


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<p style="text-align: center;"><b>EAD No.: 2007-0135-E</b></p> <p style="text-align: center;"><b>Date: 14 May 2007</b></p>	
<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>		
<p><b>Type Approval Holder's Name :</b></p> <p>GROB AEROSPACE GmbH</p>	<p><b>Type/Model designation(s) :</b></p> <p>ASTIR CS, Model G102 "ASTIR III" series</p>	
<p>TCDS Number : LBA TCDS No. 306</p>		
<p>Foreign AD: Not applicable.</p>		
<p>Supersedure: Not applicable.</p>		
<p><b>ATA 27</b></p>	<p><b>Flight Controls – Flight Control System Welded Components – Inspection / Replacement</b></p>	
<p>Manufacturer(s):</p>	<p>Grob Aerospace GmbH [and any predecessor company]</p>	
<p>Applicability:</p>	<ul style="list-style-type: none"> <li>- G102 "CLUB ASTIR III", Serial-No. 5501 and on (with suffix "C")</li> <li>- G102 "CLUB ASTIR IIIb", Serial-No. 5501 and on (with suffix "Cb")</li> <li>- G102 STANDARD ASTIR III, Serial-No. 5502 and on (with suffix "S")</li> </ul>	
<p>Reason:</p>	<p>GROB received isolated difficulty reports regarding cracks on welded parts of the flight control system of the type G102, model CLUB ASTIR III &amp; IIIb, and STANDARD ASTIR III. The cracks progress slowly from the welding seams periphery, and may eventually result in rupture at a matured stage. No abrupt or immediate failures of complete components were observed. As a precautionary measure, the present EASA Emergency AD requires all welded parts to be inspected, and replaced if found cracked.</p>	
<p>Effective Date:</p>	<p>16 May 2007</p>	
<p>Compliance:</p>	<ol style="list-style-type: none"> <li>(1) Within the next 25 flight hours or 50 flight cycles, or during the next annual inspection, but not later than 31 December 2007, whichever occurs first after the effective date of this directive, inspect the affected parts in accordance with Grob Aerospace Service Bulletin MSB306-35;</li> <li>(2) Thereafter, at intervals not to exceed 12 months, repeat the inspection as required by paragraph (1) of this directive;</li> </ol>	

	(3) If cracked parts are found during any inspection, before next flight, replace the affected parts in accordance with Grob Aerospace Service Bulletin MSB306-35.
Ref. Publications:	Grob Aerospace Service Bulletin No. MSB 306-35 dated 27 April 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 Airworthiness Directive should be referred to the Airworthiness Directive 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</li> </ol>