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SERVICE INFORMATION LETTER

DATE: November 8, 2012 **SIL-002/SZD/2012**

SUBJECT: Terms of use and further maintenance of the aircraft instruments different than „PZL-WARSZAWA II”, which have been applied so far for SZD gliders.

MODELS AFFECTED: SZD-48-3 „Jantar Std. 3”, SZD-50-3 „Puchacz” (OSTIV’76 vrs. & acc. to JAR-22), SZD-59 „Acro”.

TIME OF COMPLIANCE: In case of assembling into instrument panel (panels).

NOTE

Incomplete review of all the information in this document can cause errors. Please read the entire Service Information Letter to make sure you have a complete understanding of the requirements.

BASEGROUND OF THE SIL:

This SIL includes the information for Users of SZD gliders, for which Allstar PZL Glider Sp. z o.o. is a Type Certificate Owner. SIL calls about possibility of use and applicable maintenance terms for aircraft instruments other than being produced so far by „PZL-Warszawa II” S.A. Schedule and range of recurrent inspections (minimum requirements) have been described into Appendix (annex) No. 2 of Exploitation Bulletin BE-001/SZD/2011.

Following the item 5 of Exploitation Bulletin BE-001/SZD/2011, approved by EASA (*Minor Change Approval* no. 10033846 dated 14 Feb. 2011), there is a possibility to install „(...) instruments (...) operative and meet specifications and requirements for aviation equipment and parameters defined in FM and TSM for specified glider type (...)”

The sentence „*meet specifications and requirements for aviation equipment*” means that for each instrument an appropriate Form 1 EASA and/or appropriate TSO (*Technical Standard Order*) and/or ETSO (*European Technical Standard Order*) have been issued.

Exploitation and inspections / maintenance of such instruments need to be done acc. to appropriate instrument’s manuals, however not least as specified in Appendix (annex) No. 2 to BE-001/SZD/2011.

Type Certificate Holder reminds the criterium of safe exploitation of the glider by setting-up the proper mass balance, acc. to instructions given in Flight Manual (location of CG). All new equipment installed on board may require CG checking for the empty glider as well – if necessary – reduce the loading into canopy.

This is up-to glider’s owner or contracted Continuing Airworthiness Management Organisation to fulfill all above conditions.

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