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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Kontroll av vingstruktur för korrosions- och utmattningsskador

**GÄLLER:** R2100, R2100A, R2112, R2160, R 2160D, R2160i, alla S/N

**ÅTGÄRD:** Utför åtgärder enligt bifogad kopia av DGAC AD 2000-23(A)

**TID FÖR ÅTGÄRD:** Inom tider och intervaller angivna i DGAC AD 2000-023(A) räknat från detta LVD's beslutsdatum

**UNDERLAG:** Robin Aviation Service Bulletin No. 123  
Rev. 3 daterad 23 december 1999

**REFERENS:** DGAC AD 2000-023(A)

**BESLUTSDATUM:** 2000-02-17

**LFS 2000:24**

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.

Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

|                   |              |               |                        |       |
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# AIRWORTHINESS DIRECTIVE

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*Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.*

Translation of 'Consigne de Navigabilité' ref. : 2000-023(A)  
In case of any difficulty, reference should be made to the French original issue.

## ROBIN AVIATION

### R2000 aircraft

Main wing structure and fuselage attachment (ATA 57 and 51)

#### 1. AIRCRAFT CONCERNED

This Airworthiness Directive concerns R2100, R2100A, R2112, R2160, R2160D, R2160i, all serial numbers.

#### 2. REASONS

Disassemble wings from fuselages in order to check the structures and assembly components for fatigue and corrosion.

#### 3. MANDATORY ACTIONS AND COMPLIANCE

##### 3.1. Wing structures and assembly components:

Inspect wing structures and assembly components according to referenced Service Bulletin instruction No. 1.

##### 3.1.1. Initial inspection:

- Aircraft totalling less than 3500 flight hours: when reaching 3500 hours.
- Aircraft totalling more than 3500 flight hours and less than 4000 hours: at next 100 hours inspection.
- Aircraft totalling more than 4000 flight hours:

At the latest 750 hours after previous application of ROBIN AVIATION Service Bulletin No. 123 Rev. 2 (previous issue dated 14/11/95) special instruction described in § E, at the next 100 hours inspection if ROBIN AVIATION Service Bulletin No. 123 Rev. 2 (previous issue dated 14/11/95) special instruction described in § E has not been applied.

##### 3.1.2. Repetitive inspection:

Every 750 hours after initial inspection.

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January 26, 2000

ROBIN AVIATION  
R2000 aircraft

2000-023(A)

**3.2. Wing-to-fuselage retaining bolts:**

Apply instructions n°2 of referenced Service Bulletin for non destructive testing of wing-to-fuselage retaining bolts.

**3.2.1. Initial check:**

At the latest at 3500 hours since new, or after fitting of the new bolts.

**3.2.2. Repetitive check:**

Every 750 flight hours.

*Note: Non destructive testing can be replaced by fitting new bolts.*

**3.3. Wing-to-fuselage retaining bolts torque setting:**

Check the Wing-to-fuselage retaining bolts torque setting according to instructions No. 3 of referenced Service Bulletin.

**3.3.1. Initial check:**

At the first 50 hours inspection after re-assembling the wing.

**3.3.2. Repetitive check:**

At each 100 hours inspection after initial check.

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REF. : ROBIN AVIATION Service Bulletin No. 123 Rev. 3 issued December 23, 1999.

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**EFFECTIVE DATE : FEBRUARY 05, 2000**