

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

**SMALL AIRPLANES, ROTORCRAFT, GLIDERS,  
BALLOONS, & AIRSHIPS**

**BIWEEKLY 2015-10**

*5/4/2015 - 5/17/2015*



Federal Aviation Administration  
Continued Operational Safety Policy Section, AIR-141  
P.O. Box 25082  
Oklahoma City, OK 73125-0460

## CHANGE OF ADDRESS NOTICE

Any change of address regarding the biweekly service must include the mailing label from a recent issue or your name and address printed exactly as they appear on the mailing label (including the computer number above the address).

Please allow one month for an address change.

MAIL YOUR ADDRESS CHANGE TO:

Superintendent of Documents  
Government Printing Office  
Mail List Branch SSOM  
Washington, DC 20402

Telephone: (202) 512-1806  
Facsimile: (202) 512-2250

**SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

AD No.	Information	Manufacturer	Applicability
--------	-------------	--------------	---------------

Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces

**Biweekly 2015-01**

2014-26-04		GROB-WERKE	G115EG and G120A
2014-26-05		Beechcraft Corporation	G58

**Biweekly 2015-02**

2014-26-02		Airbus Helicopters	EC155B1 and AS 365 N3 helicopters
2015-01-02		Mitsubishi Heavy Industries, Ltd.	MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A and MU-2B-60

**Biweekly 2015-03**

2014-12-11 R1	R 2014-12-11	Sikorsky Aircraft Corporation	S-92A
2015-01-03		Pilatus Aircraft Ltd	PC-7
2015-02-01	S 2011-23-01	Technify Motors GmbH (TMG)	TAE 125-01 and TAE 125-02-99
2015-02-07		Lycoming Engines	AEIO-320-D1B; AEIO-360-A1E, -A1E6, -B1H, -H1B; AEIO-540-D4A5, -D4B5, -D4D5, -L1B5, -L1B5D, -L1D5; AEIO-580-B1A; and IO-540-K1K5
2015-02-09		Costruzioni Aeronautiche Tecnam srl	P2006T
2015-02-10		Viking Air Limited	DHC-2 Mk. I, DHC-2 Mk. II, and DHC-2 Mk. III
2015-02-15		Quest Aircraft Design, LLC	KODIAK 100
2015-02-22	S 2012-14-06	Rolls-Royce Corporation	250-B17, -B17B, -B17C, -B17D, -B17E, -B17F, -B17F/1, -B17F/2; and 250-C20, -C20B, -C20F, -C20J, -C20R, -C20R/1, -C20R/2, -C20R/4, -C20S, and -C20W
2015-02-27	S 2013-19-19	Airbus Helicopters	AS332C, AS332L, AS332L1, AS332L2, and EC225LP

**Biweekly 2015-04**

2014-22-51		Airbus Helicopters	EC130T2 helicopters
2015-02-21		Agusta S.p.A.	AB139 and AW139 helicopters
2015-04-51	E	Enstrom Helicopter Corporation	F-28A, 280, F-28C, F-28C-2, F-28C-2R, 280C, F-28F, F-28F-R, 280F, 280FX, and 480 helicopters

**Biweekly 2015-05**

2015-04-01		Short Brothers & Harland Ltd	SC-7 Series 3
2015-04-04		Bell Helicopter Textron Inc.	412 and 412EP
2015-04-05		Sikorsky Aircraft Corporation	S-76A, S-76B, S-76C, and S-76D
2015-05-51	E	Agusta S.p.A.	A109A and A109A II
2015-05-52	E	Agusta S.p.A.	A109, A109A, A109A II, A109C, A109K2, A109E, A119, A109S, AW119 MKII, and AW109SP

**Biweekly 2015-06**

2015-04-01	COR	Short Brothers & Harland Ltd	SC-7 Series 3 airplanes
2015-05-04		Bell Helicopter Textron Canada	407 helicopters
2015-05-05	S 2014-04-14	Agusta	A109S and AW109SP helicopters; A119 and AW119 MKII helicopters
2015-05-06		Flugzeugwerke Altenrhein AG	AS 202/15 "BRAVO", AS 202/18A "BRAVO", and AS 202/18A4 "BRAVO" airplanes
2015-06-01	S 2014-06-03	British Aerospace	Jetstream Series 3101 and Jetstream 3201 airplanes
2015-06-02		GA 8 Airvan	GA8-TC320 airplanes
2015-06-03		Stemme AG	S6 and S6-RT gliders

**Biweekly 2015-07**

2015-06-09		Pacific Aerospace Limited	750XL airplanes
------------	--	---------------------------	-----------------

**Biweekly 2015-08**

2015-05-52		Agusta S.p.A.	A109, A109A, A109A II, A109C, A109K2, A109E, A119, A109S, AW119 MKII, and AW109SP
2015-07-03		Cessna Aircraft Company	402C and 414A
2015-07-04		Pilatus Aircraft Ltd.	PC-7
2015-08-51	E S 2015-04-51	The Enstrom Helicopter Corporation	F-28A, 280, F-28C, F-28C-2, F-28C-2R, 280C, F-28F, F-28F-R, 280F, and 280FX; and 480

**SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

AD No.	Information	Manufacturer	Applicability
--------	-------------	--------------	---------------

Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces

**Biweekly 2015-09**

2014-17-08R1	R 2014-17-08	Pratt & Whitney Canada Corp. (P&WC)	PT6A-114 and PT6A-114A
2015-08-04	S 99-01-05 R1	Various Airplanes	See AD

**Biweekly 2015-10**

2015-08-07		Zodiac Aerotechnics	See Ad
2015-09-01		Airbus Helicopters	EC225LP
2015-09-04	S 2013-22-14 R1	DG Flugzeugbau GmbH	DG-1000T
2015-09-06	S 2014-26-04	GROB-WERKE	G115EG and G120A



---

**2015-08-07 Zodiac Aerotechnics (formerly Intertechnique Aircraft Systems):** Amendment 39-18143. Docket No. FAA-2012-1107; Directorate Identifier 2011-NM-216-AD.

**(a) Effective Date**

This AD becomes effective June 16, 2015.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Zodiac Aerotechnics (formerly Intertechnique Aircraft Systems) flightcrew oxygen mask regulators, all part number (P/N) MA10, MC10, MC20, MF10, MF20, MLC20, MLD20, MRA005, MRA022, and MRA023 series; certificated in any category; installed on, but not limited to, airplanes manufactured by Airbus, ATR, BAE Systems (Type Certificate previously held by British Aerospace), Boeing, Bombardier (Type Certificate previously held by Canadair, De Havilland Canada), Cessna, Dassault, EADS CASA, EMBRAER, Gulfstream, Hawker Beechcraft (Type Certificate previously held by Raytheon, Beech), Israel Aircraft Industries (IAI), McDonnell Douglas, Piaggio, Pilatus, Piper, and SOCATA.

**(d) Subject**

Air Transport Association (ATA) of America Code 35, Oxygen.

**(e) Reason**

This AD was prompted by a report of a malfunctioning mask having an inflatable harness with a high premature rupture rate due to defective silicon. We are issuing this AD to detect and correct defective harnesses, which could lead, in case of a sudden depressurization event, to a harness rupture, thereby providing inadequate protection against hypoxia and possibly resulting in unconsciousness of the affected flightcrew member and consequent reduced control of the airplane.

**(f) Compliance**

You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

**(g) Inspection**

Except as provided by paragraph (i) of this AD: Within 24 months after the effective date of this AD, inspect the inflatable harness fitted to each flightcrew oxygen mask regulator to determine if the inflatable harness is installed with a part number and a batch number identified in Appendix I of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011 (for all

airplanes other than Bombardier airplanes); or Appendix I of Zodiac Aerospace Service Bulletin MXH-35-241, Revision 3, dated June 23, 2011 (for Bombardier airplanes).

Note 1 to paragraph (g) of this AD: Referring only to Appendix II of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011; or Appendix II of Zodiac Aerospace Service Bulletin MXH-35-241, Revision 3, dated June 23, 2011; to identify a specific oxygen mask regulator is insufficient to demonstrate that the inflatable harness fitted to that oxygen mask regulator is not listed in Appendix I of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011; or Appendix I of Zodiac Aerospace Service Bulletin MXH-35-241, Revision 3, dated June 23, 2011.

#### **(h) Replacement**

If during the inspection required by paragraph (g) of this AD, an inflatable harness has a part number and batch number identified in Appendix I of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011 (for all airplanes other than Bombardier airplanes); or Appendix I of Zodiac Aerospace Service Bulletin MXH-35-241, Revision 3, dated June 23, 2011 (for Bombardier airplanes): Within 24 months after the effective date of this AD, replace the inflatable harness with a new or re-identified harness, in accordance with the Accomplishment Instructions of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011 (for all airplanes other than Bombardier airplanes); or Zodiac Aerospace Service Bulletin MXH-35-241, Revision 3, dated June 23, 2011 (for Bombardier airplanes).

#### **(i) Exception**

Oxygen mask regulators having a date of manufacturing (DMF) code of November 2008 (112008 or 11-08) or earlier, and those with a DMF code of January 2011 (012011 or 01-11) or later; and those having a part number listed in paragraph 1.A.(4), "Not Concerned Equipment," of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011, are excluded from the inspection and replacement requirements of paragraphs (g) and (h) of this AD, provided it can be demonstrated that the inflatable harness has not been replaced on those masks with an inflatable harness having a part number and batch number identified in Appendix I of the applicable service information specified in paragraph (i)(1) or (i)(2) of this AD. A review of airplane delivery or maintenance records is acceptable to make the determination specified in this paragraph, if the part number and batch number of the harness assembly, and the DMF code of the mask assembly, can be conclusively determined from that review.

(1) Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011 (for all airplanes other than Bombardier airplanes).

(2) Zodiac Aerospace Service Bulletin MXH-35-241, Revision 3, dated June 23, 2011 (for Bombardier airplanes).

#### **(j) Definition**

For the purpose of this AD, Bombardier airplanes include airplanes previously manufactured by Canadair or by De Havilland Canada.

#### **(k) Parts Installation Prohibition**

As of the effective date of this AD, no person may install a flightcrew oxygen mask regulator having a part number and batch number on the inflatable harness that is found in Appendix I of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011 (for all airplanes); on any airplane. Operators may determine if the part number and batch number are not

listed in Appendix I of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011, by following the flow chart contained in paragraph 3., "Accomplishment Instructions," of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011.

**(l) Credit for Previous Actions**

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraphs (l)(1) through (l)(4) of this AD, as applicable, which are not incorporated by reference in this AD.

(1) Zodiac Aerospace Service Bulletin MXH-35-240, Revision 6, dated August 16, 2011 (for all airplanes other than Bombardier airplanes).

(2) Zodiac Aerospace Service Bulletin MXH-35-240, Revision 5, dated July 26, 2011 (for all airplanes other than Bombardier airplanes).

(3) Zodiac Aerospace Service Bulletin MXH-35-240, Revision 4, dated June 10, 2011 (for all airplanes other than Bombardier airplanes).

(4) Zodiac Aerospace Service Bulletin MXH-35-241, Revision 2, dated May 19, 2011 (for Bombardier airplanes).

**(m) Alternative Methods of Compliance (AMOCs)**

The Manager, Boston Aircraft Certification Office (ACO) ANE-150, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, send it to ATTN: Ian Lucas, Aerospace Engineer, Boston ACO, ANE-150, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7757; fax: 781-238-7170. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

**(n) Related Information**

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2011-0090R1, dated July 13, 2011, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2012-1107-0003>.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (o)(3) and (o)(4) of this AD.

**(o) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011.

(ii) Zodiac Aerospace Service Bulletin MXH-35-241, Revision 3, dated June 23, 2011.

(3) For Zodiac Aerospace service information identified in this AD, contact Zodiac Services, Technical Publication Department, Zodiac Aerotechnics, Oxygen Systems Europe, 61 Rue Pierre

Curie-CS20001, 78373 Plaisir Cedex, France; phone: (33) 01 61 34 23 23; fax: (33) 01 30 55 71 61; email: yann.laine@zodiacaerospace.com; Internet: www.services.zodiacaerospace.com.

(4) You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on April 10, 2015.

Jeffrey E. Duven,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



---

**2015-09-01 Airbus Helicopters (Type Certificate previously held by Eurocopter France):**  
Amendment 39-18146, Docket No. FAA-2014-0038, Directorate Identifier 2013-SW-023-AD.

**(a) Applicability**

This AD applies to Model EC225LP helicopters with a main rotor blade (blade), part number 332A11.0050.00, 332A11.0055.00, 332A11.0050.02, or 332A11.0055.02, installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as loss of a blade stainless steel protective strip (strip), which could result in excessive vibrations induced by blade weight imbalance and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective June 9, 2015.

**(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(e) Required Actions**

Within 15 hours time-in-service (TIS) and thereafter at intervals not to exceed 85 hours TIS, visually and tap test inspect each blade strip for a crack, a cut, or open and blind debonding. For purposes of this AD, open debonding, also known as edge bond separation, occurs when a bonded part becomes unattached (debonded) leaving the surface under it exposed to open air around the periphery of the part. Blind debonding occurs when a bonded part becomes unattached internally yet remains bonded around its entire periphery.

(1) If there is open or blind debonding within acceptable limits and the debonded area is located inside Area D of Figure 1 of Eurocopter Emergency Alert Service Bulletin No. 05A010, Revision 2, dated April 22, 2013 (EASB), no further action is required until the next inspection.

(2) If there is open or blind debonding and the debonded area is located outside Area D of Figure 1 of the EASB, before further flight, repair or replace the blade.

(3) If there is open or blind debonding beyond acceptable limits, before further flight, repair or replace the blade.

(4) If there is a cut in the blade root polyurethane protective strip as depicted in Area A of Figure 2 of the EASB, tap test inspect the area.

(i) If there is no open and blind debonding, at intervals not to exceed 15 hours TIS, tap test inspect the blade strip in the blade root area, in the stainless steel leading edge/neoprene junction area for open or blind debonding.

(ii) If there is open or blind debonding within acceptable limits and the debonded area is located inside Area D of Figure 1 of the EASB, no further action is required until the next inspection.

(iii) If there is open or blind and the debonded area is located outside Area D of Figure 1 of the EASB, before further flight, repair or replace the blade.

(iv) If there is open or blind debonding beyond acceptable limits, before further flight, repair or replace the blade.

(5) If there is a crack within acceptable limits, before further flight, seal the crack. If there is a crack beyond the acceptable limits, before further flight, repair or replace the blade.

#### **(f) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Gary Roach, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email gary.b.roach@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

#### **(g) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2013-0103, dated May 2, 2013. You may view the EASA AD on the Internet at [www.regulations.gov](http://www.regulations.gov) in Docket No. FAA-2014-0038.

#### **(h) Subject**

Joint Aircraft Service Component (JASC) Code: 6210 Main Rotor Blades.

#### **(i) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Eurocopter Emergency Alert Service Bulletin No. 05A010, Revision 2, dated April 22, 2013.

(ii) Reserved.

(3) For service information identified in this AD, contact Airbus Helicopters, Inc., 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.airbushelicopters.com/techpub>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Fort Worth, Texas, on April 16, 2015.

Lance T. Gant,  
Acting Directorate Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



---

**2015-09-04 DG Flugzeugbau GmbH:** Amendment 39-18150; Docket No. FAA-2015-1130; Directorate Identifier 2015-CE-008-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 26, 2015.

**(b) Affected ADs**

This AD supersedes AD 2013-22-14 R1; Amendment 39-17968 (79 FR 54895; September 5, 2014).

**(c) Applicability**

This AD applies to DG Flugzeugbau GmbH Model DG-1000T gliders, all serial numbers, that are:

- (1) Equipped with a Solo Kleinmotoren Model 2350 C engine; and
- (2) Certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 72: Engine.

**(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as engine shaft failure with consequent propeller detachment. We are issuing this AD to prevent failure of the engine shaft with consequent propeller detachment that could result in damage to the glider or injury of persons on the ground.

**(f) Actions and Compliance**

Unless already done, do the following actions:

(1) As of November 25, 2013 (the effective date retained from AD 2013-22-14), do not operate the engine unless the engine is modified following instructions that are FAA-approved specifically for this AD. Contact the FAA office identified in paragraph (g)(1) of this AD to get more information about obtaining such instructions.

(2) Modification of an engine following the instructions in Solo Kleinmotoren Service Bulletin 4603-14, dated April 28, 2014, is not an acceptable modification to comply with paragraph (f)(1) of this AD.

(3) As of May 26, 2015 (the effective date of this AD), place a copy of this AD into the Limitations section of the aircraft flight manual (AFM).

(4) Within the next 30 days after May 26, 2015 (the effective date of this AD), do a one-time inspection (magnetic particle or dye penetrant) of the propeller shaft following Solo Kleinmotoren

GmbH Anleitung zur Inspektion (English translation: Inspection Instruction), Nr. 4603-1, Ausgabe (English translation: dated) March 26, 2015.

Note 1 to paragraph (f)(4) of this AD: This service information contains German to English translation. The EASA used the English translation in referencing the document. For enforceability purposes, we will refer to the Solo Kleinmotoren service information as it appears on the document.

(5) Within the next 30 days after May 26, 2015 (the effective date of this AD), report the results of the inspection required in paragraph (f)(4) of this AD to Solo Kleinmotoren GmbH. Include the serial number of the engine and the operational time since change of the axle in your report. You may find contact information for Solo Kleinmotoren GmbH in paragraph (i)(3) of this AD.

#### **(g) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Jim Rutherford, Aerospace Engineer, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: 98160 329-4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

#### **(h) Related Information**

Refer to MCAI found in European Aviation Safety Agency (EASA) AD No.: 2015-0052-E, dated March 27, 2015, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-1130.

#### **(i) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Solo Kleinmotoren GmbH Anleitung zur Inspektion (English translation: Inspection Instruction), Nr. 4603-1, Ausgabe (English translation: dated) March 26, 2015.

Note 2 to paragraph (i)(2)(i) of this AD: This service information contains German to English translation. The EASA used the English translation in referencing the document. For enforceability purposes, we will refer to the Solo Kleinmotoren service information as it appears on the document.

(ii) Reserved.

(3) For service information identified in this AD, contact Solo Kleinmotoren GmbH, Postfach 600152, 71050 Sindelfingen, Germany; telephone: +49 7031 301-0; fax: +49 7031 301-136; email: [aircraft@solo-germany.com](mailto:aircraft@solo-germany.com); Internet: <http://aircraft.solo-online.com/com>.

(4) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. It is also available on the Internet at <http://www.regulations.gov> by searching for locating Docket No. FAA-2015-1130.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on April 22, 2015.

Earl Lawrence,  
Manager, Small Airplane Directorate,  
Aircraft Certification Service.



---

**2015-09-06 GROB-WERKE:** Amendment 39-18152; Docket No. FAA-2015-0415; Directorate Identifier 2015-CE-001-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective June 16, 2015.

**(b) Affected ADs**

This AD supersedes AD 2014-26-04, Amendment 39-18055 (80 FR 155, January 5, 2015) ("AD 2014-26-04").

**(c) Applicability**

This AD applies to GROB-WERKE Model G115EG airplanes, all serial numbers through 82323/E, and Model G120A airplanes, all serial numbers through 85063, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 80: Starting.

**(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as a defective starter solenoid. We are issuing this AD to detect and correct defective starter solenoids, which could cause an internal short circuit and could result in reduced control. We are superseding AD 2014-26-04, Amendment 39-18055 (80 FR 155, January 5, 2015), requiring installation of a starter relay that will prevent loss of electrical power in case of electrical shortage in the starter solenoid.

**(f) Actions and Compliance**

Unless already done, do the actions in paragraphs (f)(1) through (f)(3) of this AD:

(1) Within the next 30 days after February 9, 2015 (the effective date retained from AD 2014-26-04), inspect the starter following Part A of the Accomplishment Instructions in GROB Aircraft Service Bulletin No. MSB1078-196, dated July 14, 2014; GROB Aircraft Service Bulletin No. MSB1078-196/1, dated December 1, 2014; GROB Aircraft Service Bulletin No. MSB1121-144, dated July 14, 2014; or GROB Aircraft Service Bulletin No. MSB1121-144/3, dated February 20, 2015, as applicable.

(2) If any damage is found on the starter during the inspection required in paragraph (f)(1) of this AD, before further flight, replace the starter with a serviceable part. Do the replacement following Part A of the Accomplishment Instructions in GROB Aircraft Service Bulletin No. MSB1078-196,

dated July 14, 2014; GROB Aircraft Service Bulletin No. MSB1078-196/1, dated December 1, 2014; GROB Aircraft Service Bulletin No. MSB1121-144, dated July 14, 2014; or GROB Aircraft Service Bulletin No. MSB1121-144/3, dated February 20, 2015, as applicable.

(3) Within the next 100 hours time-in-service after June 16, 2015 (the effective date of this AD), install a starter relay following Part B of the Accomplishment Instructions in GROB Aircraft Service Bulletin No. MSB1078-196/1, dated December 1, 2014, or GROB Aircraft Service Bulletin No. MSB1121-144/3, dated February 20, 2015, as applicable.

#### **(g) Credit for Actions Done in Accordance With Previous Service Information**

Actions done before June 16, 2015 (the effective date of this AD) following the Accomplishment Instructions specified in GROB Aircraft Service Bulletin No. MSB1121-144/1, dated January 12, 2015; or GROB Aircraft Service Bulletin No. MSB1121-144/2, dated February 5, 2015, as applicable, are considered acceptable for compliance with the corresponding actions specified in paragraphs (f)(1) through (f)(2) of this AD.

#### **(h) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; fax: (816) 329-4090; email: karl.schletzbaum@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

#### **(i) Related Information**

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2015-0010R1, dated February 4, 2015, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2015-0415-0002>.

#### **(j) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on June 16, 2015.

(i) GROB Aircraft Service Bulletin No. MSB1078-196/1, dated December 1, 2014.

(ii) GROB Aircraft Service Bulletin No. MSB1121-144/3, dated February 20, 2015.

(4) The following service information was approved for IBR on February 9, 2015 (80 FR 155, January 5, 2015).

(i) GROB Aircraft Service Bulletin No. MSB1078-196, dated July 14, 2014.

(ii) GROB Aircraft Service Bulletin No. MSB1121-144, dated July 14, 2014.

(5) For GROB Aircraft AG service information identified in this AD, contact Grob Aircraft AG, Customer Service, Lettenbachstrasse 9, D-86874 Tussenhausen-Mattsies, Germany, telephone: + 49

(0) 8268-998-105; fax: + 49 (0) 8268-998-200; email: productsupport@grob-aircraft.com; Internet: grob-aircraft.com.

(6) You may view this service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816-329-4148. It is also available on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-0415.

(7) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on April 23, 2015.

Earl Lawrence,  
Manager, Small Airplane Directorate,  
Aircraft Certification Service.