



U.S. Department
of Transportation
**Federal Aviation
Administration**

Small Airplane Directorate
901 Locust, Room 301
Kansas City, Missouri 64110

FEB 24 2015

Christian Klix
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Subject: Global Alternative Method of Compliance (AMOC) request for Airworthiness Directive (AD) 2012-10-11, Docket No. FAA-2012-0324; Directorate Identifier 2012-CE-008-AD for the Burkhart GROB Luft- und Raumfahrt GmbH Models GROB G 109 and GROB G 109B Powered Sailplanes.

Dear Mr. Klix:

This is in response to your letter, dated February 19, 2015, to Mr. Jim Rutherford, Aerospace Engineer, FAA Small Airplane Directorate, requesting a new AMOC for use of newly released service information to accomplish the requirements of paragraph (f)(1)(iii) of AD 2012-10-11 for Burkhart GROB Luft –und Raumfahrt GmbH Models GROB G 109 and GROB G 109B powered sailplanes. Since the newly released service information is applicable to all affected G 109 and G 109B powered sailplanes, this AMOC would be allowed for use by all operators.

Paragraph (f)(1)(iii) of AD 2012-10-11 requires use of an access panel hole, installed per paragraph (f)(1)(ii) of the same AD, to accomplish an inspection, from below, of the vertical stabilizer nose plate for corrosion and flaking following Part B of the Accomplishment Instructions in Grob Aircraft Service Bulletin (S/B) No. MSB817-58, dated November 24, 2011. Thereafter, the inspection is to be repeated at intervals not to exceed 12 months.

You state that some of the affected sailplanes have the nose plate encapsulated in fiberglass laminates. When this occurs, it is inferred that the Part B Accomplishment Instructions from the service information are not adequate in addressing how to proceed. You therefore, request to perform the inspection defined in paragraph (f)(1)(iii) in accordance with Part B of the Accomplishment Instructions in the newly released Grob Aircraft S/B No. MSB817-58/1, dated February 17, 2015.

This new service information replaces Grob Aircraft S/B No. MSB817-58, dated November 24, 2011 and provides additional information in Part B of the Accomplishment Instructions. The new revision adds the ability to use other suitable means, such as a digital camera or a borescope, to accomplish the internal inspection of the nose plate, and it also provides instructions on how to determine if corrosion is present on the nose plates covered by composite laminates.

The FAA has reviewed your formal AMOC request and the latest company service information. Based on previous conversations with you on this issue, the FAA had already shared this concern with the European Aviation Safety Agency (EASA), who is the state of design authority for these

aircraft. EASA had then coordinated the request with the TC Holder, Grob Aircraft AG. Subsequently, Grob Aircraft made the decision to revise the service information to add more clarification and this was approved under their privileges as an EASA Design Organization (DOA).

The FAA notes that AD 2012-10-11, also requires the use of Grob Aircraft S/B No. MSB817-58, dated November 24, 2011, to accomplish an external inspection of the nose plate in paragraph (f)(1)(i) and to specify the part replacement instructions in paragraph (f)(2). The newly released S/B does not change the instructions related to these actions.

After further consideration, the FAA approves the use of Grob Aircraft S/B No. MSB817-58/1, dated February 17, 2015, in place of Grob Aircraft S/B No. MSB817-58, dated November 24, 2011, as an alternative method of compliance to accomplish the requirements of paragraphs (f)(1)(i), (f)(1)(iii), and (f)(2) of AD 2012-10-11.

Before using this AMOC, operators are to notify their appropriate principal inspector (PI), or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. This approval is subject to the following conditions:

1. The Small Airplane Directorate will revoke this AMOC, if we later determine that this AMOC does not provide an acceptable level of safety.
2. All provisions of AD 2012-10-11 that are not specifically referenced above remain fully applicable and must be complied with accordingly.
3. A copy of this letter is kept with the aircraft logbook.

If all the above conditions are met, this AMOC is granted for all affected GROB G 109 and GROB G 109B powered sailplanes, certificated in any category.

This AMOC is transferable.

If you have any questions or require additional information, please contact Mr. Jim Rutherford by telephone at 816-329-4165, by fax at 81-329-4090, or by email at jim.rutherford@faa.gov.

Sincerely,



Jacqueline Jambor
Manager, Project Support Branch

cc:

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