


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0010R1</p> <p>Date: 04 February 2015</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 EU 1321/2014 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 [EU 1321/2014 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>Design Approval Holder's Name: GROB AIRCRAFT AG</p>	<p>Type/Model designation(s): 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>Revision: This AD revises EASA AD 2015-0010 dated 16 January 2015, which superseded EASA AD 2014-0212 dated 19 September 2014.</p>		
ATA 80	Starting – Starter Solenoid – Inspection / Modification	
<p>Manufacturer(s):</p>	<p>GROB Aircraft AG (formerly Grob Aerospace GmbH, Grob Werke GmbH & Co. KG).</p>	
<p>Applicability:</p>	<p>GROB G 115E and G 115EG aeroplanes, all serial numbers (S/N) up to and including S/N 82323/E, and GROB G 120A and G 120A-I aeroplanes, all S/N up to and including S/N 85063.</p>	
<p>Reason:</p>	<p>An operator of a G 115E aeroplane experienced a total loss of electrical power in flight. The investigation found that a defective starter solenoid had caused an internal short circuit which resulted in breakdown of the system voltage.</p> <p>This condition, if not detected and corrected, could result in reduced control of the aeroplane.</p> <p>To address this potential unsafe condition, GROB Aircraft AG issued Mandatory Service Bulletin (MSB) MSB1078-196 for G 115 aeroplanes and MSB1121-144 for G 120 aeroplanes to provide instructions for inspection and corrective action. Consequently, EASA issued AD 2014-0212 to require a one-time inspection of the starter solenoid and, depending on findings, replacement of the starter. In addition, for G 115E aeroplanes, installation of a placard was required.</p> <p>More recently, GROB Aircraft AG developed a modification to avoid loss of electrical power in case of electrical shortage in the starter solenoid, which was published in revised GROB MSB1078-196/1 and MSB1121-144/1.</p> <p>Prompted by this development, EASA issued AD 2015-0010, retaining the requirements of EASA AD 2014-0212, which was superseded, and required installation of a starter relay.</p>	

	<p>Since that AD was issued, operator comments have indicated the existence of a logistical problem, resulting in the unnecessary grounding of aeroplanes.</p> <p>For the reason described above, this AD is revised to amend paragraph (3), extending the compliance time for modification.</p>
Effective Date:	<p>Revision 1: 04 February 2015</p> <p>Original issue: 30 January 2015</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Re-statement of the requirements of EASA AD 2014-0212:</p> <p>(1) Within 30 days after 03 October 2014 [the effective date of EASA AD 2014-0212], inspect the starter solenoid in accordance with the instructions of GROB MSB1078-196 or MSB1121-144, as applicable to aeroplane type. In addition, for G 115E aeroplanes, install a placard « IFR operation in VMC only » on the instrument panel in full view of the pilot in accordance with the instructions of GROB MSB1078-196.</p> <p>(2) If, during the inspection as required by paragraph (1) of this AD, any damage to the starter is found, before next flight, replace the affected starter with a serviceable part in accordance with the instructions of GROB MSB1078-196 or MSB1121-144, as applicable to aeroplane type.</p> <p>New requirements of this AD:</p> <p>(3) Within 100 flight hours after 30 January 2015 [the effective date of the original issue of this AD], install a starter relay in accordance with the instructions of GROB MSB1078-196/1 or MSB1121-144/1, as applicable to aeroplane type. Concurrent with the modification of G 115E aeroplanes, the placard as required by paragraph (1) of this AD can be removed from the instrument panel.</p>
Ref. Publications:	<p>GROB Aircraft AG MSB1078-196 original issue dated 14 July 2014 or MSB1078-196/1 dated 01 December 2014. (for G 115E and G 115EG).</p> <p>GROB Aircraft AG MSB1121-144 original issue dated 14 July 2014 or MSB1121-144/1 dated 12 January 2015. (for G 120A and G 120A-I).</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"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 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. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. For any question concerning the technical content of the requirements in this AD, please contact: GROB Aircraft AG, Product Support E-mail: productsupport@grob-aircraft.com.