



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

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

OCT 05 2012

Ronald Schwenninger
3247 Hampton Oaks Drive
Allison Park, PA 15101

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 Model G 109 and G 109B Powered Sailplanes.

Dear Mr. Schwenninger:

This is in response to your letter dated October 2, 2012, to Mr. Jim Rutherford, Aerospace Engineer, FAA Small Airplane Directorate, requesting a new Global AMOC that extends the compliance time for AD 2012-10-11, paragraphs (f)(1)(ii) and (f)(1)(iii). You also request that the FAA consider the elimination of the requirements found in paragraphs (f)(1)(ii) and (f)(1)(iii) of the AD.

AD 2012-10-11 currently requires all actions to be accomplished, unless already done, within 3 months after July 9, 2012 (the effective date of this AD). Paragraph (f)(1)(ii) requires the installation of an access panel on the left side of the vertical stabilizer following Grob Aircraft Repair Instruction Doc. No. RI817-010/1, issue date December 20, 2011, as specified in Grob Aircraft Service Bulletin (S/B) No. MSB817-060, dated November 24, 2011. Paragraph (f)(1)(iii) requires use of the access panel hole 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 S/B No. MSB817-58, dated November 24, 2011. Thereafter, the inspection is to be repeated at intervals not to exceed 12 months.

You are requesting that the October 9, 2012 compliance due date specified for paragraphs (f)(1)(ii) and (f)(1)(iii) of the AD, be extended by three months to January 09, 2012. This extension will allow time for the FAA to consider the elimination of the requirements found in paragraphs (f)(1)(ii) and (f)(1)(iii) of the AD. Since these requirements are applicable to all affected G 109 and G 109B powered sailplanes, you also request that the FAA approve this time extension as a Global AMOC, so that it may be utilized by all affected operators.

As justification for extending the compliance due date, you state that no corrosion was found following the inspection on your glider, registration number N109BR, according to paragraph (f)(1)(i) of AD 2012-10-11. This inspection is carried out to the top, front and rear sides of the vertical stabilizer nose plate, following Part A of the Accomplishment Instructions in Grob Aircraft S/B No. MSB817-58.

As justification for eliminating the requirements found in paragraphs (f)(1)(ii) and (f)(1)(iii) of the AD, you contend that the lower portion of the nose plate is covered in several layers of fiberglass composite and is therefore not visible from the access hole. You state that the only thing visible from the access hole is the nut and washer of the attachment bolt.

You provide substantiating data in the form of a sketch of the installation and a photograph of the internal area of the vertical stabilizer on G 109B sailplane, serial number 6375, which shows only the nut and washer and no nose plate. In addition, you provide evidence from other aerospace professionals that corroborate your assessment that no portion of the nose plate can be inspected through the access hole in the vertical stabilizer.

The FAA has reviewed your Global AMOC request and the substantiation that you have provided. Since our office is responsible to coordinate such proposals with the state of design authority and the type certificate (TC) holder, we shared this request by e-mail with the European Aviation Safety Agency (EASA), and with Grob Aircraft AG. The urgent nature of this request prompted a quick response from Grob Aircraft. They stated that since the inspection per Part A of Grob S/B MSB817-58 was completed with no signs of corrosion, Grob Aircraft concurred with the proposed compliance time extension for accomplishing the Part B inspection. Grob Aircraft also committed to work with EASA to review the data provided concerning the Part B inspection for possible revision of the applicable service information and associated EASA AD.

After further consideration within the Small Airplane Directorate, the FAA agrees with your request to extend the compliance due date to January 09, 2013 for AD 2012-10-11, paragraphs (f)(1)(ii) and (f)(1)(iii). The FAA will continue to coordinate with EASA and Grob Aircraft AG on the review of the effectiveness of the vertical stabilizer nose plate inspections. Depending on the outcome of this investigation, the FAA may take future action to revise AD 2012-10-11.

Before using this AMOC, operators are to notify their appropriate principal inspector, 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 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,



for William J. Timberlake
Manager, Project Support Branch

cc:

Mr. Ullrich Kopp
Luftfahrt-Bundesamt
T321 Segelflugzeuge und Motorsegler
Hermann-Blenk-Strasse 26
D-38108 Braunschweig
Germany