EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0231 **Date: 05 November 2010** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Type Approval Holder's Name :	**Type/Model designation(s) :**
CEAPR	DR253, DR300, DR400, HR100 and R1180 aeroplanes

TCDS Number :	DGAC N° 115, 121 and 131
Foreign AD :	None
Supersedure :	This AD supersedes EASA AD 2007-0171, dated 19 July 2007

ATA 32	**Nose Landing Gear – Support Plate Of Oleo Outer Cylinder – Inspection/Repair**
Manufacturer(s):	CENTRE EST AÉRONAUTIQUE, AVIONS PIERRE ROBIN, CONSTRUCTIONS AÉRONAUTIQUES DE BOURGOGNE (CAB), APEX INDUSTRIES.
Applicability:	HR100/200, HR100/200B, HR100/210, HR 100/210D aeroplanes, all serial numbers and R1180, DR253, DR300, DR400 aeroplanes, all models, all serial numbers.
Reason:	This AD is prompted by reports of cracks found on the lower plate and its welding to the oleo outer cylinder and in service incidents as a result of a fatigue failure of the upper plate. These cracks could lead to the nose landing gear collapse if they are not detected. This AD supersedes DGAC-F AD F-1983-206(A)R3. This AD is based on the revision 5 of the Apex SB n°101 according to the AAIB Safety Recommendation 2004-87. It requires repetitive inspections of the nose landing gear upper plate in addition to the previous repetitive inspections of the nose landing gear lower plate and its welding to the oleo outer cylinder to detect crack. This supersedure is issued to expend the applicability of this AD to the models also equipped with "SAB" nose landing gear. This extension is prompted by several reports of cracks on the "SAB" nose gears" similar than those reported on the "Avions Robin" nose landing gear.

Effective Date:	19 November 2010
Required action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: **(1)** – <u>Lower support plate :</u> (1.1) If the lower support plate width is equal or more than 84 mm, at the next 500 hours maintenance inspection and thereafter at each 500 hours maintenance, perform a dye penetrant inspection on the lower support plate and its welding to the strut in accordance with the instructions of APEX SB n°101 (areas 3 and 4 of fig 2 of the SB). 1.2) If the lower support plate width is less than 84 mm, at the next 100 hours maintenance inspection and thereafter at each 100 hours maintenance, perform a dye penetrant inspection on the lower support plate and its welding to the strut in accordance with the instructions of APEX SB n°101 (areas 3 and 4 of fig 2 of the SB). (1.3) If, during any inspection as required by paragraph (1.1) or (1.2) of this AD as applicable, a crack is found in the lower support plate (area 3 of fig 2 of the SB), before next flight, contact the TC Holder for approved repair instructions and accomplish those instructions accordingly. (1.4) If, during any inspection as required by paragraph (1.1) or (1.2) of this AD as applicable, a crack is found in the lower support plate welding to the strut (area 4 of fig 2 of the SB) proceed with the following: (1.5) If the crack detected as required by paragraph (1.4) of this AD runs along the circumference and is less than 15 mm and/or if the crack is radial and less than 8 mm, at intervals not exceeding 25 flight hours inspect the affected area in accordance with the instructions of APEX SB n°101. (1.6) If the crack detected as required by paragraph (1.4) of this AD is or has become longer than specified in paragraph (1.5) of this AD, before next flight, contact the TC Holder for approved repair instructions and accomplish those instructions accordingly. **(2)** – <u>Upper support plate :</u> (2.1) At the next 100 hours maintenance inspection or within 1 year, whichever occurs first and thereafter at each 100 hours maintenance or within 1 year, whichever occurs first, perform a visual inspection of the connections of upper support plate to oleo cylinder, including the upward side in accordance with the instructions of APEX SB n°101 (areas 1 or 2 of fig 2 of the SB). **(**2.2) At the next 500 hours maintenance inspection and thereafter at each 500 hours maintenance, perform a dye penetrant check of the upper support plate in accordance with the instructions of APEX SB n°101 (areas 1 or 2 of fig 2 of the SB). (2.3) If, during any inspection as required by paragraph (2.1) or (2.2) of this AD, a crack is found in the upper (areas 1 or 2 of fig 2 of the SB) support plate, before next flight contact the TC Holder for approved repair instructions and accomplish those instructions accordingly. **(3)** Any repair as required by this AD does not constitute terminating action for the repetitive inspection requirements of this AD.

Ref. Publications:	Apex SB n°101 revision 6 dated October 2010 or latter issue. The use of later approved revisions of this 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. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu 4. 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 Phone : + 33 380 35 25 22 - Fax : + 33 380 35 25 25 info@ceapr.com