


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-072</p> <p>Date: 02 July 2012</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>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 closing date indicated.</p>	
<p>Design Approval Holder's Name :</p> <p>GROB AIRCRAFT AG</p>	<p>Type/Model designation(s) :</p> <p>G 115E and G 115EG aeroplanes</p>
<p>TCDS Number: EASA.A.364</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: None</p>	
ATA 55	Stabilisers – Elevator Trim Tab Arm – Inspection / Replacement
Manufacturer(s):	GROB Aircraft AG, formerly Grob Werke GmbH & Co. KG, Burkhard Grob Luft- und Raumfahrt GmbH & Co. KG.
Applicability:	G 115E and G 115EG aeroplanes, all serial numbers.
Reason:	<p>On several Grob G 115 aeroplanes, elevator trim tab arms Part Number (P/N) 115E-3758 have been found cracked, from a rear mounting hole (either L/H or R/H) to the rear edge of the trim tab arm.</p> <p>This condition, if not detected and corrected, could lead to further crack propagation, possibly resulting in failure of the part and consequent loss of control of the aeroplane.</p> <p>For the reasons described above, this AD requires repetitive inspections of the elevator trim tab arm to detect cracks and, if detected, replacement of the part with a serviceable part.</p> <p>This AD also provides an optional terminating action for the repetitive inspections.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Initially, within 50 flight hours (FH) after the effective date of this AD and, thereafter, at intervals not to exceed 200 FH, accomplish a dye penetrant inspection or a Non Destructive Testing of the elevator trim tab arm P/N 115E-3758 in accordance with the Accomplishment instructions of GROB Mandatory Service Bulletin (MSB) 1078-186/2. (2) If, during any inspection as required by paragraph (1) of this AD, a crack is detected, before next flight, replace the affected elevator trim tab arm with a serviceable part in accordance with the Accomplishment instructions of GROB MSB 1078-186/2. (3) Replacement of an elevator trim tab arm with a part, having a P/N other than P/N 115E-3758, constitutes terminating action for the repetitive inspections required by paragraphs (1) of this AD. (4) Inspections and corrective actions, accomplished before the effective date of this AD, in accordance with the instructions of GROB MSB 1078-186 at original issue or Revision 1, is acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD.
<p>Ref. Publications:</p>	<p>Grob MSB 1078-186/2 dated 28 March 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 30 July 2012. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: GROB Aircraft AG , Office of Airworthiness E-mail: productsupport@grob-aircraft.com.