
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/32 Amdt 1 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/32
Amdt 2****Wing Spars****6/2008**

Applicability: All Model HR 100 series aircraft.

Model HR200/100, HR200/100S, HR200/120, HR200/120B, and HR200/160 aircraft, serial numbers 001 through 378.

Model R2100, R2100A, R2112, R2120U, and R2160D aircraft, serial numbers 001 through 378.

Model R2160 aircraft, serial numbers 001 through 378, and serial number 160A-06001 and subsequent.

Model R2160i aircraft, serial numbers 001 through 378, and serial numbers 160Ai-07007 and subsequent.

Requirement: Remove the main landing gear legs and all the wing inspection panels in accordance with 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), in accordance with Avions Pierre Robin Service Letter (SL) No. 19 and Service Bulletin (SB) 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 in accordance with 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 in accordance with SL No. 19 and SB No. 99, before further flight.

If corrosion is found which exceeds the limits specified in SL No. 19, before further flight, repair in accordance with an approved repair scheme.

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

Robin Aviation Series Aeroplanes

AD/ROBIN/32 Amdt 2 (continued)

The requirements of this Directive 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.

Note: NZ CAA AD DCA/R2000/37B and EASA AD 2005-0028, refer.

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

This Amendment becomes effective on 5 June 2008.

Background: 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 these 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.

Amendment 1 was issued in response to a new EASA AD, which was issued because the existing state of design AD did not address all affected types of a similar design.

Amendment 2 is issued to align this Directive with NZ CAA AD DCA/R2000/24A for all models except the Model HR 100, which is aligned with EASA AD 2005-0028.



David Villiers
Delegate of the Civil Aviation Safety Authority

16 April 2008