

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0065-E Date: 31 March 2010 Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, 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 EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Type Approval Holder's Name : GROB Aircraft AG	Type/Model designation(s) : G 120 aeroplanes
TCDS Number : EASA.A.075	
Foreign AD : Not applicable	
Supersedure : Not applicable	
ATA 57	Wings – Right Hand (RH) and Left Hand (LH) Flap Ribs – Inspection
Manufacturer(s):	GROB Aircraft AG (former GROB Aerospace GmbH and former GROB-Werke, Burkhardt Grob e.K)
Applicability:	G120A and G120A-I aeroplanes, all serial numbers.
Reason:	<p>Grob Aircraft AG has been informed that flap ribs P/N 120A-1053 and 120A-1054 have been found cracked during regular maintenance. Structural failure of the ribs may cause failure of the middle flap support which may lead to flap asymmetry due to excessive flap deformation and ultimately could result in reducing the controllability of the aeroplane.</p> <p>Pending further investigation on the root source for the cracks, including review of the original proofs of compliance, temporary limitations for flap operations are established until the terminating action will be developed.</p> <p>This AD requires a repetitive inspection of the RH and LH flap ribs. This AD will be revised or superseded when a terminating action is developed by Grob Aircraft AG.</p>
Effective Date:	02 April 2010

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated:</p> <ol style="list-style-type: none"> (1) Before next flight after the effective date of this AD, and thereafter, at every daily inspection, inspect the RH and LH flap ribs in accordance with Grob Aircraft Service Bulletin (SB) N°. ASB112 1-113. (2) If a crack is found, the aeroplane may be operated up to 100 Flight Hours after the crack is found and only in position "FLAPS UP", in accordance with the instructions of Grob Aircraft SB N°. ASB1121-113. (3) If no crack is found, the aeroplane may be operated with the maximum flap deflection reduced to Take-Off position and at the reduced maximum flaps extended speed of 114 Knots Indicated Air Speed in accordance with the instructions of Grob Aircraft SB N°. ASB1121-113.
<p>Ref. Publications:</p>	<p>GROB ASB1121-113 dated 30 March 2010.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any questions concerning the technical content of the requirements in this AD, please contact: Grob Aircraft AG - Customer Service & Support, phone: +49 8268 998 139, fax: +49 8268 998 200 e-mail: productsupport@grob-aircraft.com