



# Emergency Airworthiness Directive

**AD No.:** 2025-0136-E

**Issued:** 27 June 2025

Note: This Emergency 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:** 01 July 2025

**TCDS Number(s):** EASA.A.616

**Foreign AD:** Not applicable

**Supersedure:** None

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

**Manufacturer(s):**

M&D Flugzeugbau (MD)

**Applicability:**

JS-MD 3 RES powered sailplanes, all serial numbers.

**Definitions:**

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

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

**Reason:**

Failures of the of the Retractable Electric System (RES) electrical propulsion system control unit system were reported. The investigation to determine the root cause of the events is ongoing.

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 sailplane gliding performance and/or loss of engine control.



To address this 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).

For the reasons described above, this AD prohibits using the electrical propulsion system. This AD also introduces conditions under which further operation of the sailplane without the electrical propulsion system is allowed.

#### **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 the effective date of this AD, do not operate the electric propulsion system.

#### **Restriction of Sailplane Operation:**

- (2) From the effective date 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.

#### **Ref. Publications:**

MD SB-MD11-006 Revision 02 dated 25 June 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. 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. 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](https://easa.europa.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](http://www.md-flugzeugbau.de), E-mail: [cao@md-flugzeugbau.de](mailto:cao@md-flugzeugbau.de).

