



## Airworthiness Directive Cancellation Notice

**AD No.:** 2023-0048-CN

**Issued:** 12 June 2024

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) 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.

**Design Approval Holder's Name:**

CEAPR

**Type/Model designation(s):**

DR 400 aeroplanes

**Effective Date:** 12 June 2024

**TCDS Number(s):** EASA.A.367

**Foreign AD:** Not applicable

**Cancellation:** This Notice cancels EASA Emergency AD 2023-0048-E dated 07 March 2023.

**ATA 57 and ATA 11 – CANCELLED: Wings – Main Wing Spar; Aircraft Flight Manual / Operational Limitations – Amendment; Placards and Markings – Interior Placards – Installation**

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### Manufacturer(s):

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

### Applicability:

CEAPR DR 400/100, DR 400/120, DR 400/120 A, DR 400/120 D, DR 400/125, DR 400/125i, DR 400/140, DR 400/140B, DR 400/160, DR 400/160 D, DR 400/180, DR 400/180 R, DR 400/180 S, DR 400/200 I, DR 400/200 R, DR 400/2+2, DR 400 RP, DR 400 NGL and DR400/500 aeroplanes, all serial numbers (s/n).

### Definitions:

For the purpose of this AD, the following definition applies:

**Affected part(s):** Main wing spars, having s/n 2114, 2149, 2158, 2160, 2165, 2174, 2180, 2182, 2186, 2189, 2190, 2193, 2194, 2198, 2201, 2209, 2220, 2223, 2226, s/n 2228 to 2237 inclusive, s/n 2239 to 2632 inclusive, or s/n 2639 to 2645 inclusive, and any main wing spar on which, after the 31 December 1973 but before the 09 of March 2023 [the effective date of EASA AD 2023-0048-E], a repair, identified in SB 221201 Revision 2 as an “affected repair”, has been embodied by the maintenance organisation of the design approval holder; except: all main wing spars on which, either APEX AIRCRAFT / CEAPR approved modification (mod) No. 020903 has been embodied in



production, or which (after delivery of the aeroplane) have been reinforced in accordance with the instructions of APEX AIRCRAFT / CEAPR modification instruction No. 1001047 Issue H.

**Reason:**

During a sample check of a main wing spar on the production line, a discrepant bonding was identified. Following investigations, it was determined that certain other main wing spars, installed on other production aeroplanes as well as on some already delivered in-service aeroplanes, are also potentially affected by similar issue.

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

To address this potential unsafe condition, CEAPR issued SB 221201 (at original issue) to provide information about the possibly affected parts and to recommend flight prohibition for certain aeroplanes. Consequently, EASA issued Emergency AD 2022-0267-E, prohibiting further flight for certain aeroplanes and requiring operational limitations for the other potentially affected aeroplanes and amendment of the applicable aircraft flight manuals (AFM).

After that AD was issued, further investigation results determined that possibly more aeroplanes than initially identified could be affected by the unsafe condition addressed by that AD, and that the required operational limitations needed adjustment and/or some additional clarification. It was also determined that the aeroplanes which had been prohibited to fly could be allowed to resume operation, provided the amended limitations are implemented. Therefore, CEAPR revised SB 221201 accordingly and published Revision 2 of this SB, and consequently EASA issued Emergency AD 2023-0048-E, superseding EASA AD 2022-0267-E, to require amendment of the AFM to introduce new (amended) operational limitations, installation of a placard indicating the reduced maximum structural cruising speed (VNO), and to remove the prohibition to fly for certain aeroplanes.

Since that AD was issued, further investigations carried out have shown that the bonding of the main wing spars, defined in this AD as affected parts, is acceptable and does not constitute an unsafe condition.

For the reasons described above, EASA Emergency AD 2023-0048-E is no longer necessary, and therefore this AD Cancellation Notice is issued to cancel Emergency AD 2023-0048-E.

CEAPR is expected to publish Revision 3 of SB 221201 to provide instructions for removing the operational limitation previously inserted in the AFM and the installed 'VNO restriction' placard.

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

None.

**Ref. Publications:**

CEAPR SB 221201 original issue (Edition 1) dated 23 December 2022, or Revision 1 dated 28 December 2022, or Revision 2 dated 06 March 2023.



**Remarks:**

1. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
2. For any question concerning the technical content of this AD-CN, please contact:  
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