



Airworthiness Directive

AD No.: 2016-0091

Issued: 16 May 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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, 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 agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

GROB AIRCRAFT AG

Type/Model designation(s):

G 115E and G 115EG aeroplanes

Effective Date: 30 May 2016

TCDS Number(s): EASA.A.364

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Rear Horizontal Stabilizer Frame – Inspection / Modification

Manufacturer(s):

GROB Aircraft AG (formerly Grob Aerospace GmbH, Grob Werke GmbH & Co. KG)

Applicability:

GROB G 115E and G 115EG aeroplanes, serial numbers (S/N) up to and including S/N 82323/E.

Reason:

Cracks were found in the bonded joint of the rear horizontal stabiliser frame of G 115E aeroplanes.

This condition, if not detected and corrected, may lead to crack propagation into primary structural elements, with detrimental effect on the structural integrity of the aeroplane.

To address this potential unsafe condition, GROB issued Service Bulletin (SB) MSB1078-200 (hereafter referred to as “the SB” in this AD) to provide instructions for inspections and corrective action.

For the reason described above, this AD requires repetitive inspections of the rear horizontal stabiliser frame and modification of the affected structure.



Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

- (1) Within 50 flight hours (FH) after the effective date of this AD, and, thereafter, at intervals not to exceed 50 FH, inspect the rear horizontal stabiliser frame in accordance with the instructions of section 1.8, Part A, of the SB.
- (2) If, during any inspection as required by paragraph (1) of this AD, any crack within the green area, as defined in the SB, is found on an aeroplane, accomplish the actions as required by paragraphs (2.1) and (2.2) of this AD on that aeroplane.
 - (2.1) Before next flight, accomplish the applicable corrective actions and install a placard as specified in Table 1 of this AD in full view of the pilot(s) in accordance with the instructions of the SB, amend the applicable Aircraft Flight Manual (AFM), inform the flight crews and, thereafter, operate the aeroplane accordingly. Amending the AFM can be accomplished by inserting a copy of this AD into the AFM.

Table 1 – Temporary Placard

NO AEROBATICS, NO SPINS AND NO SIDE SLIPS ALLOWED
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- (2.2) After each day of flight operations, accomplish a crack propagation inspection in accordance with the instructions of Section 1.8, Part B, of the SB.
- (3) If, during any inspection as required by paragraph (1), any crack in the red area, as defined in the SB, is found on an aeroplane, or if, during any inspection as required by paragraph (2.2) of this AD, it is identified that any crack on an aeroplane exceeds the marks installed as required by paragraph (2.1) of this AD, before next flight, modify that aeroplane in accordance with the instructions of Section 1.8, Part C, of the SB.
- (4) Unless accomplished as required by paragraph (3) of this AD, within 19 months after the effective date of this AD, modify each aeroplane in accordance with the instructions of Section 1.8, Part C, of the SB.
- (5) After modification of an aeroplane as required by paragraph (3) or (4) of this AD, as applicable, remove the placard installed as required by paragraph (2.1) of this AD in the cockpit of that aeroplane, and remove the copy of this AD from the applicable AFM.
- (6) Modification of an aeroplane as required by paragraph (3) or (4) of this AD, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (1) and (2.2) of this AD for that aeroplane.

Ref. Publications:

GROB Aircraft AG MSB1078-200 original issue dated 25 February 2015.

The use of later approved revisions of this 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. This AD was posted on 08 April 2016 as PAD 16-050 for consultation until 06 May 2016. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: GROB Aircraft AG, Product Support, E-mail: productsupport@grob-aircraft.com.

