


EASA		EMERGENCY AIRWORTHINESS DIRECTIVE	
		AD No: 2006– 0211R1-E Date: 31 July 2006	
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.			
Type Approval Holder's Name : APEX AIRCRAFT		Type/Model designation(s): CAP 230, CAP 231, 231EX and CAP232	
TC/TCDS Number: DGAC France N° 69 / 138			
Foreign AD Nr: None			
Supersedure: DGAC F-2005-156, EASA approval No. 2005-6219			
ATA 53 and 57		Return to flight – Fuselage / Wings - Modification / Reinforcement	
Manufacturers:		MUDRY – CAP AVIATION – CAP INDUSTRIES	
Applicability:		CAP 230, CAP 231, CAP 231EX and CAP232 aircraft, all serial numbers.	
Reason:		<p>On August 30th, 2005 a French Air Force CAP232 aircraft suffered an in-flight wing separation from the fuselage during a French Aerobatics Championship. The day after, EASA, in accordance with the Type Certificate Holder (TCH), issued the Airworthiness Directive (AD) F-2005-156 requesting immediate grounding of all CAP 230, CAP 231, CAP 231EX and CAP232 aircraft.</p> <p>Investigations by BEAD-Air have suggested two possible causes that may have led to the in-flight wing separation from the fuselage. In order to have the aircraft back to service, EASA has requested Apex Aircraft to design reinforcement of bulkhead n°1 and 2 to cover both possible causes.</p> <p>Two types of corrective actions have to be considered depending on the aircraft design and the type of aerobatics programs usually practiced.</p> <p>The group 1 – made of CAP 230, CAP 231, CAP 231EX aircraft which were not flown during the last 10 years under type “Q” training or competition flights, or are not to be flown under these flights – will only have the bulkhead n°1 to be reinforced.</p> <p>The return to flight for the group 2, composed of CAP 232 aircraft - made of a different design- and Cap230, Cap231 and cap231EX which have been flown during the last 10 years under type “Q” training or competition aerobatic programs or will be flown under these programs may now be considered after the validation by EASA of corrective design changes proposed through an STC from “AMICALE</p>	

	<p>DE VOLTIGE AÉRIENNE" (AVA).</p> <p>Whereas the initial issue of this AD was for the group 1 aircraft, Revision 1 is aiming to authorize the return to flight for group 2 aircraft provided the relevant corrective actions are implemented on aircraft before further flight.</p>
Effective Date:	01 August 2006
Compliance:	<p>The following measures are rendered mandatory from the effective date of this AD.</p> <p><u>1. Group 1 aircraft: Prior to any further flight, Inspect and repair as necessary the fuselage structure, proceed to the installation of the reinforcement plates assembly Ref.21.56.01.001 on the firewall web, replace the engine mount attachment bolts as instructed in paragraphs 1. through 5. of the APEX AIRCRAFT Service Bulletin n° 060305 accomplishment instructions.</u></p> <p>Repeat thereafter, every 100 aerobatic flight hours, not to exceed 110 hours, the aircraft structure inspection in accordance with the paragraphs 2. of the APEX AIRCRAFT Service Bulletin n° 060305 accomplishment instructions.</p> <p>Note 1: As a prerequisite to the APEX AIRCRAFT Service Bulletin n° 060305, Any CAP230 shall be first modified into a CAP231. In this case please contact APEX AIRCRAFT technical support representative.</p> <p>Note 2: the first release to service shall be done after validation of the inspection by an APEX AIRCRAFT representative as requested by paragraph 1.b. of the APEX AIRCRAFT Service Bulletin n° 060305.</p> <p>For these aircraft, type Q training or competition flights are forbidden. A copy of this AD must be inserted into the AFM.</p> <p><u>2. Group 2 aircraft: Do all the actions in § 2.1(CAP232) or §2.2(CAP231 and CAP231-EX) of this AD.</u></p> <p><u>2.1 For CAP232</u></p> <p>2.1.1 Before further flight, insert the relevant AFM supplement modifying sections 1.4 and 2.2 and 2.16 of the AFM and install a limitation placard in the cockpit as indicated in the annex A of the AVA Service Bulletin No 2006-01 Ed 1.</p> <p>2.1.2 After possible repairs and after reinforcement of bulkheads # 2 and #3 done by implementation of the AVA-STC-2006-01 Rev 01 performed by the sole entitled Company AIR MENUISERIE, proceed to the reinforcement of the bulkhead #1 as instructed in the paragraph (§) A. of the AVA Service Bulletin No 2006-01 Ed 1.</p> <p>2.1.3 Modify the approved operator's maintenance program by inserting the repetitive inspections requirements of § B of the AVA Service Bulletin AVA Service Bulletin No 2006-01 Ed1.</p> <p><u>2.2 For CAP231 and CAP231-EX</u></p> <p>2.2.1 After possible repairs and after reinforcement of bulkhead # 2 done by implementation of the AVA-STC-2006-01 Rev 01 performed by the sole entitled Company AIR MENUISERIE, proceed to the reinforcement of the bulkhead #1 as instructed in the § A. of the AVA Service Bulletin No 2006-02 Ed 1.</p> <p>2.2.2 Modify the approved operator's maintenance program by inserting the repetitive inspections requirements of § B of the AVA Service Bulletin AVA Service Bulletin No 2006-02 Ed1.</p> <p>Note 3: After embodiment of these AD's requirements perform a new weighing and balancing as mentioned in the Service Bulletins given in reference.</p>

Ref. Publications:	<p>APEX AIRCRAFT Service Bulletin n° 060305 original issue</p> <p>AMICALE DE VOLTIGE AÉRIENNE Service Bulletins n° 2006-01 Ed 1 and n°2006-02 Ed 1.</p> <p>AMICALE DE VOLTIGE AERIEENNE AVA-STC-2006-01 Rev 01</p> <p>or later approved revisions.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: APEX AIRCRAFT, 1 route de Troyes - 21121 DAROIS – FRANCE - Ph.: + 33 380 352 500 - Fax : + 33 380 356 515 airworthiness@apex-aircraft.com or: AMICALE DE VOLTIGE AÉRIENNE, Bâtiment 43 – Aéroport, 78 210 Saint Cyr l'Ecole - France - Phone/Fax : + 33 1 47 57 45 11 E-mail: regis.alajouanine@tiscali.fr