



Airworthiness Directive

AD No.: 2019-0292

Issued: 04 December 2019

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, 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 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: 18 December 2019

TCDS Number(s): EASA.A.367

Foreign AD: Not applicable

Supersedure: None

ATA 55 – Stabilizers – Stabilator – Inspection

Manufacturer(s):

Centre est Aéronautique, Avions Pierre Robin, Constructions Aéronautiques de Bourgogne, APEX Industries, Robin Aircraft

Applicability:

DR 400/100, DR 400/120, DR 400/120 A, DR 400/120 D, DR 400/125, DR 400/125i, DR 400/140, DR 400/140 B, DR 400/160, DR 400/160 D, DR 400/180, DR 400/180 R, DR 400/180 S, DR400/200 I, DR 400/200 R, DR 400/2+2 and DR 400 RP aeroplanes, all serial numbers (s/n) up to s/n 2723 inclusive.

Definitions:

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

The SB: CEAPR Mandatory Service Bulletin (SB) 190501.

Reason:

An occurrence was reported of finding an abnormal deformation of the plywood under the fixing screws of the stabilator of a DR 400 aeroplane. Following further investigation, evidence was found of incorrect positioning of the internal wedges of the false spar.

This condition, if not detected and corrected, could lead to detachment of the stabilator from the aeroplane, possibly resulting in loss of control of the aeroplane and injury to persons on the ground.



To address this potential unsafe condition, CEAPR published the SB to provide inspection instructions.

For the reasons described above, this AD requires a one-time inspection of the stabilator attachment and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) During the next scheduled maintenance check or annual inspection, whichever occurs first after the effective date of this AD, inspect the attachment of the stabilator in accordance with the instructions of paragraph 10 step 1 of the SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any incorrect positioning of the internal wedges of the false spar or any abnormal embedment depth of the captive nuts inside the empennage is found, before next flight, contact CEAPR for approved corrective action instructions and, within the compliance time identified therein, accomplish those instructions accordingly.

Ref. Publications:

CEAPR SB 190501 original issue dated 17 June 2019.

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. This AD was posted on 01 October 2019 as PAD 19-185 for consultation until 29 October 2019. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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](#).
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, or Website: www.ceapr.com, section “My question” and then “I have a question about airworthiness”.

