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| <b>Title: Removal Of AutoGyro 5 Year Rubber Hose Replacement Requirement</b>   |                                   |                         |
| <b>AG-SIL-2021-03-EN</b>   |                                   | <b>Released:</b>        |
| <b>Applicability</b>   |                                   | 10 June 2021            |
| <b>Aircraft type &amp; model:</b>  | <b>Affected Serial number(s):</b> |                         |
| <b>All AutoGyro Models</b>   | <b>All</b>                        |                         |
| The maintenance manual to be referenced is this stated or subsequent issue.  |                                   | As per AutoGyro website |
| <p>This form is the response from AutoGyro GmbH either against a problem found in the product in service requiring a containment or rectification action, or as service information for aircraft modification incorporation.<br/>                 For help, contact AutoGyro on 49(0)5121 88056-00, or email <a href="mailto:airworthiness@auto-gyro.com">airworthiness@auto-gyro.com</a>.</p> |                                   |                         |

**Documentation (Service Information Letter Completion action)**

The purpose of this document is to provide maintenance personnel with information over and above that currently available in the relevant AMM. Its compliance must be properly documented, if such procedure is required by the relevant authority

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|------------------------------------|--------------------------------|
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|---|---|
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**Reason and overview of the Service Information Letter**

AutoGyro has until now required fluid system rubber hoses to be replaced every 5 years parallel to the Rotax requirement as stated in the Rotax Maintenance Manual Line chapter 05-10-00 'Time Limit For Parts' for the respective engine.

Engine mounting rubber, mast mounting bush and nose wheel fork rubber replacement requirements were removed through AG-SIL-2018-02.

After more than a decade of market observation it has been agreed that this requirement for hoses of the AutoGyro airframe and its systems based on best practices is no longer relevant and does not conform to the aviation definitions of Life Limited Parts.

With immediate effect this SIL is the authority to replace AutoGyro rubber hoses and components on condition pending an update of all AutoGyro maintenance manuals.

**IMPORTANT:** The removal of this requirement does **not** extend to the Rotax rubber component replacements stated in the above reference. For the engine, the Rotax Maintenance Manual is the overriding authority.

**Manpower estimates**

There are no manpower estimates associated with this SIL.

**Compliance**

*There are no compliance requirements associated with this SIL.  
AutoGyro rubber components and system hoses are now treated as 'On Condition' items.*

*Definition of 'on condition'*

*'On Condition' means that it is up to the maintainer and sign-out inspector to determine if the parts are serviceable and to confirm this within the aircraft service documents.*

*Hoses are in general complex structures, and may require careful external examinations or pressure checks to determine if serviceable. The method used to determine serviceability is at the discretion of the maintainer and inspector, and their responsibility.*

*Rationale. Degradation of rubber parts relates to time in service, operational conditions, materials carried, and exposure to sunlight. These in turn are also dependent on where in the aircraft they are installed, and the overall environment to which they are exposed. Making a blanket statement of time in service does not take these into account, meaning that parts may be thrown away when perfectly serviceable, or retained in service when they are un-airworthy.*

**Customer Support**

Not applicable

**Tooling required**

Nil

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| <p><b><u>Weight and Balance Effects</u></b></p> <p>Nil</p>   |
| <p><b><u>Manuals affected</u></b></p> <p>POH &amp; AMM AutoGyro is not affected. This SIL over-rides the information and requirements contained in the AutoGyro aircraft maintenance protocols, pending formal protocol updates.</p>   |
| <p><b><u>Previous Modifications that affect the SIL</u></b></p> <p>None</p>  |
| <p><b><u>Accomplishment instructions (Action required to implement this bulletin):</u></b></p> <p>All work is to be carried out in accordance with the latest model-relevant AutoGyro Aircraft Maintenance Manual and Periodic Service Worksheet.</p> <p><u>Instructions</u></p> <p>There are no instructions associated with this SIL</p> |
| <p><b><u>This life-limit changes must be recorded within the aircraft documentation, in line with the requirements of the country of operation.</u></b></p>  |
| <p><b><u>Material information (Parts required to be made to implement this service bulletin):</u></b></p> <p>Nil</p>   |
| <p><b><u>List of components (with purchasable part numbers)</u></b></p> <p>Nil</p>   |
| <p><b><u>Interchangeability</u></b></p> <p>Not affected</p>  |
| <p><b><u>Parts disposition</u></b></p> <p>a) Disposal requirements – Nil<br/> b) Environmental hazards of parts containing hazardous materials – Nil<br/> c) Scrap requirements (e.g. mutilate scrapped items beyond use) – Nil</p>  |