Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-057

Issued: 24 April 2026

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

GROB Aircraft SE

Type/Model designation(s):

Grob G 109 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.249

Foreign AD: Not applicable

Supersedure: None

ATA 28 – Fuel – Fuel Shut-off Valve – Inspection / Replacement

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Manufacturer(s):

GROB Aircraft SE, formerly GROB Aircraft AG, GROB Aerospace GmbH, Dr. hc. Mult. Dipl.-Ing. Burkhart Grob e.K. (Unternehmensbereich Luft- und Raumfahrt), and Burkhart Grob Luft- und Raumfahrt GmbH & Co. KG.

Applicability:

Grob G 109A and G 109B aeroplanes, all serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The MSB: GROB Aircraft SE (Grob) Mandatory Service Bullitin (MSB) MSB 817-76.

Groups:

Group 1 aeroplanes are those not equipped with a redesigned (aluminium) fuel shut-off valve, having (new) Part Number (P/N) 109-6249-1.
Group 2 aeroplanes are those equipped with a redesigned (aluminium) fuel shut-off valve, having (new) P/N 109-6249-1.

Reason:

An occurrence was reported of a fuel supply interruption on a Grob 109 B aeroplane, caused by a failure of the fuel shut-off valve. Further investigations determined that the shut-off valve handle, made of plastic, had cracked at the attachment point due to material degradation over time.

This condition, if not detected and corrected, could possibly result in a loss of fuel supply to the engine, leading to loss of engine power.

To address this potential unsafe condition, Grob redesigned the fuel shut-off valve, replacing the plastic handle with one made of aluminium, and published the MSB, as defined in this AD, to provide instructions for inspection and replacement of the fuel shut-off valve handle.

For the reason described above, this AD requires repetitive inspections of the fuel shut-off valve handle and, depending on findings, replacement of the fuel shut-off valve with an improved, redesigned one.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Repetitive Inspection(s):

(1) For Group 1 aeroplanes: Within 60 flight hours (FH) after the effective date of this AD and, thereafter, at an interval not to exceed 12 months (see Note 1 of this AD), accomplish the inspections of the fuel shut-off valve handle for cracks, in accordance with the instructions of the MSB.

Note 1: A non-cumulative tolerance of 50 FH may be applied to the interval specified in paragraph (1) of this AD, to allow synchronization of the required inspections with other maintenance tasks.

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, a crack is found, before next flight, replace the fuel shut-off valve with a redesigned one, having P/N 109-6249-1, in accordance with the instructions of the MSB.

Terminating Action:

(3) For Group 1 aeroplanes: Replacement on an aeroplane of the fuel shut-off valve with a redesigned one, having P/N 109-6249-1, in accordance with the instructions of the MSB, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Part(s) Installation:

(4) Do not install on any aeroplane a fuel shut-off valve having P/N 109-6249, as required by paragraph (4.1) or (4.2) of this AD, as applicable:

(4.1) For Group 1 aeroplanes: After installation of a fuel shut-off valve having P/N 109-6249-1, as required by paragraph (2) or as specified in paragraph (3) of this AD, as applicable.

(4.2) For Group 2 aeroplanes: From the effective date of this AD.

Ref. Publications:

Grob MSB MSB 817-76 original issue dated 03 November 2025.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 22 May 2026.

2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. For any question concerning the technical content of the requirements in this PAD, please contact: Grob Aircraft SE Product Support, Lettenbachstrasse 9, 86874 Tussenhausen-Mattsies, Germany; Telephone: +49 8268 998105, or E-mail: productsupport@grob-aircraft.com.