



Subject: Design standard and special equipment for the GROB G 115 for export to UK

Concerning: G 115 S/N 8008 to 8088
G 115A as of S/N 8090

Urgency: During final inspection for the purpose of exportation to the UK

Reason: To provide the relevant information for obtaining an UK Certificate of Airworthiness in the Transport Category for the GROB G 115 aeroplane, for flight by day in VMC.
This SB supersedes document "U.K. Definition of Design Standard" No. 1078/1/CAA dated 5 April 1988.

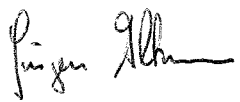
Actions: The following equipment is required:

1. Approved list of drawings for G 115 and G 115A, latest issue each.
2. CAA-approved Airplane Flight Manual GROB G 115, Issue 2, October 1989.
3. Maintenance Manual GROB G 115, dated August 1989
4. Installation of placards on the aircraft according to CAA-approved Airplane Flight Manual GROB G 115, Issue 2, October 1989.
5. Installation of a roof window according to Modification Information No. 1078-8024 (optional).
6. Compliance with Airworthiness Notices No's 33, 53, 54, 58, 62, 76, 88, 91 (refer to page 2).

Remarks: -

Mattsies, 28 April 1992

CAA approved:


Dipl.Ing. J. Altmann
(Airworthiness engineer
Certification staff)




6/5/92



Compliance with Airworthiness Notices

No. 33 Unprotected Starter Circuits in Aircraft not Exceeding 12500 lb

No change to the standard design.
Basic master switch design complies with the requirements. An optional installation of a starter relay control lamp is possible (refer to Flight Manual pages 7-22 and 7-23).

No. 53 Vertical Speed Indicators on Imported Aircraft

No change to the standard design.
Installed Vertical Speed Indicators (UNITED INSTRUMENTS INCORPORATED, 7000 series) complies with the requirements (refer to Flight Manual page 6-26).

No. 54 Instruments with Unusual Presentations

No change to the standard design.
Only approved instruments are installed. Inspection by CAA.

No. 58 Flame Resistant Furnishing Materials

No change to the standard design.
Certification according to FAR 23 is considered to provide acceptable levels of safety.

No. 62 Fatigue Lives

No change to the standard design.
The fatigue live was substantiated and has preliminary been set to 12000 flight hours.

No. 76 Electrical Power Supplies for Aircraft Radio Systems

Change: Connection of COM 2 to the main bus (refer to Flight Manual page 7-22).

No. 88 Electrical Generation Systems - Single-Engined Aircraft

No change to the standard design.
The installed low volt indication system is acceptable for VFR day only (refer to Flight Manual pages 7-22 and 7-23).

No. 91 Communications Transmitters in the VHF Radio Telephony Band 118-136 MHz

No change to the standard design.
Installed VHF communications equipment (refer to Flight Manual page 6-16 to 6-19) complies with the requirements, frequency tolerance limits for
- BECKER AR 2009/25 and AR 3201: $\leq 0.002 \%$
- KING KX 155 and KX 165: 0.0015% (DO-156 Class C & D)

Inspector