Airworthiness Directive

Alpha HR200 Series and R2000 Series Aircraft

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

Issued by the Civil Aviation Authority of New Zealand in accordance with section 72I(3A) of the Civil Aviation Act. An Airworthiness Directive (AD) contains regulatory information which is mandatory. An operator of an aircraft must not operate the aircraft unless the operator complies with every applicable AD issued by the Director in accordance with section 72I(3A) of the Civil Aviation Act. An AD is issued where the Director believes on reasonable grounds that an unsafe condition exists in an aircraft or aeronautical product.

DCA/R2000/37B **Wing Spars – Inspection and Repair**

Applicability: Model HR200/100, HR200/100S, HR200/120, HR200/120B and HR200/160 aircraft, S/Ns 001 through 378.

Model R2100, R2100A, R2112, R2120U and R2160D aircraft, S/Ns 001 through 378.

Model R2160 aircraft, S/Ns 001 through 378 and 160A-06001 onward.

Model R2160i aircraft, S/Ns 001 through 378 and S/Ns 160Ai-07007 onward.

Note 1: The applicability of this AD revised. Additional S/N for model R2160i aircraft added.

Requirement: To prevent unchecked corrosion developing on the wing spars due to access for inspections being difficult under normal maintenance practices, which could lead to an unsafe condition and possibly a catastrophic failure of the wing, accomplish the following:

Remove the main landing gear legs and all the wing inspection panels per the instructions in the aircraft Maintenance Manual and inspect the visible parts of the spar web and the upper and lower boom angles (top and bottom spar caps), per Avions Pierre Robin Service Letter No. 19. and Service Bulletin No. 99.

If corrosion is found on the rear face of the spar web or the upper and lower boom angles, then inspect the front face of the spar for corrosion per SL No. 19 and SB No. 99. It may be necessary to cut inspection holes or remove the wings to inspect the front face of the spar. Inspection holes must be prepared to an approved repair scheme.

Treat corrosion per SL No. 19 and SB No. 99, before further flight.

If corrosion is found which exceeds the limits specified in Service Letter No. 19, repair per an approved repair scheme, before further flight.

Note 2: Accomplishment of EASA AD 2005-0028 which has superseded DGAC F-1999-414 satisfies the requirement of this AD.

Note 3: If the spars are replaced, the inspections at intervals of 24 months must be resumed within 60 months from the date of replacement.

Note 4: The requirements of this AD are not applicable to aircraft that have been inspected within the last 72 months or are less than 72 months old, provided that these aircraft are maintained and continued to be maintained to an approved Alpha Aviation Design Ltd maintenance programme.

Compliance: Within 60 months after aircraft date of manufacture and within 6 months for aircraft which are older then 60 months, unless accomplished within the last 24 months, and thereafter at intervals not to exceed 24 months.

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