


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0140</p> <p>Date: 02 July 2010</p> <p>Note: This 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</p>
<p>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].</p>	
<p>Type Approval Holder's Name :</p> <p>GROB Aircraft AG</p>	<p>Type/Model designation(s) :</p> <p>G 120 aeroplanes</p>
<p>TCDS Number : EASA.A.075</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : This AD supersedes EASA AD 2010-0065-E dated 31 March 2010</p>	
ATA 57	Wings – Right Hand (RH) and Left Hand (LH) Flap Ribs – Inspection/Repair/Modification
Manufacturer(s):	GROB Aircraft AG (former GROB Aerospace GmbH and former GROB-Werke, Burkhart Grob e.K)
Applicability:	G120A and G120A-I aeroplanes, all serial numbers except those on which modification 1121-018 is embodied.
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 were established until terminating action development.</p> <p>EASA AD 2010-0065-E required a repetitive inspection of the RH and LH flap ribs. EASA AD 2010-0065-E is superseded as a terminating action has been developed by Grob Aircraft AG.</p> <p>This AD, which supersedes EASA AD 2010-0065-E retaining its requirements, additionally requires accomplishment of repair N°1121-017 and modification N°1121-018 for aeroplanes on which cracks have been found or accomplishment of modification N°1121-018 only for aeroplanes on which no crack has been found.</p>

Effective Date:	16 July 2010
Required action(s) and Compliance Time(s):	<p>Required as indicated:</p> <ol style="list-style-type: none"> (1) Before next flight after 02 April 2010 [the effective date of AD 2010-0065-E], and thereafter, at every daily inspection, inspect the RH and LH flap ribs in accordance with Grob Aircraft Service Bulletin (SB) N° ASB1121-113/1. (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° ASB1121-113/1. (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° ASB1121-113/1. (4) No later than 12 months after the effective date of this AD, accomplish repair N°1121-017 and modification N°1121-018 for aeroplanes on which cracks have been found or accomplish modification N°1121-018 only for aeroplanes on which no crack has been found, in accordance with GROB ASB1121-113/1. (5) Accomplishment of modification N°1121-018 constitutes terminating action for compliance with the requirements of this AD. (6) Accomplishment of SB N° ASB1121-113 before the effective date of this AD is acceptable to comply with the requirements of paragraphs (1), (2) and (3) of this AD. After the effective date of this AD, Grob Aircraft SB N° ASB1121-113/1 must be used.
Ref. Publications:	<p>GROB ASB1121-113/1 dated 18 May 2010.</p> <p>GROB Repair N°1121-017.</p> <p>GROB Modification N°1121-018.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<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 question 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