Emergency Airworthiness Directive

AD No.: 2022-0267-E

Issued: 27 December 2022

Note: This Emergency 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):

DR 400 aeroplanes

Effective Date: 29 December 2022

TCDS Number(s): EASA.A.367

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wing Main Spar – Prohibition of Flights

ATA – Aircraft Flight Manual / Operational Limitation – Amendment

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Manufacturer(s):

Centre Est Aéronautique, Construction Aéronautique de Bourgogne, APEX Industries, Finch Aircraft, Robin Aircraft

Applicability:

CEAPR DR 400/125, DR 400/140, DR 400/160, DR 400/180, DR 400/180 R, DR 400/2+2, DR 400/120, DR 400/125i, DR 400/140 B, DR 400/120 A, DR 400/160 D, DR 400/120 D, DR 400/180 S, DR 400/100, DR 400 RP, DR 400 NGL, DR 400/200 R and DR 400/200 I aeroplanes, having serial number (s/n) 2444 to 2777 (inclusive), and all aeroplanes (models as listed above) equipped in-service with a wing delivered after 01 February 2000, or overhauled after that date by Robin Aircraft.

Definitions:

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

Affected part: Main wing spars, having s/n 2543 to 2549 inclusive, s/n 2559 to2562 inclusive, s/n 2567 to2570 inclusive, s/n 2575 to2580 inclusive, s/n 2583 or 2584, or s/n 2615 to 2618 inclusive. These main wing spars were known to be installed in production on aeroplanes having s/n

2690 and 2694, s/n 2696 to 2699 inclusive, s/n 2709 to 2712 inclusive, s/n 2714, 2715, 2720, 2724 and 2725, s/n 2727 to 2731 inclusive, s/n 2734, 2735, 2738, 2751, 2766, 2767 or 2772.

The SB: CEAPR Service Bulletin (SB) 221201.

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.

Reason:
Following a routine check on a wing main spar after production deviation from an approved manufacturing method, an affected part was identified. Subsequent investigation determined that 7 batches of affected parts that have been installed on delivered aeroplanes are potentially affected.

This condition, if not corrected, could lead to reduced structural strength of the wing, possibly resulting in wing structural failure.

To address this potential unsafe condition, CEAPR issued the SB to provide information about the affected parts and to introduce the flight prohibition recommendation.

For the reason described above, this AD prohibits flights for Group 1 aeroplanes and requires operational limitations for Group 2 aeroplanes. This AD also requires amendment of the applicable Airplane Flight Manual (AFM).

This AD is considered to be an interim action and further AD action may follow.

Required Action(s) and Compliance Time(s):
Required as indicated, unless accomplished previously:

Flight Prohibition:
(1) For Group 1 aeroplanes: From the effective date of this AD, do not operate the aeroplane.

Operational Limitations:
(2) For Group 2 aeroplanes: From the effective date of this AD, it is allowed to operate the aeroplane in “Normal” category only; any aerobatic operation or an operation with a load factor exceeding +3,8g / -1,9g is prohibited.

AFM Amendment:
(3) Before next flight after the effective date of this AD, amend the applicable AFM by introducing the limitation(s) as required by paragraph (1) or (2) of this AD, as applicable, which can be accomplished by inserting a copy of this AD in the front page of the AFM, inform all pilots, and, thereafter, operate the aeroplane accordingly.

Ref. Publications:

CEAPR SB 221201 original issue dated 23 December 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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.

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.