


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No : 2005-0028R1</p> <p>Date: 16 January 2007</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.		
Type Approval Holder's Name :	Type/Model designation(s) :	
APEX Aircraft	HR 100 and R 1180 series	
TCDS Number : DGAC France No.131 (TC No.61)		
Foreign AD : This AD is related to CAA New Zealand AD DCA/R2000/37A		
Revision/Supersedure : This AD revises and supersedes EASA AD 2005-0028 [including the 'correction' published on 09 December 2005], which superseded DGAC France AD 1999-414 and CAA United Kingdom AD 002-02-87 Rev.3		
ATA 57	Wings – Spar – Inspection/Repair	
Manufacturer(s):	APEX; Robin; Avions Pierre Robin; and Centre Est Aéronautique (CEA)	
Applicability:	HR 100 series and R 1180 series aircraft, all models, all serial numbers	
Reason:	<p>Several occurrences have shown that the Robin series of aircraft are highly susceptible to corrosion of wing spar web and boom angles.</p> <p>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. DGAC France AD 1999-414 was not applicable to all affected types of a similar design and was therefore superseded by EASA AD 2005-0028.</p> <p>Following the transfer in June 2006 of the Type Certificate for the HR 200 and R 2000 series aircraft from APEX to Alpha Aviation, as a result of which New Zealand became the 'State of Design' for that type design, the Civil Aviation Authority of that country issued AD DCA/R2000/37, corresponding to EASA AD 2005-0028. Revised AD DCA/R2000/37A has recently been issued and accepted by EASA as applicable to all aircraft of that type registered in EU Member States.</p> <p>EASA AD 2005-0028 is now revised to remove the HR 200 and R 2000 series aircraft from the applicability of this AD, as they are now required to comply with CAA New Zealand AD DCA/R2000/37A.</p>	
Effective Date:	25 November 2005	

Compliance:	<p>Required as indicated, unless accomplished previously:</p> <p>(i) prior to the accumulation of a total of 5 and a half years from the date of manufacture, or</p> <p>(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 24 months preceding the effective date of this directive, in which case within 24 months of the accomplishment date.</p> <p>Inspect the wing spar web and upper and lower boom angles for corrosion as follows:</p> <ol style="list-style-type: none"> (1) Remove main landing gear legs in accordance with Maintenance Manual instructions. (2) Remove all wing inspection panels. For HR 100 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. <p>Repeat the inspection at intervals not exceeding 24 months for all aircraft except those provided for below.</p> <p>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.</p>
Ref. Publications:	Avions Pierre Robin Service Letter No. 19, Service Bulletin No. 99 and Robin Service Bulletin No.163R1
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. The original issue of this AD was published as PAD 05-014 for consultation. The comments received are addressed in the Comment Response Document on PAD 05-014 and available on the EASA web site http://ad.easa.europa.eu/ . 3. Enquiries regarding this AD should be referred to the AD Focal Point, Certification Directorate, EASA. E-mail ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: APEX AIRCRAFT, FAX +33 (0)3 80 35 65 15, Email airworthiness@apex-aircraft.com