

EASA	AIRWORTHINESS DIRECTIVE	
	AD No : 2005-0028 Date: 24.11.2005	
	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.	
Type Approval Holder's Name APEX AIRCRAFT		Type/Model designations HR100 series, HR200 series, R1000 series and R2000 series.
HR100/R1000 series: TC No. EU TC61 and DGAC TCDS 131 HR200/R2000 series: TC No. EU TC70 and DGAC TCDS 143		
Foreign AD: None		
Supersedure: Supersedes DGAC F AD 1999-414A and CAA UK AD 002-02-87 Rev 2		
ATA 57	Structure – Wing Spar – Inspection.	
Manufacturer(s):	APEX, Robin, Avions Pierre Robin and CEA	
Applicability:	All HR100 series, HR200 series, R1000 series and R2000 series aircraft	
Reason:	Several occurrences have shown that the Robin series of aircraft are highly susceptible to corrosion of wing spar web and boom angles. Corrosion of the wing spars may not be detected by normal maintenance practices on this aircraft due to access for inspection being difficult. Corrosion may therefore develop unchecked, leading to an unsafe condition and ultimately a catastrophic failure of the wing. The existing state of design AD 1999-414A does not address all affected types of a similar design and is therefore superseded.	
Effective Date:	25.11.2005	
Compliance:	Required either (i) prior to the accumulation of a total of 5 and a half years from the date of manufacture, or (ii) if more than 5 years have elapsed since the date of manufacture, not later than 6 months from the effective date of this Airworthiness Directive, unless accomplished within the last 24 months in which case within 24 months of that date.	

	For HR200/R2000 series aeroplanes which are maintained to a maintenance programme based on the manufacturer's Maintenance Schedule Issue 3 dated October 1998 or later revision: Inspect the aircraft records to establish the most recent occasion when the undercarriage was removed to permit inspections of the local wing structure. For aircraft on which this inspection has been carried out within the last six years or are themselves less than six years old, no further action is required provided they continue to be maintained to a maintenance programme based on the manufacturer's Maintenance Schedule Issue 3 dated October 1998 or later revision. For all other aircraft: Inspect the wing spar web and upper and lower boom angles for corrosion as follows: 1 Remove main landing gear legs in accordance with Maintenance Manual instructions. 2 Remove all wing inspection panels. For Robin HR100 series aircraft addressed by Robin Service Bulletin No.163R1 introduce 4 access panels through the lower wing surface according to the service bulletin. 3 Inspect the visible parts of the spar web and upper and lower boom angles. 4 If corrosion is found, treat in accordance with Avions Pierre Robin Service Letter No. 19 and Service Bulletin No. 99 and inspect the front face of the spar for corrosion and apply similar treatment. It may be necessary to cut inspection holes or remove the wing to achieve this. The inspection holes must be repaired to a manufacturer's approved repair scheme. 5 Corrosion found to exceed the limits specified in Service Letter No. 19 will require repair to a manufacturers approved repair scheme. Repeat the inspection at intervals not exceeding 24 months for all aircraft except those provided for below. Replacement of the spars temporarily terminates the need for repetitive inspections, which must be resumed prior to the accumulation of a total of 5 years from the date of replacement. For HR200/R2000 series aeroplanes which are maintained according to a maintenance programme based on the manufacturer's Maintenance Schedule Issue 3 dated October 1998 or later revision, no further action is required provided they continue to be maintained according to that programme.
Ref. Publications:	Avions Pierre Robin Service Letter No. 19, Service Bulletin No. 99 and Robin Service Bulletin No.163R1
Remarks:	This AD was previously published for comment as PAD 05-014. The comments received are addressed in the Comment Response Document on PAD 05-014 published on the EASA web site. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail ADs@easa.eu.int For questions concerning the technical contents of this AD's requirement(s), contact APEX AIRCRAFT, FAX +33 (0)3 80 35 65 15, Email airworthiness@apex-aircraft.com or see: http://www.apex-aircraft.com/en/support/support-nav.php {English} http://www.apex-aircraft.com/support/support-nav.php {French}