	AIRWORTHINESS DIRECTIVE No F-2001-133 R3		Distribution: A	Issue date: July 07, 2004	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: 2001-133 Revision 2		
Person in charge of airworthiness: APEX AIRCRAFT			Type(s): CAP 231 EX, CAP 232 aircraft		
Type certificate(s) No. 69 TCDS No 138					
ATA chapter: 27		Subject: Flight controls - Limit life values of trim tab control axis			

1. EFFECTIVITY:

This Airworthiness Directive (AD) concerns CAP 231 EX serial numbers 02 through 06 included and CAP 232 all serial numbers aircraft.

2. REASONS:

There is a risk of failure of the trim tab control axis across fuselage wall.

Original issue of this AD, dated April 04, 2001, was issued further to an in-service problem and limited the life value of the trim tab control axis PN 2734-9220401 to 200 flight hours.

Revision 1 of this AD, dated April 03, 2002, required to replace it by a new axis PN 2734-9220401A. The limit life value of this new axis was 1000 flight hours. Despite this change, another tab axis failure was reported.


Revision 2 of this AD, dated December 24, 2002, required repetitive inspections of this new axis, while waiting for a solution from the Type Certificate holder.

APEX AIRCRAFT has therefore designed a completely different trim tab control axis.

This Revision 3 requires the installation of this new axis (referenced 2734-0212007). The limit life value of this new axis was 1,000 flight hours. Furthermore, while waiting for complementary test results, these axis must be inspected every 100 hours.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

3.1. During next scheduled maintenance operation, replace the previous trim tab control axis with the new one, referenced 2734-0212007, in accordance with § 2 of the technical instructions of the referenced Service Bulletin.

	AIRWORTHINESS DIRECTIVE No F-2001-133 R3	Distribution: A	Issue date: July 07, 2004	Page: 2/2
-----------------------------------------------------------------------------------	-----------------------------------------------------------	---------------------------	-------------------------------------	---------------------

3.2. Inspect the new trim tab control axis every 100 hours, in accordance with § 3 of the technical instructions of the referenced service bulletin. A 10 hours tolerance is accepted to have the inspection matched with a scheduled maintenance check.

Record the application of this AD in the aircraft logbook.

4. REFERENCE PUBLICATION:

APEX AIRCRAFT Service Bulletin No. 980901 Revision 4 dated June 2004.

5. EFFECTIVE DATES:

Original issue : April 14, 2001
Revision 1 : April 13, 2002
Revision 2 : January 04, 2003
Revision 3 : July 17, 2004.

6. REMARK

For questions addressing the technical contents of this AD requirements:

APEX AIRCRAFT fax : +33 (0)3 80 35 65 15
E-Mail : airworthiness@apex-aircraft.com

7. APPROVAL

This AD Revision is approved under EASA reference No 2004-7035 dated June 29, 2004.