could lead to fire in the FES battery pack compartment, possibly resulting in reduced control of the powered sailplane and/or injury to occupants, or injury to persons on the ground.

For the reasons described above, this AD requires modification of the FES battery pack. This AD also allows removal of the affected FES battery pack for powered sailplanes, for which such a configuration is allowed.



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

Required as indicated, unless accomplished previously:

**Modification:**

- (1) Before next flight after the effective date of this AD, modify the FES battery pack or its installation, as applicable, in accordance with instructions approved by EASA, or by the applicable design approval holder.
- (2) Removal of the FES battery pack from a powered sailplane is an acceptable alternative method to comply with the requirements of paragraph (1) of this AD, provided flights without an installed FES battery pack are allowed for that powered sailplane.

**Ref. Publications:**

None

**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. For any question concerning the technical content of the requirements in this AD, please contact:  
HPH spol. s r.o., Čáslavská 234, 28401 Kutná Hora, Czech Republic, Phone: +420 327 512633, email: [info@hph.cz](mailto:info@hph.cz).

Schempp-Hirth Flugzeugbau GmbH, Kребenstrasse 25, 73230 Kirchheim / Teck, Germany, Phone: +49 7021 7298-0, Fax: +49 7021 7298-199, email: [info@schempp-hirth.com](mailto:info@schempp-hirth.com).

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