

EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	PAD No : 05-014	
	Date: 13.10.2005	
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	Type/Model designations	
APEX	HR100 series, HR200 series, R1000 series and R2000 series.	
TCDS EU TC61, TC70 and TC50		
Foreign AD: AD 1999-414A		
Supersedure: Supersedes AD 1999-414A and CAA AD 002-02-87 Rev 2		
Initial issue		
ATA 57	Structure – Wing Spar – Inspection.	
Manufacturer(s):	APEX, Robin, Avions Pierre Robin and CEA	
Applicability:	HR 100–200, HR 100–200B, HR 100–210, HR 100–210D, HR 100–285 TIARA, HR 100–250 TR, HR 100–285C, HR 200–100, HR 200–120, HR 200–120B, HR 200–160, HR 200–100S, R 1180 T, R 1180 TD, R 2160, R 2100, R 2110A, R 2160D, R2160i and R 2112 aircraft.	
Reason:	This AD is proposed following EASA review of UK CAA submissions under Article 10.1 of Regulation (EC) No 1592/2002. In this case EASA concurs with the UK CAA that an unsafe condition exists and has received no substantive evidence to date that would change this opinion. The existing state of design AD 1999-414A does not address all affected types of a similar design and is therefore superseded. 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.
Effective Date:	Proposed 30.11.2005
Compliance:	Either (i) prior to the accumulation of a total of 1000 flight hours or 5 years from the date of manufacture, or (ii) if a total of 1000 flight hours have been exceeded or 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 12 months in which case within 24 months of that date. 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 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. 6 REPEAT INSPECTION at intervals not exceeding 24 months. REPLACEMENT of the spars temporarily terminates the need for repetitive inspections, which must be resumed prior to the accumulation of a total of 1000 flight hours or 5 years from the date of replacement.
Ref. Publications:	Avions Pierre Robin Service Letter No. 19, Service Bulletin No. 99 and Robin Service Bulletin No.163R1

Remarks:	Comments regarding this PAD should be referred to Mr R Minter, Certification Directorate, EASA. Email richard.minter@easa.eu.int The closing date for comments is 15 November 2005 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
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