



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 19-185

**Issued:** 01 October 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

CEAPR

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

DR 400 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**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. This Proposed AD will be closed for consultation on 29 October 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, 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](mailto:info@ceapr.com), or Website: [www.ceapr.com](http://www.ceapr.com), section “My question” and then “I have a question about airworthiness”.

