



Airworthiness Directive

AD No.: 2022-0041

Issued: 10 March 2022

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301 or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303 or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

CEAPR

Type/Model designation(s):

DR400 aeroplanes

Effective Date: 24 March 2022

TCDS Number(s): EASA.A.367

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Flight Controls Cables – Inspection

Manufacturer(s):

Robin Aircraft

Applicability:

DR 400/100, DR400/120, DR400/140B, DR400/160, DR 400/180 and DR 400/180 R aeroplanes, serial number (s/n) from 2710 to 2763 inclusive, except s/n 2745, 2749, 2754 and 2756.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: CEAPR Mandatory Service Bulletin (SB) N° 210701 revision 1.

Reason:

Occurrences have been reported of finding incorrect installation of flight controls cables.

This condition, if not detected and corrected, could cause premature wear of flight control cables, possibly leading to their failure and reduced control of the aeroplane.

To address this potential unsafe condition, CEAPR issued the SB, as defined in this AD, providing instruction for a one-time inspection.



For the reason described above, this AD requires an inspection of flight control cables and, depending on findings, accomplishment of corrective actions. This AD also requires, in case of findings, reporting to CEAPR.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 60 flight hours or 12 months, whichever occurs first after the effective date of this AD, inspect the rudder and elevator control cables in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as identified in the SB, is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the SB.

Credit:

- (3) Inspections and, depending on findings, corrective actions, accomplished before the effective date of this AD in accordance with the instructions of the applicable CEAPR DR 400 Aircraft Maintenance Schedule task 27-70, are acceptable to comply with the requirements of paragraphs (1) and (2) of this AD, as applicable, for that aeroplane, provided that, after that inspection, the rudder control cables and the elevator control cables have not been replaced or removed/reinstalled on that aeroplane.

Reporting:

- (4) If, during the inspection as required by paragraph (1) of this AD or as specified by paragraph (3) of this AD, any discrepancy, as identified in the SB, is detected, within 30 days after that inspection, or after the effective date of this AD, whichever occurs later, report the inspection results to CEAPR. This can be accomplished in accordance with the instructions of the SB.

Ref. Publications:

CEAPR Mandatory Service Bulletin N° 210701 revision 1 dated 04 March 2022.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.



4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: CEAPR, Bureau de Navigabilité, 1 Route de Troyes – 21121 Darois, France, Telephone: +33 (3) 80 35 25 22, E-mail: info@ceapr.com, Website: www.ceapr.com.

