
Sektion 2. Utlandstillverkad flygmateriel

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|------------------------|--|
| TITEL: | Kontroll/Reparation av vingbalk. |
| GÄLLER: | Samtliga modeller av DR 400 med S/N angivna i bifogad kopia av DGAC AD 2001-570(A). |
| ÅTGÄRD: | Utför åtgärder angivna i DGAC AD 2001-570(A). |
| TID FÖR ÅTGÄRD: | För vingbalkar tillverkade mellan 1987 och 1993 skall kontroll utföras inom 3 år eller 1500 flygtimmar (vilket som inträffar först) räknat från detta LVD:s beslutsdatum. För vingbalkar tillverkade före 1987 eller efter 1993 skall kontroll utföras inom 6 år eller 2000 flygtimmar (vilket som inträffar först) räknat från detta LVD:s beslutsdatum. |
| UNDERLAG: | (Kontroll) Robin Aviation notes NAV 2000-05, 2001-05 daterade 30 oktober, 2001 eller senare utgåvor. (Reparation) NAV 2000-02 daterad 30 oktober, 2001 eller senare utgåva. NAV 2000-03 daterad 29 augusti, 2001 eller senare utgåva. |
| REFERENS: | DGAC AD 2001-570(A) |
| BESLUTSDATUM: | 10 december 2001 |
| LFS | 2001:175 |

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.

| | | | | | |
|-------------------|--------------|---------------|--------------|------------------------|-------|
| Postadress | Gatuadress | Telefonnummer | Faxnummer | Telegram | Telex |
| 601 79 NORRKÖPING | Vikobplan 11 | 011-19 20 00 | 011-19 25 75 | Civilair Norrköping | 62450 |

GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

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. : 2001-570(A)
In case of any difficulty, reference should be made to the French original issue.

ROBIN AVIATION

DR400 aircraft

Main wing spar (ATA 57)

1. APPLICABILITY

The present Airworthiness Directive (AD) applies to ROBIN AVIATION DR400 aircraft, all models excepting DR400-500, with a serial number between 924 and 2443 (these two numbers included), with the following exceptions:

- serial numbers 2433 and 2438,
- aircraft fitted with a main wing spar manufactured in 1992 and which have released to service after application of the AD 2001-194(A),
- aircraft concerned by the AD 2000-224(A) or one of its revisions for which the operation limitation has been cancelled after inspection/repair.

The present AD also applies to ROBIN AVIATION DR400 aircraft, all models excepting DR400-500, for which the main wing has been replaced by a new or overhauled spare.

2. REASONS

On June 22, 1997, the wing of a DR400 aeroplane broke in flight. The investigation lead by the "Bureau Enquêtes Accident" is not completed yet. However, inspection of the wreckage has revealed a disbonding in the main wing spar. Further investigations up to now, though not allowing to incriminate the accident spar, show that this disbonding is not an isolated case.

Aircraft equipped with a main wing spar manufactured in 1992, judged most critical, have been subject to Airworthiness Directive 2001-194(A).

As a precaution measure, the inspection is extended to all aircraft for which a doubt regarding bonding remains.

In order to take into consideration the extension of the applicability range, the present Airworthiness Directive replaces the Airworthiness Directive 2001-194(A) which is cancelled by its Revision 1.

3. MANDATORY ACTIONS

The following measures are made mandatory at the effective date of the present Airworthiness Directive:

3.1. Aircraft for which the main wing has been replaced:

Contact ROBIN AVIATION to determine if the main wing spar manufacturing date makes the inspection of paragraph 3.2 necessary.

.../...

n/OG

November 28, 2001

ROBIN AVIATION
DR 400 aircraft

2001-570(A)

3.2. Main wing spar inspection/repair:

- Inspect the main wing spar according to ROBIN AVIATION notes NAV 2000-05 and 2001-05, at their edition of October 30, 2001,
- Repair the wing according to ROBIN AVIATION notes NAV 2000-02 dated October 30, 2001 and NAV 2000-03 dated August 29, 2000,
- The inspection and repair may only be carried out by personnel authorised by ROBIN AVIATION.

4. COMPLIANCE**4.1. Aircraft fitted with a main wing spar manufactured between 1987 and 1993**

For aircraft concerned by the present AD (see § 1) fitted with a main wing spar manufactured between 1987 and 1993 the inspection must be carried out within three years or 1500 flight hours (whichever occurs first) following the effective date of the present AD. A tolerance of respectively 2 months or 30 hours is acceptable if needed to perform the mandatory actions during a scheduled inspection.

For information, the following table gives the correspondence between the main wing spar manufacturing year and the associated aircraft serial numbers:

| Main wing spar manufacturing year | Aircraft serial numbers |
|-----------------------------------|--|
| 1987 | 1756, 1766 to 1767, 1771 to 1808, 1810 to 1814, 1817, 1818, 1820, 1821, 1825. |
| 1988 | 1809, 1815, 1816, 1819, 1822 to 1824, 1826 to 1876, 1879 to 1887, 1889, 1891 to 1893, 1895, 1896, 1898 |
| 1989 | 1877, 1878, 1888, 1890, 1894, 1897, 1899 to 1952, 1954 to 1961, 1965 |
| 1990 | 1953, 1962 to 1964, 1966 to 2040, 2045 to 2048, 2050, 2052 |
| 1991 | 2049, 2051, 2053 to 2080, 2082 to 2117, 2119 to 2130, 2132 to 2136, 2138, 2140, 2141 |
| 1992 | 2118, 2131, 2137, 2139, 2142 to 2145, 2147 to 2153, 2155 to 2171, 2173 to 2182, 2184 to 2203, 2205 to 2207, 2209 to 2211, 2213, 2230, 2231 |
| 1993 | 2204, 2208, 2214 to 2229, 2232, 2233, 2235 to 2239, 2242 to 2244, 2246, 2250, 2254, 2255, 2268, 2348 |

4.2. Aircraft fitted with a main wing spar manufactured before 1987 or after 1993

For aircraft concerned by the present AD (see § 1) fitted with a main wing spar manufactured before 1987 or after 1993 the inspection must be carried out no later than within six years or 2,000 flight hours (whichever occurs first) following the effective date of the present AD. A tolerance of respectively 2 months or 30 hours is acceptable if needed to perform the mandatory actions during a scheduled inspection.

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This Airworthiness Directive replaces AD 2001-194(A) which is cancelled by its Revision 1.

EFFECTIVE DATE : DECEMBER 08, 2001