


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0253</p> <p>Date: 30 November 2012</p> <p>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.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.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 AD applies, except in accordance with the requirements of that AD, 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].</p>	
<p>Design Approval Holder's Name: AUPA DYN'AERO</p>	<p>Type/Model designation(s): CAP 10 B aeroplanes</p>
TCDS Number:	EASA.A.370
Foreign AD:	Not applicable
Supersedure:	None
ATA 11	Placards and Markings – Flat Spin Recovery Flight Manual Revision
Manufacturer(s):	CAARP, Avions Mudry et Cie, Akrotech, Apex Industries
Applicability:	CAP 10 B aeroplanes, serial number (s/n) 300 and higher (commercial designation CAP 10C), and CAP 10 B aeroplanes, s/n 001 through 299 inclusive, if a carbon wing spar (Major Change 000302) is installed.
Reason:	<p>A fatal accident occurred to a CAP 10C, in which the pilot lost control of the aeroplane during a flat spin exercise.</p> <p>The investigators of the accident concluded that information contained in the Aircraft Flight Manual (AFM) should be more detailed to ensure adequate recovery from a flat spin.</p> <p>This condition, if not corrected, could result in further accidents of this kind.</p> <p>Based on the results of the technical investigation, AUPA Dyn'Aero issued a revision to the AFM, providing more details for the flat spin recovery procedure.</p> <p>For the reasons described above, this AD requires a revision of the applicable AFM, (No. 4EXNO21 in French, or No. 4EXN022 in English) and the installation of a placard in the cockpit.</p>
Effective Date:	14 December 2012

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Within 90 days after the effective date of the AD, accomplish the following actions concurrently:</p> <ol style="list-style-type: none"> (1) Revise the AFM 4EXNO21 (French) or AFM 4EXN022 (English), as applicable, to incorporate Revision 1. (2) Install the modified placard for unintentional spin recovery procedure on the cockpit instrument panel, in the same location as the previous one, in accordance with the instructions of AUPA Dyn'Aero Service Bulletin (SB) N° BS6412001.
<p>Ref. Publications:</p>	<p>AUPA Dyn'Aero SB N° BS6412001 dated 29 November 2012.</p> <p>AUPA Dyn'Aero CAP10B AFM 4EXNO21 (French), or CAP10B AFM 4EXN022 (English), at Revision 1.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AUPA Dyn'Aero 19, Rue de l'Aviation - 21121 Darois – France Telephone: +33 3 80 35 60 62, Fax: +33 3 85 35 60 63, E-mail contact@dyn.aero.