


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	AD No.: 2015-0023-E	
	Date: 18 February 2015	
<p>Note: This Emergency 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>		
Design Approval Holder's Name:	Type/Model designation(s):	
FFA AIRCRAFT BRAVO AG (in liquidation)	AS 202 "Bravo" aeroplanes	
TCDS Number:	EASA.A.591	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 53	Fuselage – Upper Forward Fuselage Stringers – Inspection / Repair	
Manufacturer(s):	FFA Flugzeugwerke Altenrhein AG	
Applicability:	AS 202 aeroplanes, all models, all serial numbers.	
Reason:	<p>Heavy corrosion was reportedly discovered on an AS 202 aeroplane, between the forward (FWD) windshield frame angle and the upper FWD stringer, left hand (LH) and right hand (RH). The corrosion was found underneath the removed windshield frame. Corrosion was not detected during a general visual inspection from below.</p> <p>This condition, if not detected and corrected, could lead to failure of the FWD upper stringer, which reduces the structural integrity of the affected area.</p> <p>To address this potential unsafe condition, Gomolzig Flugzeug- und Maschinenbau GmbH (GFM), acting on behalf of the TC holder, have issued Service Bulletin (SB) No. 2015-1 to provide inspection instructions.</p> <p>For the reasons described above, this AD requires repetitive inspections of the upper FWD stringer (LH and RH) structure for signs of corrosion and, depending on findings, the accomplishment of applicable corrective action(s).</p> <p>This AD is considered to be an interim action and further AD action may follow.</p>	
Effective Date:	20 February 2015	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before next flight after the effective date of this AD, except as specified in paragraph (2) of this AD, and, thereafter, at intervals not to exceed 12 months, accomplish a detailed visual inspection of the FWD upper stringer (LH and RH) top side structure in accordance with the instructions of paragraph (§) 1.d. of GFM SB No. 2015-1. (2) A ferry flight is allowed for the purpose of moving the aeroplane to a location where the inspection, as required by paragraph (1) of this AD, can be accomplished. During this ferry flight, before the initial inspection and, depending on findings, corrective actions are accomplished, no acrobatic flights are allowed and normal category manoeuvring load factors must not exceed +3,8g / -1,9g. (3) If, during any inspection as required by paragraph (1) of this AD, any sign of corrosion, or damaged corrosion protection, is found, before next flight, remove the corrosion at the affected area in accordance with the instructions of § 1.f. and 1.g of GFM SB No. 2015-1. (4) If, during any inspection as required by paragraph (1) of this AD, the detected corrosion exceeds the allowable limits as specified in GFM SB No. 2015-1, before next flight, contact GFM for approved repair instructions and accomplish those instructions accordingly. (5) Within 30 days after the initial inspection as required by paragraph (1) of this AD, report the results (including no findings) to GFM, using the evidence report attached to GFM SB 2015-1. (6) Repair of an aeroplane as required by paragraph (3) or (4) of this AD, as applicable, does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.
<p>Ref. Publications:</p>	<p>Gomolzig Flugzeug- und Maschinenbau GmbH SB 2015-1, original issue dated 05 February 2015.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Gomolzig Flugzeug- und Maschinenbau GmbH, Eisenwerkstraße 9, 58332 Schwelm, Germany, Telephone: +49 (0)2336 490 330, Fax: +49 (0)2336 490 339 E-Mail : info@gomolzig.de.