EASA	AIRWORTHINESS DIRECTIVE
	AD No : 2005-0027 **Date: 23.11.2005**

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	**Type/Model designation(s)**
APEX	All Robin DR Series.

EU TC No 45 (DGAC TCDS 121) for DR300 and DR400

DGAC TC No 34 (TCDS 100) for DR200/250 series

DGAC TC No 40 (TCDS 111) for the Models DR 220, DR 220 A, DR 220 AB, DR 220 B, DR 221 and DR 221B

DGAC TC No 42 (TCDS 115) for the Models DR 253 and DR 253 B.

Foreign AD: None

Supersedure: Supersedes CAA AD 028-06-83 Rev 1

ATA 55	**Structure – Tailplane – Inspection/Modification.**
Manufacturer(s):	Robin or Avions Pierre Robin, SAN and CEA
Applicability:	All Robin aircraft of wooden construction having an all-moving tailplane (stabilator) constructed prior to 31 May 1981.
Reason:	Several occurrences have shown that certain Robin series aircraft are highly susceptible to corrosion of the tailplane (stabilator) bearing attachment plates. Based also on experience with the earlier Jodel aeroplanes that have a common design, it was established that the tailplane (stabilator) attachments are particularly vulnerable on early Robin aircraft. In this case, the corrosion if unchecked, would lead to failure of the stabilator attachments and subsequent catastrophic loss of control of the aircraft.
Effective Date:	23.11.2005

Compliance:	**Required** not later than six months after the effective date of this AD, unless previously accomplished within the last three years, in which case within three years of that date. **Establish** from the aircraft's records whether all the tailplane (stabilator) bearing attachment plates have been replaced with anodized aluminium plates part no. 34.11.06.000 supplied by Apex Aircraft, or if the plates have been replaced by steel plates in accordance with paragraph (c) of CAA AD 028-06-83 Rev 1. For aircraft for which all attachment plates meet one of the above requirements and that are maintained according to a maintenance programme based on the Type Certificate Holder's recommendations no further action is required. For all other aircraft, **inspect** the inboard and outboard stabilator bearing attachment plates for corrosion in accordance with the following procedure: a) Remove stabilator. b) Remove bearing attachment plates located each side of top longerons and inspect for corrosion, removing paint finish as necessary. c) If corrosion is evident replace all plates with approved replacement parts. Note: Anodised aluminium plates (part No. 34.11.06.000) supplied by Apex Aircraft satisfy this requirement. d) If the plates are uncorroded, re-install the plates. e) **Repeat** the inspection at intervals not to exceed three years. "The repeat inspection is not required if the plates are replaced with new anodized aluminium plates part no. 34.11.06.000 supplied by Apex Aircraft and the aircraft is maintained according to a maintenance programme based on the Type Certificate Holder's recommendations."
Ref. Publications:	None
Remarks:	This AD was previously published for comment as PAD 05-012. The comments received are addressed in the Comment Response Document on PAD 05-012 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 Contact information for Apex Aircraft is available at http://www.apex-aircraft.com