


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2014-0004</b></p> <p><b>Date: 07 January 2014</b></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 EU 748/2012, Part 21.A.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 AD applies, except in accordance with the requirements of that AD, 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><b>Design Approval Holder's Name :</b> GROB AIRCRAFT AG</p>	<p><b>Type/Model designation(s) :</b> G 115 and G 120 aeroplanes</p>	
<p>TCDS Numbers : EASA.A.364 and EASA.A.075</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
<b>ATA 55</b>	<b>Stabilisers – Elevator Structure / Flanges – Inspection / Replacement</b>	
<p>Manufacturer(s):</p>	<p>GROB Aircraft AG (formerly Grob Aerospace GmbH, Grob Werke GmbH &amp; Co. KG, Grob-Werke Burkhart Grob e.K., Dr. hc. Mult. Dipl.-Ing. Burkhart Grob e.K.).</p>	
<p>Applicability:</p>	<p>GROB G 115E and G 115EG aeroplanes, all serial numbers (S/N), and GROB G 120A aeroplanes, S/N from 85001 to 85007 inclusive, from 85026 to 85056 inclusive, 85058, and G 120A-I aeroplanes, all S/N.</p>	
<p>Reason:</p>	<p>An operator of a G 115E aeroplane reported finding a crack during scheduled maintenance on the left hand (LH) elevator flange, part number (P/N) 115E-3761.06. The design of the right hand (RH) elevator flange, P/N 115E-3762.07, is identical. A similar design is used for the elevator flanges installed on G 120A and G 120A-I aeroplanes, P/N 120A-3561.20(A) and P/N 120A-3562.20(A). Therefore, the reported deficiency may also exist on G 120 aeroplanes.</p> <p>This condition, if not detected and corrected, could lead to elevator failure, resulting in reduced control of the aeroplane.</p> <p>To address this potential unsafe condition, GROB Aircraft AG issued Service Bulletins (SB) MSB1078-194 and SB MSB1121-140 to provide instructions for inspection and corrective action.</p> <p>For the reasons described above, this AD requires repetitive inspections of both elevator flanges on an aeroplane to detect any crack, and, depending on findings, replacement of the affected part.</p>	
<p>Effective Date:</p>	<p>21 January 2014</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 30 days after the effective date of this AD, and, thereafter, at intervals not to exceed 100 flight hours, accomplish an inspection of the LH and RH elevator flanges, P/N 115E-3761.06 and P/N 115E-3762.07, or P/N 120A-3561.20(A) and P/N 120A-3562.20(A), as applicable to aeroplane type, in accordance with the instructions of GROB SB MSB1078-194 at Revision 01 or SB MSB1121-140, as applicable to aeroplane type.</li> <li>(2) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, replace the affected elevator flange with a serviceable part in accordance with the instructions of GROB SB MSB1078-194 at Revision 01 or SB MSB1121-140, as applicable to aeroplane type.</li> <li>(3) Inspections and corrective actions, accomplished on G 115 aeroplanes before the effective date of this AD in accordance with the instructions of GROB SB MSB1078-194 at original issue, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD. From the effective date of this AD, GROB SB MSB1078-194 Revision 01 must be used for G 115 aeroplanes.</li> <li>(4) From the effective date of this AD, installation of an elevator flange P/N 115E-3761.06, P/N 115E-3762.07, P/N 120A-3561.20(A) or P/N 120A-3562.20(A) on an aeroplane is allowed, provided it has passed an inspection in accordance with the instructions of GROB SB MSB1078-194 at Revision 01 or SB MSB1121-140, as applicable to aeroplane type.</li> </ol>
<p>Ref. Publications:</p>	<p>GROB Aircraft AG SB MSB1078-194 original issue dated 26 November 2013, or Revision 01 dated 03 December 2013.</p> <p>GROB Aircraft AG SB MSB1121-140 original issue dated 03 December 2013.</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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 05 December 2013 as PAD 13-181 for consultation until 02 January 2014. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact: GROB Aircraft AG , Product Support E-mail: <a href="mailto:productsupport@grob-aircraft.com">productsupport@grob-aircraft.com</a>.</li> </ol>

**Referenced Publications:**

[GROB Aircraft AG SB MSB1078-194](#)

[GROB Aircraft AG SB MSB1078-194, Revision 01](#)

[GROB Aircraft AG SB MSB1121-140](#)

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.