Subject: Emendation and correction of Flight- and Maintenance Manual Edition MARCH 1997 with Change 3, dated 31/01/1999 (German and English edition)

Affected: Motorglider of Scheibe Flugzeugbau GmbH of the following types: SF 25 C: all Serial number, but only, if engine ROTAX 912 A (Modification 121) or 912 S (Modification 165) is installed.

Urgency: a) German language Flight- and Maintenance Manual within the next 10 Flight hours.
b) English language Manual before next flight.

2. The valid Maintenance manual, edition March 1997, with change 2, dated 31.01.1999 must be changed under chapter 2.2. The method of oil level check has been changed.
3. Procedure of preparing for approach and go around and also increasing of power at operation of the electric constant speed propeller
4. Use of voltmeter together with low voltage lamp instead of the previous Ampéremeter is recommended.
5. The urgent recommendation must be included into the Flight Manual, not to turn the propeller against the normal operation direction.

6. Place placard according to AFM chapter I.15.15 on top of engine cowling.

Weight and Balance: not affected

Remarks: This action can be made from each skilled person. A log book entry is to made.

SCHEIBE- Flugzeugbau GmbH Musterprüfleitstelle LBA- anerkannt:

Dachau, den 15.01.2003
LBA.NSD.008 (Haferkorn)
Aircraft Certification Service
Federal Aviation Administration

In support of the FAA's actions to address your country's mandatory continued airworthiness information (MCAI) in the United States, please provide the items highlighted below if not contained in the referenced airworthiness directive (AD) or Service information.

<table>
<thead>
<tr>
<th>Aircraft Manufacturer/ Model</th>
<th>ECAA AD/Revision No./ Date</th>
<th>Service Bulletin/ Revision No./ Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>SF 25 C</td>
<td>2003-160</td>
<td>653-76</td>
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</table>

1. Describe the unsafe condition, AND its root cause. Include description of how the problem could affect the safe operation of the airplane.

2. Provide the number and description of occurrences that prompted the AD.
   NO

3. What is the compliance time and consequence if extended? What would be considered an appropriate grace period for compliance?
   a) German language Flight- and Maintenance Manual within the next 10 Flight hours.
   b) English language Manual before next flight.

4. Cost of parts and/ or installation work hours for the owner/ operator (data from the manufacturer and their supplier, if applicable)
   For Flight Manual with Revision 1 or 2: EURO 19.00
   For Flight Manual with Revision 3: EURO --;---

5. If parts are required, are they available for all aircrafts?
   N/A

6. What category best describes the cause of the unsafe condition:
   - [x] Operational
   - [ ] Design Problem
   - [ ] Quality Control Problem
   - [ ] Maintenance
   - [ ] Unapproved Parts
   - [ ] Other (Specify)

7. Should a ferry flight be permitted? If no, why not?
   [x] Yes
   [ ] No
   Not necessary for the LBA AD
   Only Revision of Flight Manual

8. Number of aircraft affected, by model designation and serial number (U.S. registered and worldwide)
   US-Registered: Only 1
   Worldwide: 170

9. Is further action anticipated to be necessary to correct this unsafe condition? If so, please provide description and recommended compliance time.
   N/A

10. Other:
    N/A

Date: 09-22-2003