



2141 ICON Way, Vacaville, CA 95688 - Tel: 707.564.4000 – www.iconaircraft.com

SAFETY DIRECTIVE/ALERT

SD-043019-A

DATE ISSUED: 04/30/2019
DATE EFFECTIVE: 04/30/2019
SUPERSEDES NOTICE: SD-043019
SUBJECT: Parachute Strap Installation
AIRCRAFT AFFECTED: **MODEL:** A5
S/N: 00001 to 00021
REQUIRED ACTION: Inspect IPS bridle C-ends, reinstall if not looped through quick link properly
TIME OF COMPLIANCE: Within the next 10 hours of service
REVISION HISTORY Rev A – Corrects Signature statement and fixes page numbers

PURPOSE:

ICON is committed to designing, manufacturing, delivering, and supporting a high-quality Light Sport Aircraft, providing a level of safety well beyond expectations. During a routine maintenance inspection, ICON has discovered an aircraft with the Icon Parachute System (IPS) rigged improperly. This safety directive/alert covers the procedure to inspect the IPS rigging and correct it if necessary.

PARTS LIST:

PART	DESCRIPTION	QTY
004000-01	Cable Tie, 10.75"	2
ME000748-A	IPS Egress Panel Subassembly (if original damaged during removal)	1
3M Fire Barrier 2000PLUS	Sealant	A/N
Masking Tape	Masking Tape	A/N
Popsicle Sticks	Popsicle Sticks	A/N
TT-I-735A	Isopropyl Alcohol	A/N
Mineral Spirits	Mineral Spirits	A/N
MEK	Methyl Ethyl Ketone	A/N
Toluene	Toluene	A/N



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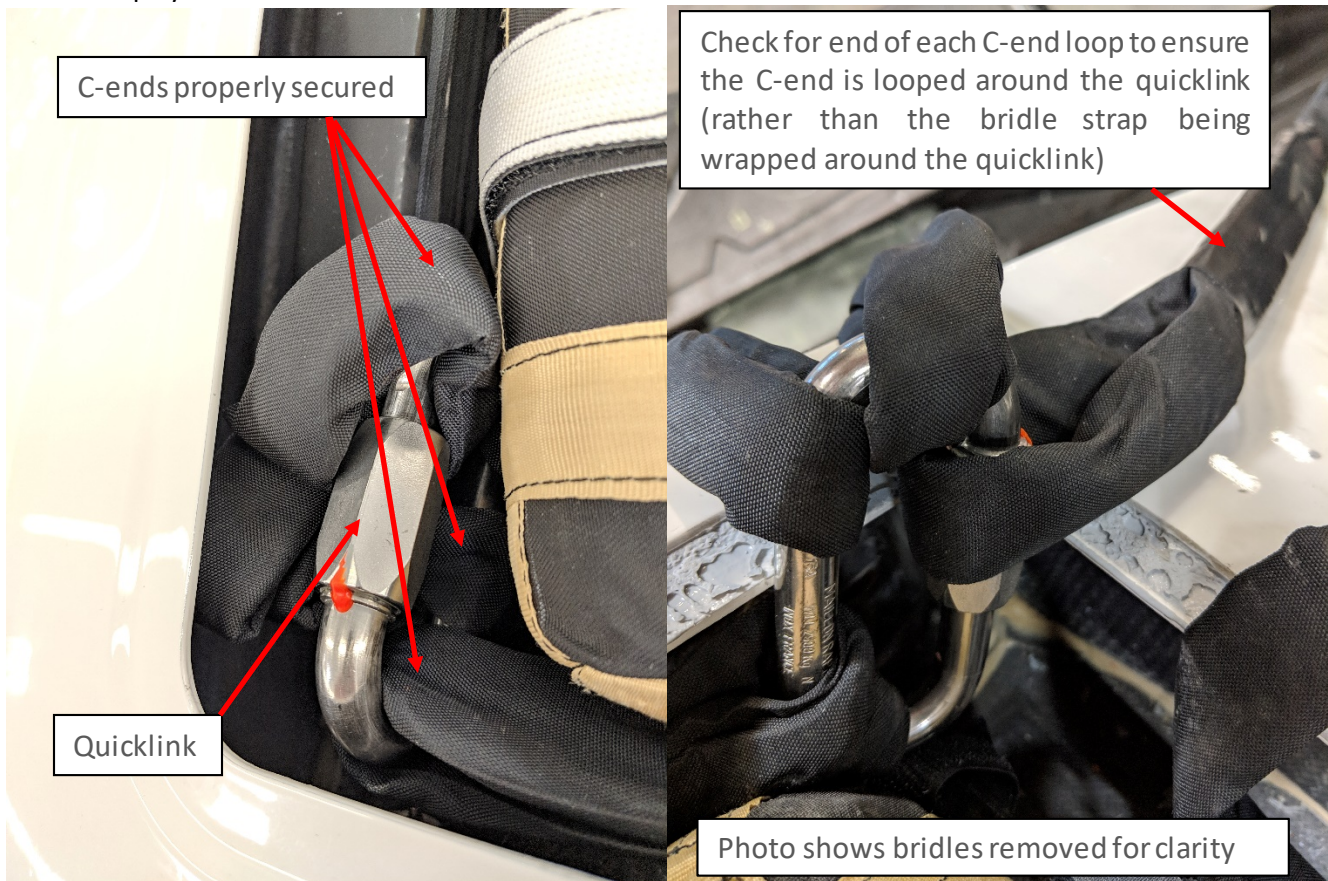
INSTRUCTIONS:

Task Specific Training:

All tasks are to be performed by an ICON Aircraft, Inc. trained mechanic with an Airframe certificate or with an LSA-Repairman Inspection and Maintenance certificate.

Inspection of IPS Bridle C-Ends

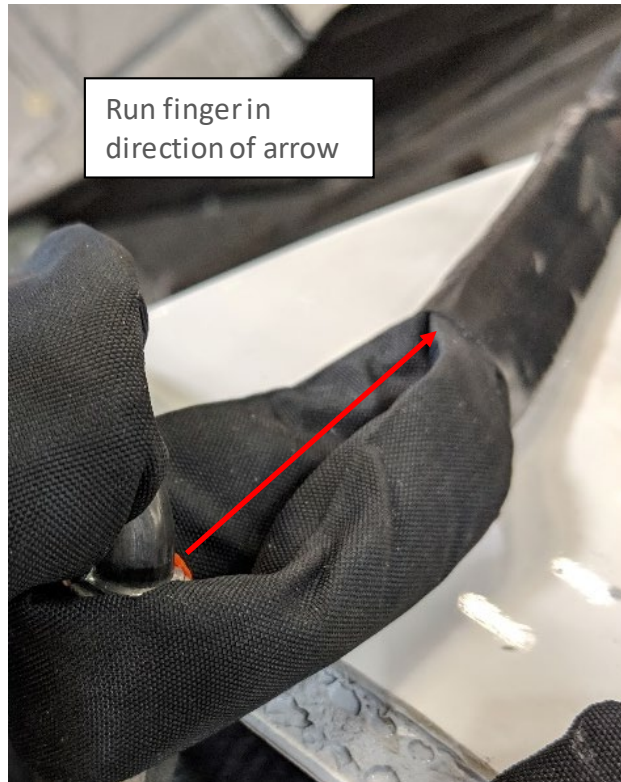
1. Remove top engine cowl, RHS muffler fairing, and RHS fan shroud according to the maintenance manual (ICA000833), section 16.1.4.1.
2. Remove remaining screw attaching RHS muffler shield. Exhaust does NOT need to be removed to completely remove the muffler shield (removing all the RHS muffler shield screws allows enough access to the IPS Egress Panel).
3. Remove IPS Egress Panel Subassembly with a plastic scraper and/or razor blade. **Note: IPS Egress panel is very thin and delicate in several areas, especially where it bends up around the engine cowling. Use care to ensure damage is not caused to the panel. Any cracks or deformations will result in the egress panel needing to be replaced.**
4. Ensure all three C-ends are looped through the quicklink (verification procedure explained in step 5). If bridles are installed incorrectly, the quick link may be connected to a bridle fold rather than the C-end, resulting in one or more of the bridles not being connected to the parachute during deployment.



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- To verify a C-end loop and not a bridle strap fold is looped through the quicklink, run a finger inside the loop starting from the quicklink down the bridle until the end of the loop is reached (black wrap will hold the two separate sides together, ending the loop). Repeat this until all three bridle C-ends are inspected.



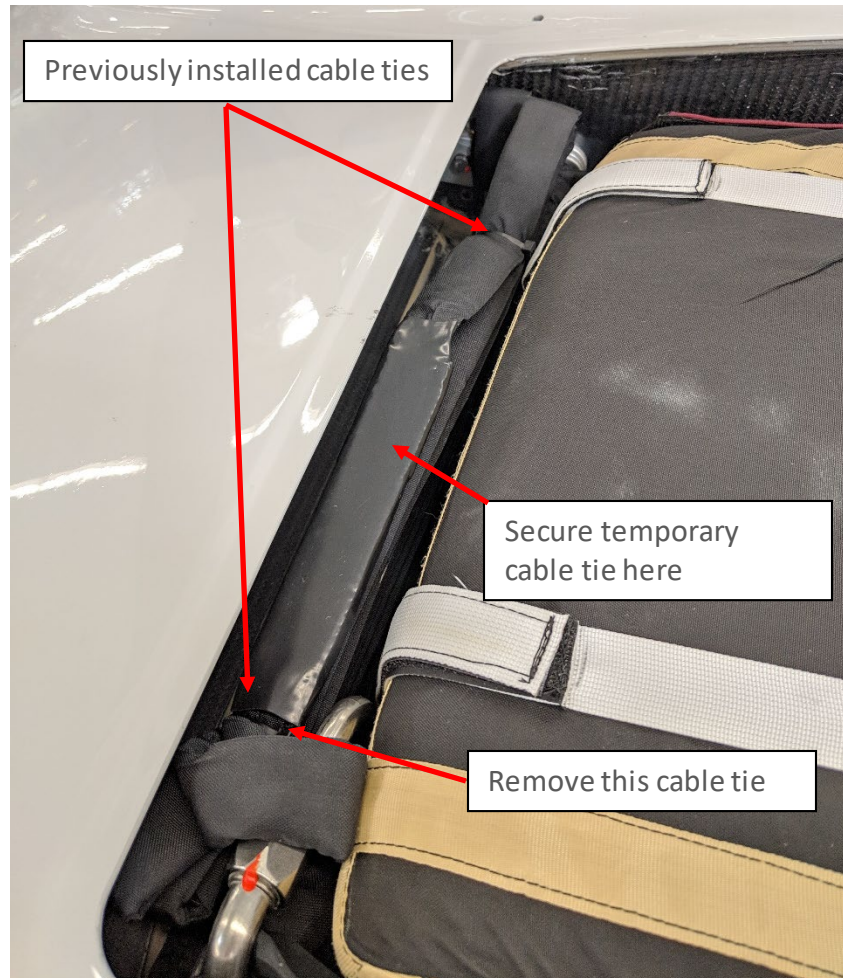
- Depending on the inspection findings, proceed in the following manner:

Inspection Result	Following Action
All three C-ends connected to quicklink	Proceed to ' Re-bond IPS egress panel ' section of this Safety Directive/Alert
Any C-end not connected to quicklink	Stop inspection and contact ICON Aircraft for further instruction
Difficult to verify the C-ends are connected due to poor visibility or lack of access	Continue to Steps 7-8

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7. Secure center of bridle folded stack with an additional temporary cable tie. Bridle should already have two cable ties installed, one securing either end (this will hold the bridle stack together while a closer inspection can be made).
8. Remove cable tie on right side of bridle (aircraft right, side furthest from fuselage).



9. Inspect C-end connections and proceed in the following manner:

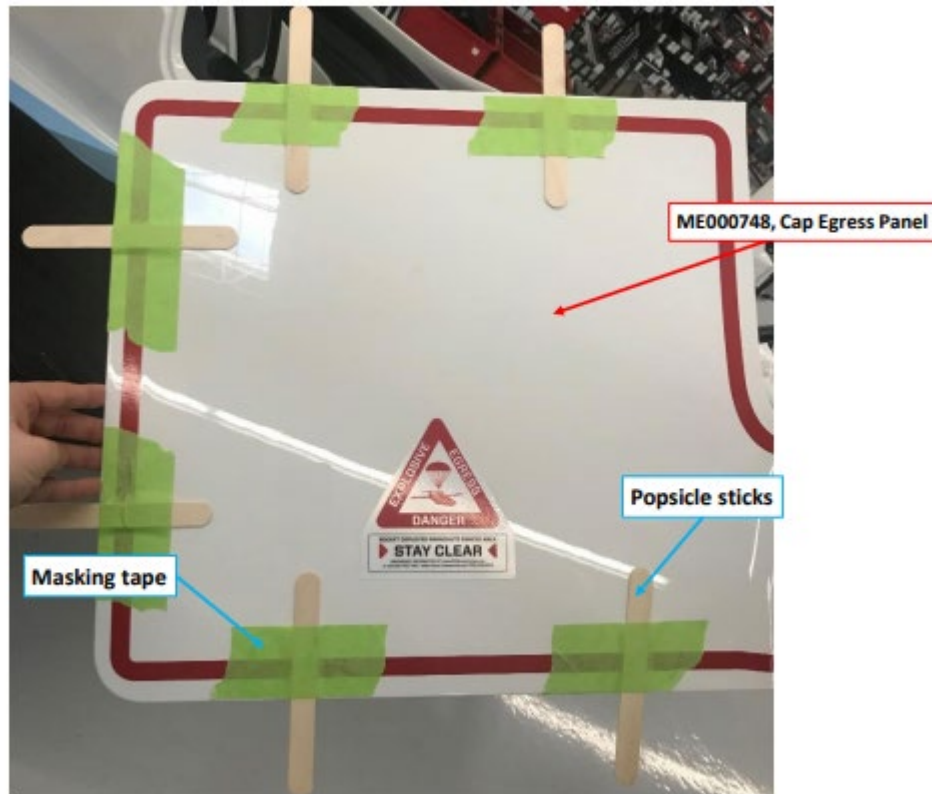
Inspection Result	Following Action
All three C-ends connected to quicklink	Reinstall new cable tie to the right-hand side of the bridle (removed in Step 8 of previous section). Remove temporary cable tie in center of bridle (installed in Step 7 of previous section).
Any C-end not connected to quicklink	Stop inspection and contact ICON Aircraft for further instruction

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Re-Bond IPS Egress Panel

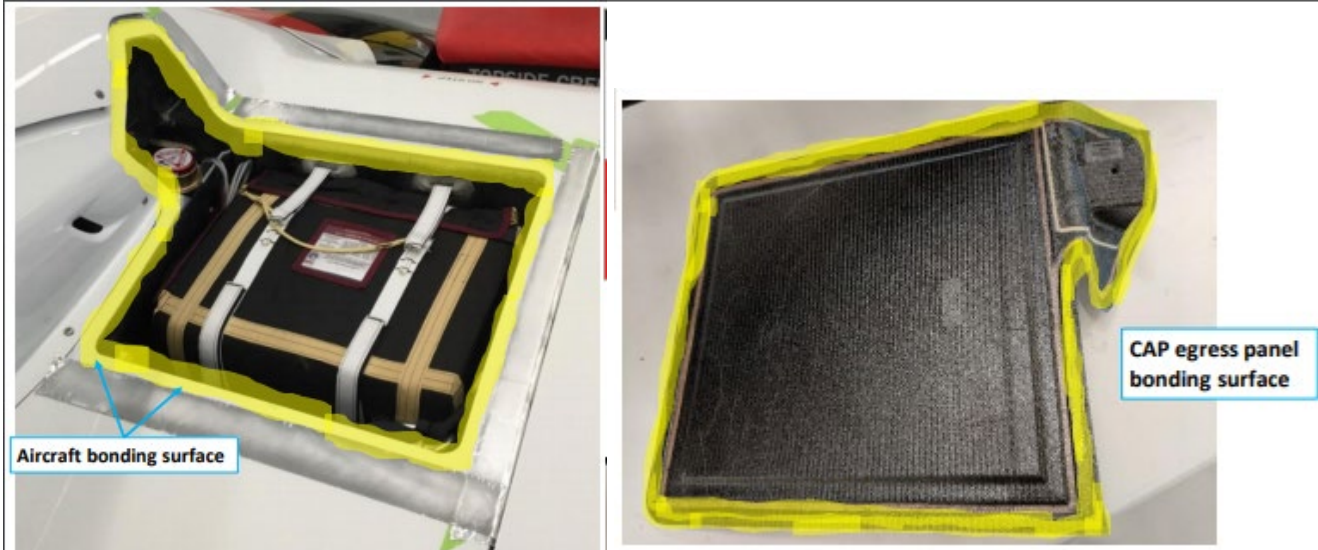
1. Clean the previous adhesive from the panel and centerwing using a plastic scraper or razor blade. It is not necessary to remove all the adhesive but attempt to remove as much as feasible. Do not attempt to clean all the adhesive off the bond area if the process will damage the carbon fiber.
2. Mask the perimeter of the IPS Egress Panel as shown with masking tape and popsicle sticks.



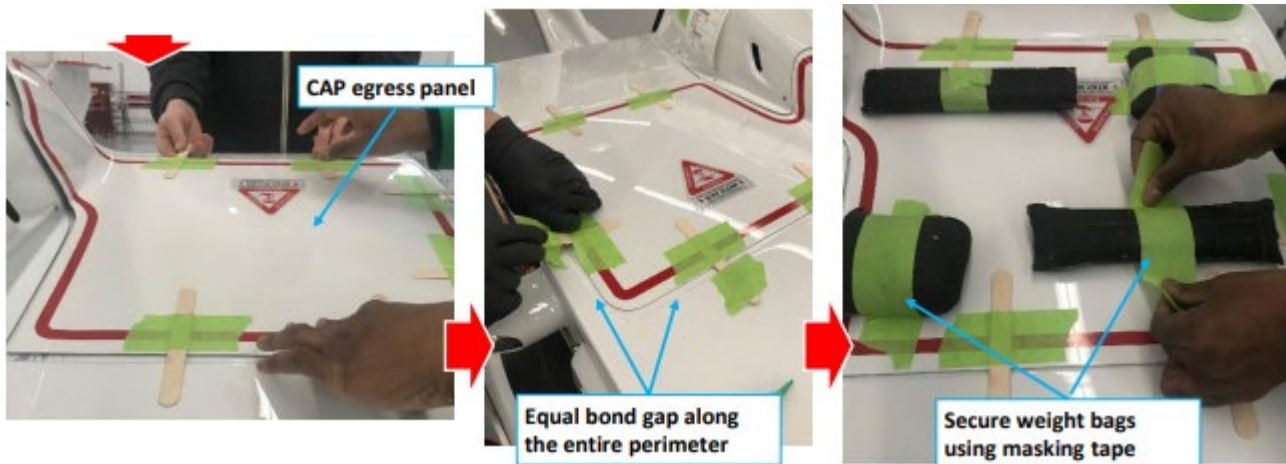
3. Wipe aircraft bonding surface and IPS egress panel bonding surface clean with Mineral Spirits, Methyl ethyl Ketone (MEK), or Toluene (do not use isopropyl alcohol) and wipe dry with a clean cloth.

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4. Apply a continuous bead of sealant to the bond area. The sealant should not squeeze out into the bond gap area. Ensure adhesive does not contact the parachute or rocket components.
5. Install IPS Egress Panel ensuring an equal bond gap along the perimeter of the panel.
6. Secure popsicle sticks to the aircraft using masking tape.
7. Secure weight bags using masking tape.



8. Allow adhesive to cure for 24 hours.
9. After initial panel bonding is cured, remove all masking tape and popsicle sticks from panel and aircraft.
10. Apply a bead of sealant to the bond gap. Smooth the bead to evenly cover the gap. Remove masking tape and clean area with a clean wipe and isopropyl alcohol.



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Make the following logbook entry:

“The corrective action of Safety Directive (insert referenced document number) has been complied with and reported to ICON Aircraft Customer Service and Support”.

If you need assistance relocating your A5 to your home base or temporary storage arrangements, please contact ICON Aircraft and ask for Customer Service and Support.

If you are no longer owner/operator of this aircraft, please forward this information to the present owner/operator and notify ICON Aircraft, Owners Center at:

ICON Aircraft
2141 ICON Way
Vacaville, CA 95688
(855) FLY-ICON or (707) 564-4000
support@iconaircraft.com

Please include the aircraft registration number, serial number, your name, and if known the contact information of the new owner/operator.



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SAFETY DIRECTIVE APPROVAL

A handwritten signature in black ink, appearing to read "Bret Davenport".

Flight Sciences Manager

4/30/19

Bret Davenport

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