

# Mandatory Service Bulletin

## SB-MD01-001

Rev. 00

### 1 Technical Details

#### 1.A Category

Mandatory

#### 1.B Subject

Jet System Engine Wiring Loom Damage Inspection and Repair

#### 1.C Affected

Type: JS-MD Single

Model: JS-MD 1C  
with Jet Engine MD-TJ42 installed

MSN: all

#### 1.D Reason

Due to chafing of the jet system wiring loom by souring of the pylon smouldering might occur.

#### 1.E Time of Compliance

Action 1 Within the next **30 calendar days** or **5 engine cycles**, whichever comes first

Action 2 with **next annual inspection** installation of the protective sleeving

Action 3 replacement of damaged wiring loom and installation of protective sleeving

Action 4 every **25 flight hours**

#### 1.F Reference

M&D work instruction WI-SB-MD01-001.

#### 1.G Mass and CG

No change in mass and CG.

## 1.H Actions

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### **Action 1:**

**Within the next 30 calendar days or 5 engine cycles**, whichever comes first, perform visual inspection of the wiring on the jet pylon, see Appendix I.

If the wiring is found **serviceable**, see action 4.

If the wiring is found **damaged** during visual inspection, perform action 3.

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### **Action 2:**

If the wiring of the jet system wiring loom is **serviceable**, a protective sleeving must be installed with the **next annual inspection**.

The installation of the protective sleeving must be performed according to working instruction WI-SB-MD01-001 Action 1.

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### **Action 3:**

If the wiring of the jet system wiring loom is **damaged**, the wiring loom has to be replaced.

The replacement of the wiring loom must be performed according to working instruction WI-SB-MD01-001 Action 2.

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### **Action 4:**

**Every 25 flight hours** perform visual inspection of the wiring on the jet pylon until **next annual inspection**.

With **next annual inspection** perform action 2.

If the wiring is found **damaged** during visual inspection, perform action 3.

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## 1.I Interchangeability and Mixability of Parts

None.

## 1.J Approval

The technical content of this document is approved under the authority of APDOA ref. EASA.AP175.

## 1.K Appendices

Appendix – Inspection

The appendix provides the instructions and inspection points to perform on the aircraft.

## 2 Planning Information

### 2.A Material

All standard parts according to work instruction WI-SB-MD01-001 can be ordered from the following company or a local supplier.

All non-standard parts according to WI-SB-MD01-001 must be ordered specifying this SB No. from the following company:

**M&D Flugzeugbau GmbH & Co. KG**  
Streeker Straße 5b  
26446 Friedeburg

[info@md-flugzeugbau.de](mailto:info@md-flugzeugbau.de)  
+49 (0) 4465 978 78 11

### 2.B Tools

All special tools according to work instruction WI-SB-MD01-001 must be ordered specifying this SB No. from the following company:

**M&D Flugzeugbau GmbH & Co. KG**  
Streeker Straße 5b  
26446 Friedeburg

[info@md-flugzeugbau.de](mailto:info@md-flugzeugbau.de)  
+49 (0) 4465 978 78 11

### 3 Remarks


**Action 1** and **Action 4** can be performed and released by the pilot / owner in accordance with EASA Part M paragraph M.A.803(b) (see Appendix).

**Action 2** and **Action 3** needs to be performed and released:

- by maintenance organisations approved in accordance with EASA Part-145 and with appropriate rating;
- by maintenance organisations approved in accordance with EASA Part-M Subpart F and with appropriate rating;
- in accordance with M.A.801 c) and f) outside approved maintenance organisations by independent certified staff in accordance with Part-66.

### 4 Approval Signatures

**Remark:** With the signature, the **HoAO** confirms that the technical content of the Service Bulletin has been checked, and the change described is approved.

Date: _____   (Head of Airworthiness Office)	Approved by EASA  on: <u>29.11.2019</u> under approval No.: <u>10071845</u> (if applicable)
<b>Initial Issue</b>	

## Appendix - Inspection

Within the **next 30 calendar days** or **5 engine cycles** whichever comes first, perform visual inspection of the wiring on the jet pylon according to following instructions:

- Drive the engine half-way out by using the maintenance mode of the Engine-Display-Unit
- Disconnect the engine LH and RH bay-doors
- With a pen, mark the position of the pylon fairing to the pylon
- Unfasten (not entirely!) LH and RH the screws of the pylon fairing
- Move the pylon fairing downwards

Perform visual inspection. The damage can be seen in Figure A-1.

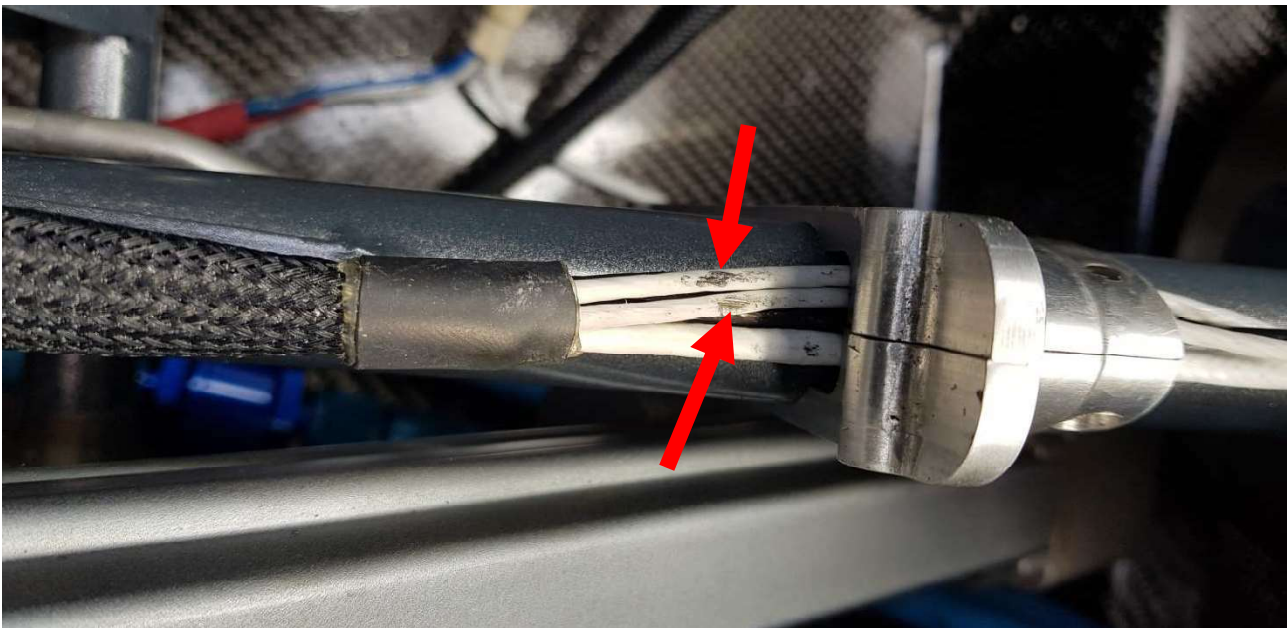


Figure A-1: Wiring Damage, pylon fairing moved downwards

Whether the wiring is serviceable or damaged retract the engine again. Therefore perform the above mentioned steps in reversed order.

- Extend the engine normally
- Check if pylon fairing stayed in its correct position (marking)
- If **NO**: the pylon fairing needs to be re-adjusted
- If **YES**: the work is completed
- Release the aircraft according to EASA Part M paragraph M.A.803(b).