

Airworthiness Directive

AD No.: 2025-0285**Issued:** 18 December 2025

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AMS - FLIGHT d.o.o.

Type/Model designation(s):

CARAT A Powered Sailplanes

Effective Date: 1 January 2026**TCDS Number(s):** EASA.A.448**Foreign AD:** Not applicable**Supersedure:** None

ATA 57 – Wings – Main Wing Spar – Inspection

Manufacturer(s):

AMS-FLIGHT d.o.o. and MAG letalstvo d.o.o.

Applicability:

CARAT A powered sailplanes having serial number (s/n) CA005 to CA010 inclusive, and CA032.

Definitions:

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

The SB: AMS-Flight d.o.o. (AF) Service Bulletin (SB) SB 02, including Appendix.**Reason:**

During routine maintenance of a CARAT A powered sailplane, a void (air bladder) was identified in the bonding area on the front side of the main wing spar, between the spar cap and the spar web.

Although the bonding between the upper spar cap and the spar web cap of the left-hand (LH) and right-hand (RH) main wing spars is checked during and after the production process for (in)sufficient bonding joints, the following investigation revealed that for some wings a non-conform method was used for the inspections, (and also no videos of these bonding inspections exist), leading to possibly undetected bonding discrepancies. Further on, it was determined on which production aeroplanes and already delivered (in-service) aeroplanes these affected wings were installed.

This condition, if not detected and corrected, could lead to reduced structural strength of the wing, possibly resulting in structural failure thereof and consequent loss of the aeroplane.

To address this potential unsafe condition, AF published the SB, as defined in this AD, to provide instructions for inspection and for repair of the bonding between the upper spar cap and the spar web of the LH and RH main wing spar of certain CARAT A wings, as identified in this SB.

For the reasons described above, this AD requires a one-time inspection of the main wing spars, LH and RH, for correct bonding of the upper spar cap to the spar web and, depending on findings, accomplishment of applicable corrective actions.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

- (1) Within the compliance time as specified in Table 1 of this AD, accomplish a one-time visual inspection of the bonding of the upper spar cap to the spar web on the front side of the LH and RH main wing spar, over the whole length of the wing until the outer end of the aileron, in accordance with instructions of the SB.

Table 1 – Compliance Time

Aeroplane s/n	Left Wing (WL) and Right Wing (WR) s/n	Compliance Time (after the effective date of this AD)
CA009	WL CA-10 and WR CA-10	Before next flight
CA005	WL CA-05 and WR CA-05	Within 10 flight cycles (FC)
CA006	WL CA-08 and WR CA-08	
CA007	WL CA-07 and WR CA-07	
CA008	WL CA-06 and WR CA-06	
CA010	WL CA-09 and WR CA-11	
CA032	CA 31 CS and CA 31 CS	

Corrective Action(s):

- (2) If, during any inspection of a main wing spar as required by paragraph (1) of this AD, a discrepancy of the bonding between the spar cap and the spar web, as specified in the SB, is found, before next flight, repair the discrepant bonding in accordance with the repair instructions of the SB.

Ref. Publications:

AF SB SB 02, including Appendix, original issue dated 09 December 2025.



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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 15 January 2026. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: AMS-FLIGHT d.o.o., Begunjska cesta 12 SI-4248 Lesce Slovenia;
E-mail: carataviation@ams-flight.com.



TRADUCTION DE COURTOISIE

de la DIRECTIVE de NAVIGABILITE de l'EASA de référence 2025-0285

AMS - FLIGHT d.o.o.
CARAT Planeurs motorisés
Ailes – Longerons principal – Inspection

DATE D'ENTREE EN VIGUEUR :

1^{er} Janvier 2026

CONSTRUCTEUR(S) :

AMS-FLIGHT d.o.o. et MAG letalstvo d.o.o.

APPLICABILITE :

CARAT A planeurs motorisés portant les numéros de série (s/n) CA005 à CA010 inclus, et CA032.

DEFINITIONS :

Les définitions suivantes s'appliquent dans le cadre de cette CN :

LE SB: AMS-Flight d.o.o. (AF) Bulletin de service (SB) SB 02, y compris l'annexe.

RAISON :

Lors de l'entretien de routine d'un planeur motorisé CARAT A, un vide (poches d'air) a été identifié dans la zone de collage à l'avant du longeron principal de l'aile, entre la semelle du longeron et l'âme du longeron.

Bien que le collage entre les semelles supérieures des longerons et l'âme des longerons principaux gauche (LH) et droit (RH) soit vérifié pendant et après le processus de production afin de s'assurer que les joints de collage sont (suffisants), l'enquête suivante a révélé que, pour certaines ailes, une méthode non conforme avait été utilisée pour les inspections (et qu'il n'existait aucune vidéo de ces inspections de collage), ce qui a pu conduire à des anomalies de collage non détectées. En outre, il a été déterminé sur quels avions en production et sur quels avions déjà livrés (en service) ces ailes concernées étaient installées.

Si ce problème n'est pas détecté et corrigé, il pourrait entraîner une réduction de la résistance structurelle de l'aile, pouvant causer une défaillance structurelle et la perte de l'avion.

Pour remédier à cette situation potentiellement dangereuse, AF a publié le SB, tel que défini dans la CN, afin de fournir des instructions pour l'inspection et la réparation du collage entre la semelle supérieure et l'âme du longeron principal gauche et droit de certaines ailes CARAT A, comme indiqué dans ce SB.

Pour les raisons décrites ci-dessus, la CN exige une inspection unique des longerons principaux gauche et droit afin de vérifier le collage correct de la semelle supérieure à l'âme du longeron et, en fonction des résultats, la mise en œuvre des mesures correctives applicables.

ACTIONS ET DELAIS D'APPLICATION :

Requises telles que précisées dans cette CN, sauf si ces actions requises par cette CN ont déjà été réalisées :

Inspection:

- (1) Dans les délais de conformité spécifiés dans le tableau 1 de la CN, effectuer une inspection visuelle unique du collage de la semelle supérieure à l'âme du longeron sur la face avant des longerons principaux gauche et droit de l'aile, sur toute la longueur de l'aile jusqu'à l'extrémité extérieure de l'aileron, conformément aux instructions du SB.

Numéro de série de l'avion	Aile gauche (WL) et aile droite (WR) s/n	Délai de mise en conformité (après la date d'entrée en vigueur de la CN)
CA009	WL CA-10 et WR CA-10	Avant le prochain vol
CA005	WL CA-05 et WR CA-05	Dans les 10 cycles de vol (FC)
CA006	WL CA-08 et WR CA-08	
CA007	WL CA-07 et WR CA-07	
CA008	WL CA-06 et WR CA-06	
CA010	WL CA-09 et WR CA-11	
CA032	CA 31 CS et CA 31 CS	

Mesures correctives :

(2) Si, lors d'une inspection du longeron principal de l'aile conformément au paragraphe (1) de la CN, une anomalie dans la liaison entre la semelle et l'âme du longeron, telle que spécifiée dans le SB, est constatée, réparer la liaison défectueuse avant le prochain vol, conformément aux instructions de réparation du SB.

DOCUMENTS DE REFERENCE :

AF SB SB 02, y compris l'annexe, version originale datée du 9 décembre 2025.

L'utilisation de révisions approuvées ultérieurement des documents susmentionnés est acceptable pour la conformité aux exigences de la présente CN.

REMARQUES :

[...]