
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/ROBIN/18 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Robin Aviation Series Aeroplanes**AD/ROBIN/18
Amdt 1****Shoulder Harness Installation****5/2007**

Applicability: All HR 100 models.

Requirement: If not already accomplished, install a shoulder harness to each front seat in accordance with a design acceptable to the Authority. The installation must ensure that the angle of the shoulder straps after passing over the occupant's shoulder is between 5 degrees below and 30 degrees above the longitudinal axis of the aircraft.

Note: FAA AC 21-34 gives guidance on acceptable harness installations.

Compliance: If not already accomplished, prior to 10 November 2007.

This Amendment becomes effective on 10 May 2007.

Background: In the event of a crash landing, longitudinal loads will cause spinal compression if the attachment position of the shoulder harness is below the occupant's shoulder. Refer FAA AC 21-34.

This amendment expands the Applicability to all HR 100 models as the issue is common across the aircraft type.

The original issue of this Airworthiness Directive became effective July 1994.



James Coyne
Delegate of the Civil Aviation Safety Authority

28 March 2007