



ÚŘAD PRO CIVILNÍ LETECTVÍ  
ČESKÁ REPUBLIKA  
**Sekce technická**  
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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: **2007-0194-E**

Datum účinnosti: 01. srpna 2007

GROB AEROSPACE GmbH

modely: TWIN ASTIR a G103 kluzáky, všechny  
varianty; a G103C TWIN III SL motorové kluzáky

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Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA


Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU, na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

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*Poznámky:*

- *Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.*
- *Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.*
- *Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.*

<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>																	
	<p><b>AD No.: 2007-0194-E</b></p> <p><b>Date: 30 July 2007</b></p>																	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.																		
<b>Type Approval Holder's Name :</b>	GROB AEROSPACE GmbH	<b>Type/Model designation(s) :</b>																
		TWIN ASTIR and G103 Gliders, all variants; and G103C TWIN III SL Powered Sailplanes																
TCDS Number : LBA TCDS No. 315 and 869																		
Foreign AD: Not applicable.																		
Supersedure: Not applicable.																		
<b>ATA 53, 55, 57</b>	<b>Fuselage, Wing &amp; Stabilisers Structure – Inspection/Repair</b>																	
Manufacturer(s):	Grob Aerospace GmbH (and predecessor companies)																	
Applicability:	<table border="1"> <thead> <tr> <th>Model</th> <th>Serial Numbers</th> </tr> </thead> <tbody> <tr> <td>TWIN ASTIR</td> <td>3000 through 3291</td> </tr> <tr> <td>TWIN ASTIR TRAINER</td> <td>3088 (T) through 3291 (T)</td> </tr> <tr> <td>G103 TWIN II</td> <td>3501 through 3878</td> </tr> <tr> <td>G103A TWIN II ACRO</td> <td>3544 (K) through 3878 (K); and 33879 (K) through 34078 (K)</td> </tr> <tr> <td>G103C TWIN III ACRO</td> <td>34101 through 34203</td> </tr> <tr> <td>G103C TWIN III</td> <td>36001 through 36014</td> </tr> <tr> <td>G103C TWIN III SL</td> <td>35001 through 35051</td> </tr> </tbody> </table>		Model	Serial Numbers	TWIN ASTIR	3000 through 3291	TWIN ASTIR TRAINER	3088 (T) through 3291 (T)	G103 TWIN II	3501 through 3878	G103A TWIN II ACRO	3544 (K) through 3878 (K); and 33879 (K) through 34078 (K)	G103C TWIN III ACRO	34101 through 34203	G103C TWIN III	36001 through 36014	G103C TWIN III SL	35001 through 35051
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Reason:	<p>GROB received a report that a wing spar stub failed on a G 103C TWIN III ACRO. Extensive investigations were performed at independent places, but the root cause could not be clearly identified. Neither a pre-damage, caused by a hard landing or ground loop or an exceeding of the permitted speed limits or manoeuvring factors, nor an appropriate or incomplete repair could be excluded.</p> <p>For the reasons described above, this Emergency Airworthiness Directive (EAD) requires a one-time inspection to detect possible damage of the fuselage, wing structure and horizontal stabiliser connections, and follow-on corrective actions, as necessary.</p>																	
Effective Date:	01 August 2007																	

Compliance:	<p>(1) Within the next 25 flight hours or 50 flights, or during the next scheduled 100 hours (or annual) inspection, whichever occurs first after the effective date of this directive, inspect the wings, fuselage and horizontal stabiliser connections in accordance with the instructions contained in Grob Aerospace Service Bulletin MSB 315-74/1, MSB 869-25/1 (same document);</p> <p>(2) If damage is found or in case of doubt, before further flight, report the findings to Grob Aerospace and repair the aircraft in accordance with an approved repair solution, to be supplied by the type design approval holder.</p>
Ref. Publications:	Grob Aerospace Service Bulletin No. MSB 315-74/1, MSB 869-25/1 (same document) dated 30 July 2007.
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD.</li> <li>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li> <li>3. Enquiries regarding this AD should be referred to the AD Focal Point – Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact:  Grob Aerospace GmbH  Lettenbachstrasse 9  86874 Tussenhausen-Mattsies  Federal Republic of Germany  Phone: + 49 (0) 8268 998 105  Fax: + 49 (0) 8268 998 200  E-mail: <a href="mailto:productsupport@grob-aerospace.de">productsupport@grob-aerospace.de</a></li> </ol>