


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2013-0017	
	Date: 17 January 2013	
<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>		
Design Approval Holder's Name :	Type/Model designation(s) :	
GROB AIRCRAFT AG	G 115E aeroplanes	
TCDS Number :	EASA.A.364	
Foreign AD :	Not applicable	
Supersedure :	None	
ATA 31	Instruments – Control Panel Main Cable Loom Routing – Inspection	
Manufacturer(s):	GROB Aircraft AG, formerly Grob Werke GmbH & Co. KG, Burkhard Grob Luft und Raumfahrt GmbH & Co. KG.	
Applicability:	GROB G 115E aeroplanes, serial numbers 82086/E through 82184/E inclusive.	
Reason:	<p>Occurrences were reported of finding an electrical shorting of main cable loom behind the left-hand (LH) instrument panel of some Grob G115E aeroplanes. In one case, the main cable loom arcing caused an Electronic Horizontal Situation Indicator failure. During the fleet checks, additional cases of main cable loom routing and consequent rubbing with Omni Bearing Selector behind the cockpit instrument panel were identified, while the cable routing was not in conformity with the approved type design.</p> <p>The investigation results concluded that the instrument panels of affected aeroplanes were removed and subsequently re-installed, in service, during embodiment of various optional modifications.</p> <p>This condition, if not detected and corrected, could lead to smoke in the cockpit and/or functional loss of navigation equipment and instruments.</p> <p>To address this potential unsafe condition, Grob Aircraft AG published Mandatory Service Bulletin (MSB) MSB1078-191/1, providing instructions to inspect and correct the cable routing behind the cockpit instrument panel.</p> <p>For the reason described above, this AD requires accomplishment of a one-time inspection to verify correct cable routing behind the LH cockpit instrument panel and, depending on findings, correction and replacement of damaged parts.</p>	

Effective Date:	31 January 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 25 flight hours (FH) or 30 days after the effective date of this AD, whichever occurs first, inspect the main cable routing behind the LH instrument panel in accordance with the accomplishment instructions of Grob MSB1078-191/1. (2) If, during the inspection as required by paragraph (1) of this AD, an incorrect cable loom routing is detected, before next flight, correct the cable loom routing in accordance with the accomplishment instructions of Grob MSB1078-191/1. (3) If, during the inspection as required by paragraph (1) of this AD, damaged cables or instruments are detected, before next flight, replace the damaged cables or instruments, as applicable, with serviceable parts in accordance with the accomplishment instructions of Grob MSB1078-191/1. (4) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Grob MSB1078-191 at original issue, are acceptable to comply with the requirements of paragraphs (1), (2) and (3) of this AD.
Ref. Publications:	<p>Grob MSB1078-191, dated 06 December 2012; Grob MSB1078-191/1, dated 15 January 2013.</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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 , Office of Airworthiness, E-mail: productsupport@grob-aircraft.com.