


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No : 2007-0100-E</b></p> <p><b>Date: 12 April 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.	
<p><b>Type Approval Holder's Name :</b></p> <p>DG-Flugzeugbau GmbH</p>	<p><b>Type/Model designation(s) :</b></p> <p>Sailplane DG 300, all variants, all serial numbers</p>
TCDS Number: LBA TCDS No. 359	
Foreign AD: N/A	
Supersedure: N/A	
<b>ATA 11</b>	<b>Flight Envelope – Operating Limitations – Modification</b>
Manufacturer(s):	<p>Elan Tovarna  Elan Flight Ltd  Elan Line d.o.o.  AMS-Flight d.o.o.  Glaser-Dirks Flugzeugbau GmbH  DG Flugzeugbau GmbH</p>
Applicability:	<p>DG-300 , DG-300 ELAN  DG-300 CLUB ELAN  DG-300 ELAN ACRO  DG-300 CLUB ELAN ACRO</p>
Reason:	<p>During the execution of a major repair on a DG-300 wing, all surrounding material was removed from the spar caps. During this work severe undulation of the glassfibre-rovings caused during production have been detected. With these undulations an adequate factor of safety during operation is not ensured. Strength tests have been executed with this spar cap. With the test results it was possible to determine reductions of the operating limitations which enable safe operation of all DG-300's without repair of the spar caps.</p>

Effective Date:	16 April 2007
Compliance:	<p>The following measures are mandatory as from the effective date of this Airworthiness Directive (AD):</p> <p><b>Introduction of New Operating Limitations</b>  Within 7 days after the effective date of this AD:</p> <p>1. Exchange the following AFM pages against new pages issued April 2007 marked with TN359/24:</p> <p>DG-300 and DG-300 ELAN:  Pages 0.1, 1, 2, 4, 9, 11, 12, 15, 23, 25a</p> <p>DG-300 CLUB ELAN:  Pages 0.1, 1, 2, 4, 9, 11, 12, 13, 16, 25, 33, remove page 15a</p> <p>DG-300 ELAN ACRO:  Pages 0.1, 1, 2, 4, 9, 11, 12, 13, 16, 25, 33, remove page 26-30</p> <p>DG-300 CLUB ELAN ACRO:  Pages 0.1, 1, 2, 4, 9, 11, 12, 13, 16, 25, 33, remove page 17, 26-30</p> <p>2. Glue a new data placard as indicated in Technical Note 359/24 on top of the existing placard (on left hand cockpit side cover). Glue the max. speed/altitude placard to the instrument panel.</p> <p>Placards are attached to DG-Flugzeugbau Technical Note 359/24</p> <p>3. Change the Air Speed Indicator (ASI) marks according to AFM section 2.3 a). This may be done provisionally by gluing coloured tape marks onto the ASI cover glass. If Instructions B will not be executed, permanent markings need to be applied by the instrument manufacturer as soon as possible.</p> <p><b>Optional Terminating Action</b></p> <p>At the operator's discretion, an inspection of the wing spar caps may be executed by the manufacturer or by an entitled workshop, trained and licensed for this special inspection.</p> <p>If no defect is found, the sailplane may be released from the requirements introduced by this AD.</p> <p>If any defect is found, repair the wing spar caps in accordance with approved procedures.</p>
Ref. Publications:	DG Flugzeugbau Technical Note No. 359/24
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 Methods 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 Airworthiness Directive 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> </ol>

4. For any question concerning the technical content of the requirements in this AD, please contact:

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