


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<b>AD No: 2006 – 0211-E</b>  <b>Date: 12 July 2006</b>	
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.		
<b>Type Approval Holder's Name :</b> APEX AIRCRAFT		<b>Type/Model designation(s):</b> 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		
<b>ATA 53 and 57</b>	<b>Return to flight – Fuselage / Wings - Modification / Reinforcement</b>	
Manufacturers:	MUDRY – CAP AVIATION – APEX AIRCRAFT	
Applicability:	CAP 230, CAP 231, CAP 231EX and CAP232 aircraft, all serial numbers.	
Reason:	<p>On August 30<sup>th</sup>, 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 – will have the bulkhead n°1 to be reinforced only if the aircraft was not flown during the last 10 years or is not to be flown under type “Q” training or competition flights.</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 flown during the last 10 years or will be flown under type “Q” training or competition aerobatic programs is not to be considered to date but will be conditioned to the future validation of the proposed corrective design change in progress.</p>	

	The aim of this AD is to authorize the return to flight for the group 1 aircraft provided the relevant corrective actions are implemented on the aircraft prior to return to service.
Effective Date:	13 July 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 stay grounded pending bulkhead n°2 change in progress.</u></p>
Ref. Publications:	APEX AIRCRAFT Service Bulletin n° 060305 original issue. or later approved revisions.
Remarks:	<ol style="list-style-type: none"> <li>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.</li> <li>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li> <li>3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>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 <a href="mailto:airworthiness@apex-aircraft.com">airworthiness@apex-aircraft.com</a></li> </ol>