Airworthiness Directive

AD No.: 2025-0136R1

Issued: 30 April 2026

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:
M&D FLUGZEUGBAU GmbH & Co. KG

Type/Model designation(s):
JS-MD 3 RES powered sailplanes

Effective Date: Revision 1: 07 May 2026
Original issue: 01 July 2025

TCDS Number(s): EASA.A.616

Foreign AD: Not applicable

Revision: This AD revises EASA Emergency AD 2025-0136-E dated 27 June 2025.

ATA 71 – Powerplant – Retractable Electric Propulsion System – Operation Prohibition / Sailplane Operation Restriction

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Manufacturer(s):
M&D Flugzeugbau (MD)

Applicability:
JS-MD 3 RES powered sailplanes, all serial numbers, except powered sailplanes having s/n 3.MD259 and subsequent.

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

The SB: MD Service Bulletin (SB) SB-MD11-006 Revision 02.

The modification SB: MD SB-MD11-005.

Reason(s):
Failures of the Retractable Electric System (RES) electrical propulsion system control unit were reported.

This condition, if not corrected, could lead to failure of the electrical propulsion system during self-launch operation or sustained flight, including impossibility to retract the propulsion system and to stop windmilling, resulting in potential loss of engine and degraded sailplane gliding performance and/or loss of engine control.

To address this potential unsafe condition, MD issued the SB, providing instructions not to use the electrical propulsion system, to install "Motor INOP" placards and to revise the powered sailplane Aircraft Flight Manual (AFM) and the corresponding Aircraft Flight Manual Supplement (AFMS). Consequently, EASA issued AD 2025-0136-E to prohibit using the electrical propulsion system. That AD also introduced conditions under which further operation of the sailplane without the electrical propulsion system was allowed.

Since that AD was issued, MD developed a design change of the propulsion and the cooling systems and issued the modification SB providing instructions to modify the powered sailplanes. That modification provides design features restoring the functionality of the affected systems.

For the reasons described above, EASA AD 2025-0136-E is revised introducing reference to an optional modification of the powered sailplane which constitutes an acceptable method for allowing the use of the electrical propulsion system of the powered sailplane.

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:

Prohibition of Powerplant Operation:

(1) From 01 July 2025 [the effective date of the original issue of this AD], do not operate the electric propulsion system.

Restriction of Sailplane Operation:

(2) From 01 July 2025 [the effective date of the original issue of this AD], operation of a sailplane without using the electric propulsion system is allowed, provided that all the actions as required by paragraphs (2.1), (2.2) and (2.3) of this AD are accomplished on that sailplane in accordance with the instructions of the SB.

(2.1) The AFM and AFMS are amended.

(2.2) The high voltage batteries are removed, and the battery locks are installed.

(2.3) Placards "Motor INOP" are installed over the Master Switch on the instrument panel, over the engine instrument and near to RES Master Switch, respectively; and placard "Extension of motor prohibited" is installed near to RES Master Switch.

Optional Modification:

(3) After modification of a powered sailplane in accordance with the instructions of the modification SB, the requirements of paragraphs (1) and (2) of this AD are no longer applicable for that powered sailplane.

Consequently, for that powered sailplane, the AFM, AFMS amendments, placards and the battery locks, if installed to comply with the requirements of paragraphs (2.1), (2.2) and (2.3) of this AD, can be removed; and the high voltage batteries, if removed, can be (re)installed in accordance with the instructions of the applicable Maintenance Manual.

Ref. Publications:

MD SB-MD11-006 Revision 02 dated 25 June 2025.

MD SB-MD11-005 original issue dated 15 April 2026.

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 28 May 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: M&D Flugzeugbau GmbH & Co.KG. Streeker Str. 5b, D-26446 Friedeburg, Germany. Telephone: +49 4465 97878-11, Fax: +49 4465 97878 99, Website: www.md-flugzeugbau.de, E-mail: cao@md-flugzeugbau.de.