

Luftfartstilsynet  
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## LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE  
LUFTFARTØY

APEX Aircraft -1

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Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

### 2003-075 OPERATIVE BEGRENSNINGER OG REPETITIVE INSPEKSJONER

**Påbudet gjelder:**

APEX Aircraft, CAP 10B med de serienummer og som beskrevet i vedlagte kopi av DGAC AD U2003-375(A).

**Påbudet omfatter:**

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD U2003-375(A).

**Tid for utførelse:**

Til de tider som er beskrevet i vedlagte kopi av DGAC AD U2003-375(A).

**Referanse:**

DGAC AD U2003-375(A).

**Gyldighetsdato:**

2003.10.10.

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### 3.2 Facteurs de charge :

La mesure de précaution suivante est impérative : limitation du domaine de vol des CAP 10B définis dans le paragraphe 1 de la présente CN de la manière suivante :

- en vol solo de -3,5 à +5 ;
- avec deux personnes à bord de -3,5 à +4,3.

### 3.3 Limitation de la vitesse lors de manœuvres déclenchées :

La limitation suivante est maintenue : la vitesse lors des manœuvres déclenchées positives et négatives ne doit jamais dépasser 160 km/h (86 kts).

Une étiquette temporaire spécifiant les deux limitations définies en 3.2 et 3.3 doit être installée en vue du pilote.

Tout dépassement de ces limitations entraîne l'inaptitude au vol de l'aéronef. Dans ce cas, contacter le détenteur du certificat de type et informer la DGAC.

### 3.4 Répétition des inspections (se reporter au programme d'entretien)

L'inspection des semelles extradors et intradors doit être répétée :

- lors de la visite intermédiaire (au plus toutes les 55 heures de vol),
- suite à un atterrissage dur ou en surcharge,
- lors d'un dépassement des limites d'utilisation cellule.

L'inspection des cales de train doit être répétée lors de la visite annuelle.

## 4. DELAIS D'APPLICATION

Les actions requises aux paragraphes 3.1, 3.2 et 3.3 doivent être exécutées dès réception de la présente CN.

La présente CN remplace la CN 2001-616(A) R1 qui sera annulée par sa révision 2.

**REF.** Nouveau programme d'entretien CAP 10B (Edition 1 du 01 mars 2002)  
Bulletin Service CAP 10B N° 16 (CAP 10B-57-004).

### CONTACTS :

Détenteur du certificat de type : APEX AIRCRAFT, 1 route de Troyes, 21121 DAROIS  
Fax : 03 80 35 65 15, e-mail : airworthiness@apex-aircraft.com  
DGAC : SFACT/N.AG, 50 rue Henry Farman, 75720 PARIS Cedex 15, Fax : 01 58 09 43 47

**DATE D'ENTREE EN VIGUEUR : Dès réception.**

*TRANSLATION (in case of difficulty, refer to French text)*

**EMERGENCY AIRWORTHINESS DIRECTIVE (CNU) RELEASED BY DIRECTION GENERALE DE L'AVIATION CIVILE (FRANCE).**

**THIS TEXT IS NOT SENT TO FOREIGN OPERATORS OF AIRCRAFT NOT REGISTERED IN FRANCE.  
IT IS UP TO THE NATIONAL AUTHORITIES TO FORWARD IT TO THEM ON RECEIPT.**

**No U2003-375(A) – APEX AIRCRAFT – CAP 10B aircraft**

**SUBJECT:** Flight envelope limitation (ATA 04)

### **1. APPLICABILITY:**

This Airworthiness Directive (AD) concerns CAP 10B aircraft, serial numbers 01, 02, 03, 04 and from 1 to 282 (these two numbers included), which have not been fitted with a replacement wood/carbon wing following application of major change 000302.

### **2. REASONS:**

#### **2.1 Previous events**

Further to a fracture in flight of a CAP 10B wing that occurred in July 2001, the original issuance of AD 2001-616(A) led to new limitations:

- CAP 10B flight envelope limited to load factors between +5 and -3,
- The airspeed for positive and negative flick maneuvers limited to 160 km/h (86 kts).

Further to observations on the involved aircraft, revision 1 of this AD (ref. 2001-616(A) R1) enforced new detailed inspections (upper spar flange, lower spar flange and landing gear attachment blocks) set by the Type Certificate holder new CAP 10B maintenance schedule (issue 1 dated March 01 2002). After applying the maintenance program, the limitation could be removed and the aircraft flight envelope returned to +6/-4.5.

## 2.2 Origin of this new AD

Further to a new fracture in flight of a CAP 10B wing in June 2003, the investigation in process seems to point out that a wrong application of CAP 10B Service Bulletin N° 16 (CAP 10B-57-004) would lead to the impossibility of detecting the potential spar damage while performing the Type Certificate holder upper spar flange inspection.

While waiting for the results of the Type Certificate holder investigations, new operating limitations are enforced by this AD that replaces AD 2001-616(A) R1.

## 3. MANDATORY ACTIONS:

### 3.1 Preliminary check

Check that n° 1 wing rib has been modified according to Service Bulletin CAP 10B N° 16 (CAP 10B-57-004).

If so, the actions described below in paragraphs 3.2 to 3.4 must be performed.

If not, the aircraft is not allowed to be operated anymore. Contact the Type Certificate holder to obtain return to flight conditions and inform French DGAC.

### 3.2 Load factors

The following precautionary measure is made mandatory: for CAP 10B listed in paragraph 1 of this AD, the flight envelope is limited as follows:

- For solo flights from -3.5 to +5;
- When 2 persons on board from -3.5 to +4.3

### 3.3 Flick maneuvers speed limitation:

The following limitation is kept: the airspeed for positive and negative flick maneuvers must never exceed 160 km/h (86 kts).

A temporary placard specifying the two limitations defined in § 3.2 & § 3.3 must be installed in view of the pilot.

No aircraft is allowed to be operated further to an exceeding of these limitations. In this case, contact the Type Certificate Holder and inform French DGAC.

### 3.4 Repetitive inspections (refer to the maintenance schedule)

The upper and lower spar flanges inspections must be performed:

- at every intermediate inspection (at the latest every 55 flight hours),
- after a hard or overweight landing,
- after exceeding the airframe limitations.

The landing gear attachment blocks inspection will be performed during the annual inspection.

## 4. COMPLIANCE TIME

The actions required in paragraphs 3.1, 3.2 and 3.3 must be performed upon receipt of this AD.

The present AD replaces AD 2001-616(A) R1 which will be canceled by its revision 2.

REF.: New CAP 10B maintenance schedule (issue 1 dated March 01, 2002)  
CAP 10B Service Bulletin N° 16 (CAP 10B-57-004).

### CONTACTS:

Type Certificate holder: APEX AIRCRAFT, 1 route de Troyes, 21121 DAROIS

Fax: +33 3 80 35 65 15, e-mail: [airworthiness@apex-aircraft.com](mailto:airworthiness@apex-aircraft.com)

DGAC: SFACT/N.AG, 50 rue Henry FARMAN, 75720 PARIS Cedex 15, fax: + 33 1 58 09 43 47

**EFFECTIVE DATE : Upon receipt.**

Luffartstilsynet  
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## LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE  
LUFTFARTØY

APEX Aircraft -2

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Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

### 2003-084 "CARBURATOR AIR BOX VALVE ASSEMBLY"

#### **Påbudet gjelder:**

APEX Aircraft, DR400, modeller og serienummer som beskrevet i vedlagte kopi av DGAC AD 2003-405(A).

#### **Påbudet omfatter:**

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD 2003-405(A).

#### **Tid for utførelse:**

Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2003-405(A).

#### **Referanse:**

DGAC AD 2003-405(A).

#### **Gyldighetsdato:**

2003-12-08

# AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

*Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.*

Translation of 'Consigne de Navigabilité' ref. : 2003-405(A)  
In case of any difficulty, reference should be made to the French original issue.

## APEX AIRCRAFT

### DR400 aeroplanes

Carburator air box valve assembly (ATA 71)

#### 1. APPLICABILITY

This Airworthiness Directive (AD) concerns the following APEX AIRCRAFT (formerly AVIONS ROBIN / ROBIN AVIATION) aeroplanes:

- DR 400/120, DR400/140, DR400/160 DR400/180 and DR 400/180 R from serial number 2207 through serial number 2555 inclusive ; and
- aeroplanes which have been transformed into DR400/120, DR400/140, DR400/160 DR400/180 or DR 400/180 R between January 1<sup>st</sup>, 1993 and September 1<sup>st</sup>, 2003.

#### 2. REASON

A case where the fastening screws of the carburator air box valve assembly have got loose and have been sucked into the carburator, causing a loss of engine power. Investigations have shown that incorrect screws may have been installed during production or delivered as spare parts.

#### 3. MANDATORY ACTIONS AND COMPLIANCE

The following measures are made mandatory from the effective date of this AD:

Within the next 10 flight hours perform the inspection of the fastening screws of the carburator air box valve assembly according to the instructions of APEX AIRCRAFT Service Bulletin in reference.

If the screws are not conform to the approved definition, replace them by approved screws with the following compliance time:

- before the next flight, if the screw protrusion through the nut is not sufficient (see APEX AIRCRAFT Service Bulletin in reference);
- within the next 50 flight hours (with a tolerance of 10 hours if necessary to perform the task during a scheduled inspection), if the screw protrusion through the nut is sufficient (see APEX AIRCRAFT Service Bulletin in reference).

October 29, 2003

APEX AIRCRAFT  
DR 400 aeroplanes

2003-405(A)

Record application of this Airworthiness Directive in the Aircraft logbook.

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REF. : APEX AIRCRAFT Service Bulletin No. 030705 dated October 03, 2003

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**EFFECTIVE DATE : NOVEMBER 08, 2003**

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# LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE  
LUFTFARTØY

APEX Aircraft -3

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Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

## 2004-059 "MLG – TORQUE LINK ATTACHING WELD"

### Påbudet gjelder:

APEX Aircraft, CAP 10B, modeller som beskrevet i vedlagte kopi av DGAC AD F-2004-108.

### Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-108.

### Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2004-108.

### Referanse:

DGAC AD F-2004-108.

### Gyldighetsdato:

2004-08-23.

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2004-108</b>		Distribution: <b>A</b>	Issue date: <b>July 07, 2004</b>	Page : <b>1/2</b>
	Direction générale de l'aviation civile France 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>	
GSAC publication	<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>				
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>None</b>			
Person in charge of airworthiness: <b>APEX AIRCRAFT</b>		Type(s): <b>CAP 10B aircraft</b>			
Type certificate(s) No. 55 TCDS No 125					
ATA chapter: <b>32</b>	Subject: <b>Main landing gear - Torque link attaching weld</b>				

**1. EFFECTIVITY :**

This Airworthiness Directive (AD) concerns CAP 10B aircraft:

- from serial number 300 (included), or
- modified in accordance with modification 000302 "CAP 10C wing",

for which main landing gears have a separation zone between the chrome plated area of the moving strut and the torque link attachment is less than 1 mm (0.04 in) [cf. § 2 of accomplishment instructions in the referenced Service Bulletin (SB)].

**2. REASON :**

The torque links attachment to the oving strut of the main landing gear has been welded for some part on the surface treatment (chrome plating), which could lead to cracks.

**3. MANDATORY ACTIONS AND COMPLIANCE TIMES:**

Perform inspection described in § "Accomplishment instructions" of the referenced SB every 100 hours. A 10 hours tolerance is accepted to have the inspection matched with a scheduled maintenance check.

Nevertheless, for landing gears with more than 100 flight hours, perform this inspection within 50 hours (a 5 hours tolerance is accepted to have the inspection matched with a scheduled maintenance check) and then every 100 hours (a 10 hours tolerance is accepted to have the inspection matched with a scheduled maintenance check).

**4. REFERENCE PUBLICATION:**

APEX AIRCRAFT Service Bulletin No. 040506 dated June 07, 2004.



**AIRWORTHINESS DIRECTIVE**  
**No F-2004-108**

Distribution:

**A**

Issue date:

**July 07, 2004**

Page:

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**5. EFFECTIVE DATE:**

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](mailto:airworthiness@apex-aircraft.com)

**7. APPROVAL:**

This AD is approved under EASA reference No 2004-7033 dated June 29, 2004.

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# LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE  
LUFTFARTØY

APEX Aircraft -4

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Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

## 2004-064 "STABILIZERS – RUDDER LOWER SUPPORT INSPECTION"

### Påbudet gjelder:

APEX Aircraft, CAP10B, CAP20, CAP20L/S200, CAP21, CAP231, CAP231EX og CAP232 modeller som beskrevet i vedlagte kopi av DGAC AD F-2004-143.

### Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-143.

### Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2004-143.

### Referanse:

DGAC AD F-2004-143.

### Gyldighetsdato:

2004-12-01.

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2004-143</b>		Distribution: <b>A</b>	Issue date: <b>August 18, 2004</b>	Page : <b>1/2</b>
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number.          In case of difficulty, reference should be made to the French issue.</i>	
<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>					
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>			Airworthiness Directive(s) replaced: <b>UF-2004-143</b>		
Person in charge of airworthiness: <b>APEX AIRCRAFT</b>			Type(s): <b>CAP10B, CAP20, CAP20L/S200, CAP21, CAP231, CAP231EX, CAP232 aeroplanes</b>		
Type certificate(s) No. <b>55, 69</b> TCDS No <b>125, 138</b>					
ATA chapter: <b>55</b>	Subject: <b>Stabilizers - Rudder lower support inspection</b>				

**1. EFFECTIVITY:**

CAP10B, CAP232, CAP231, CAP231EX, CAP21, CAP20, CAP20 L/S 200 aircraft fitted with a lower support (CAP230-30-08-01\* or CAP10-30-08-01\*) supplied by APEX AIRCRAFT after January 1<sup>st</sup>, 2001 (part supplied as spare part or fitted on brand new aircraft).

\* with or without a letter at the reference end.

**2. REASON:**

Two cases of rudder lower support with cracks have been reported, waiting for a technical solution, inspections are required.

**3. MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures are made mandatory from the effective date of this Airworthiness Directive:

- 3.1. Before the next flight, perform inspection A as described in APEX AIRCRAFT Service Bulletin n° 040707 in accordance with the "Accomplishment instructions" paragraph.
- 3.2. Every 25 flight hours, perform inspection B as described in APEX AIRCRAFT Service Bulletin n° 040707 in accordance with the "Accomplishment instructions" paragraph.

**When a crack is detected on the support, the part is no more airworthy and must be sent to APEX Aircraft for investigation.**

**4. REFERENCE PUBLICATION:**

APEX AIRCRAFT Service Bulletin n° 040707 of July 29, 2004.



**AIRWORTHINESS DIRECTIVE**  
**No F-2004-143**

Distribution:

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Issue date:

**August 18, 2004**

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**5. EFFECTIVE DATE:**

Upon receipt of the Emergency AD UF-2004-143 issued on August 09, 2004.

**6. REMARK:**

For questions concerning the technical contents of this AD requirements, contact:

APEX AIRCRAFT

Fax: +33 (0) 380 356 515

E.mail: [airworthiness@apex-aircraft.com](mailto:airworthiness@apex-aircraft.com)

**7. APPROVAL:**

This AD is approved under EASA reference n° 2004-8551 dated August 09, 2004.

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# LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE  
LUFTFARTØY

APEX Aircraft -5

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Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

## 2004-065      **UTSKIFTING AV BOLTER I BALANSERORETS VINKELARM**

### **Påbudet gjelder:**

APEX Aircraft, CAP 10B modeller som beskrevet i vedlagte kopi av DGAC AD F-2004-144.

### **Påbudet omfatter:**

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-144.

### **Tid for utførelse:**

Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2004-144.

### **Referanse:**

DGAC AD F-2004-144.

### **Gyldighetsdato:**

2004-12-01.

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2004-144</b>	Distribution: <b>A</b>	Issue date: <b>August 18, 2004</b>	Page : <b>1/2</b>
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
<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>				
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>None</b>		
Person in charge of airworthiness: <b>APEX AIRCRAFT</b>		Type(s): <b>CAP 10B aeroplanes</b>		
Type certificate(s) No. 55 TCDS No 125				
ATA chapter: <b>27</b>	Subject: <b>Flight controls - Aileron bellcrank bolts replacement</b>			

**1. EFFECTIVITY:**

APEX AIRCRAFT CAP10B aeroplanes,

- Serial number (SN) 300 through SN 310 inclusive,
- SN 312 & 313,
- and SN up to 299 inclusive modified in accordance with "CAP10C wing" modification 000302.

**2. REASON:**

Further to the observation of vibrations in the aileron system on one aircraft during a rapid descent, APEX AIRCRAFT has developed a new design (change of the aileron bellcrank bolts and replacement of the washers installed between the brackets by spacers).

**3. MANDATORY ACTIONS AND COMPLIANCE TIME:**

The following measures are made mandatory from the effective date of this AD:

Within the next 50 flight hours:

- apply the technical instructions as described in the APEX AIRCRAFT Service Bulletin No 031101.

**4. REFERENCE PUBLICATION:**

APEX AIRCRAFT Service Bulletin No 031101 of July 16, 2004.

**5. EFFECTIVE DATE:**

August 28, 2004.

**AIRWORTHINESS DIRECTIVE****No F-2004-144**

Distribution:

**A**

Issue date:

**August 18, 2004**

Page:

**2/2****6. REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:

APEX AIRCRAFT  
1 route de Troyes  
21121 DAROIS  
FRANCE

Phone: + 33 (0)3 80 35 6510  
Fax: + 33 (0)3 80 35 6515  
E-Mail: [airworthiness@apex-aircraft.com](mailto:airworthiness@apex-aircraft.com)

**7. APPROVAL:**

This AD is approved under EASA reference No 2004-8598 dated August 10, 2004.

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# LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE  
LUFTFARTØY

APEX Aircraft -6

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Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

## **2005-029      BALANSEROR – INSPEKSJON/BYTTE AV ”AILRONS SPADES SUPPORTS”**

### **Påbudet gjelder:**

APEX Aircraft, CAP 10B som beskrevet i vedlagte kopi av DGAC AD F-2005-049.

### **Påbudet omfatter:**

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2005-049.

### **Tid for utførelse:**


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2005-049.

### **Referanse:**

DGAC AD F-2005-049.

### **Gyldighetsdato:**

2005-07-08.

 Direction générale de l'aviation civile France GSAC publication	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2005-049</b>	Distribution: <b>A</b>	Issue date: <b>March 30, 2005</b>	Page : <b>1/2</b>
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number.          In case of difficulty, reference should be made to the French issue.</i>	
<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>				
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>None</b>		
Person in charge of airworthiness: <b>APEX AIRCRAFT</b>		Type(s): <b>CAP 10B aircraft</b>		
Type certificate(s) No. 125 TCDS No 125				
ATA chapter: <b>57</b>	Subject: <b>Aileron - Inspection/Replacement of ailerons spades supports</b>			

### 1. EFFECTIVITY:

This Airworthiness Directive (AD) is applicable to CAP 10B aircraft:

- from serial number 300 (inclusive) and to
- all serial numbers below the serial number 300 modified in accordance with modification 000302 also called "CAP10C wing".

### 2. REASONS:

This Airworthiness Directive (AD) is issued following the discovery of cracks on aileron spades of an in-service CAP 10B aircraft.

The consequence on the aircraft of these cracks might be the loss of the airplane rolling control.

APEX AIRCRAFT has designed a new models of inboard and mid-aileron spades supports which shall be installed in place of the previous supports models if cracks are found.

### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of this AD, unless previously accomplished:

#### 3.1. INSPECTION/REPLACEMENT:

3.1.1. Prior to the next 10 flight hours from the effective date of this AD, Inspect the spades supports. None crack is permitted.

3.1.2. If any crack is found during § 3.1.1. inspection, before further flight replace the spades supports.



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**No F-2005-049**

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**A**

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**March 30, 2005**

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**3.1.3.** If no crack is found during § 3.1.1. inspection, repeat the inspection thereafter at intervals not to exceed 55 flight hours.

These actions must be done in accordance with the manufacturer's technical Publications.

**Note 1:** Inspection required by paragraph 3.1. of this AD does not concern spades supports with the letter "A" in their identification marking.

**Note 2:** Installation of new models of inboard and mid-aileron spades supports ends the repetitive inspection required by paragraph 3.1.3. of this AD.

**4. REFERENCE PUBLICATION:**

APEX AIRCRAFT Service Bulletin No 040401 dated October 14, 2004  
(Any subsequent approved revision of this document is acceptable).

**5. EFFECTIVE DATE:**

Upon receipt, as of March 30, 2005.

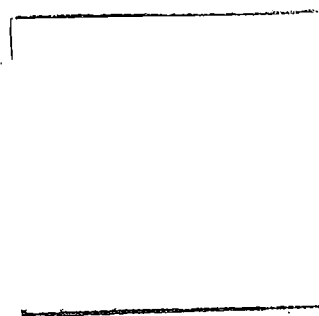
**6. REMARK:**

For any questions concerning the technical content of the requirements in this AD, please contact:

APEX AIRCRAFT  
Fax: +33 (0)3 80 35 65 15  
Email: [airworthiness@apex-aircraft.com](mailto:airworthiness@apex-aircraft.com)

**7. APPROVAL:**

This AD is approved under EASA reference No 2005-2570 dated March 22, 2005.



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Telefax : 23 31 79 95  
e-post: postmottak@caa.dep.no

# LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE  
LUFTFARTØY

APEX Aircraft -7

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Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

**2007-008      "FLIGHT CONTROLS - ROUTING OF THE PUSH TO TALK WIRING -  
INSPECTION / MODIFICATION**

**Påbudet gjelder:**

APEX Aircraft, CAP 10B luftfartøy som beskrevet i vedlagte kopi av EASA AD 2007-0014.

**Påbudet omfatter:**

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2007-0014.

**Tid for utførelse:**


Til de tider som er beskrevet i vedlagte kopi av EASA AD 2007-0014 med virkning fra denne LDP's gyldighetsdato.

**Referanse:**

EASA AD 2007-0014.

**Gyldighetsdato:**

2007-05-02.

EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;"><b>AD No : 2007- 0014</b></p> <p style="text-align: center;"><b>Date: 12 January 2007</b></p>	
<p>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.</p>		
<p><b>Type Approval Holder's Name :</b> APEX AIRCRAFT</p>	<p><b>Type/Model designation(s):</b> CAP 10B</p>	
<p>TC/TCDS Number: DGAC France N° 55 / 125</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure: Not applicable</p>		
<b>ATA 27</b>	<b>Flight Controls – Routing of the Push To Talk Wiring – Inspection / Modification</b>	
<p><b>Manufacturers:</b></p>	<p>Avions MUDRY et Cie, CAP INDUSTRIES, Constructions Aéronautiques de Bourgogne, APEX INDUSTRIES.</p>	
<p><b>Applicability:</b></p>	<p>All CAP10B aircraft that have been fitted with major change 000302 (wood/carbon-made wing) with serial numbers 001 to 282 inclusive.</p>	
<p><b>Reason:</b></p>	<p>A CAP10B aircraft experienced a reduced elevator deflection by about 13° due to an incorrect routing of the Push To Talk (PTT) wire bundle and improperly secured connectors which impeded the complete and free movement of the control stick.</p> <p>Actions specified in this AD are intended to inspect, detect and correct any discrepancy on the PTT electrical circuit connectors and wires that could lead to a reduction of the control stick movements.</p>	
<p><b>Effective Date:</b></p>	<p>26 January 2007</p>	
<p><b>Compliance:</b></p>	<p>The following measures are rendered mandatory from the effective date of this AD.</p> <ol style="list-style-type: none"> <li>At the next scheduled maintenance operation and without exceeding 50 Flight Hours (plus a tolerance of 2 Flight Hours if needed) after the effective date of this AD inspect the wire routing, the proper location and attachment of the connectors as detailed in the accomplishment instructions paragraph of the APEX AIRCRAFT Service Bulletin n° 050605</li> </ol>	

	<p>2. If any discrepancy or defect is found, before further flight, proceed to the complete modification of the wire bundle and connectors routing as detailed in the accomplishment instructions paragraph of the APEX AIRCRAFT Service Bulletin n° 050605</p>
Ref. Publications:	<p>APEX AIRCRAFT Service Bulletin n° 050605 original issue or later approved revisions.</p>
Remarks:	<p>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.</p> <p>2. This AD was posted as PAD 06-241 on 31 October 2006 for consultation until 20 November 2006. No comments were received during the consultation period.</p> <p>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></p> <p>4. For any questions concerning the technical content of the requirements in this AD, please contact:</p> <p>APEX AIRCRAFT  1 route de Troyes - 21121 DAROIS – France  Phone : + 33 380 352 500 - Fax : + 33 380 356 515  E-mail: <a href="mailto:airworthiness@apex-aircraft.com">airworthiness@apex-aircraft.com</a></p>

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# LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE  
LUFTFARTØY

APEX Aircraft -8

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

**2007-009 "WING - MAIN SPAR WOODEN CENTRE BLOCK - INSPECTION / REINFORCEMENT"**

**Påbudet gjelder:**

APEX Aircraft, CAP 10B luftfartøy som beskrevet i vedlagte kopi av EASA AD 2007-0015.

**Påbudet omfatter:**

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2007-0015.

**Tid for utførelse:**

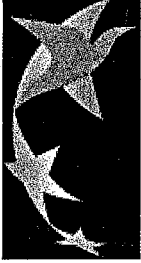
Til de tider som er beskrevet i vedlagte kopi av EASA AD 2007-0015 med virkning fra denne LDP's gyldighetsdato.

**Referanse:**

EASA AD 2007-0015.

**Gyldighetsdato:**

2007-05-02.

EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;"><b>AD No.: 2007-0015</b></p> <p style="text-align: center;"><b>Date: 12 January 2007</b></p>	
<p>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.</p>		
<p><b>Type Approval Holder's Name :</b> APEX AIRCRAFT</p>	<p><b>Type/Model designation(s):</b> CAP 10B</p>	
<p>TC/TCDS Number: DGAC France No 55 / 125</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure: Not applicable</p>		
<p><b>ATA 57</b></p>	<p><b>Wing - Main Spar Wooden Centre Block - Inspection / Reinforcement</b></p>	
<p><b>Manufacturers:</b></p>	<p>Avions MUDRY et Cie, CAP INDUSTRIES, Constructions Aéronautiques de Bourgogne, APEX INDUSTRIES.</p>	
<p><b>Applicability:</b></p>	<p>All CAP 10B aircraft that have been fitted with major change 000302 (wood/carbon-made wing) and wood/carbon-made wings p/n 11.56.00.010 with serial numbers 001 to 084 inclusive</p>	
<p><b>Reason:</b></p>	<p>Several recent inspections have revealed that some spar wooden centre blocks have shown cracks.</p> <p>Investigation revealed that cracks are generated by the wood drying.</p> <p>Actions specified in this AD are intended to detect and correct any defects on the central wing spar block.</p> <p>This AD is requiring the installation of two reinforcement plates on the wing spar to counter the shear loading, implementation of corrective actions to slow down the wood drying and is also introducing new repetitive inspections.</p>	
<p><b>Effective Date:</b></p>	<p>26 January 2007</p>	
<p><b>Compliance:</b></p>	<p>The following measures are rendered mandatory from the effective date of this AD:</p>	

	<p>1. As of the effective date of this AD, Flick manoeuvres are prohibited on CAP 10B aircraft.</p> <p>2. Within 50 hours after the effective date of this AD inspect the spar web and fill up the surface cracks with a two component epoxy compound in accordance with the accomplishment instructions of the APEX AIRCRAFT Service Bulletin No 060307 and APEX AIRCRAFT Instruction n° 1001766-latest revision</p> <p>Note 1: Embodiment of the APEX AIRCRAFT Instruction n° 1001766-latest revision may only be carried out by qualified woodworkers or maintenance organisation authorized by the relevant supervisory Authority.</p> <p>Note 2: If during the inspection any cracks or damages are found in either the rear or the front wing spar web, then the wing shall be considered as unairworthy until the implementation of the relevant repair solution. Contact APEX AIRCRAFT to define a repair solution.</p> <p>3. Install the reinforcement plates 97.56.00.002 as instructed in the APEX AIRCRAFT Service Bulletin No 060307 and APEX AIRCRAFT Instruction n° 1001766-latest revision.</p> <p>4. Accomplishment of actions specified in paragraphs 2. and 3. of the AD ends the requirement of § 1.</p> <p>5. Repeat thereafter the internal inspections for cracks as instructed in the APEX AIRCRAFT Service Bulletin No 060307 at intervals not to exceed 13 months</p> <p>6. As of the affective date of this AD, no person shall install an APEX AIRCRAFT wing p/n 11.56.00.010 on any CAP10B airplane unless it has been inspected and modified in accordance with the accomplishment instructions of the APEX AIRCRAFT Service Bulletin No 060307 and APEX AIRCRAFT Instruction n° 1001766-latest revision.</p>
<p>Ref. Publications:</p>	<p>APEX AIRCRAFT Service Bulletin n° 060307 or later approved revisions.</p> <p>APEX AIRCRAFT Instruction n° 1001766-latest revision</p> <p>APEX AIRCRAFT Instruction n° 1001133-A</p>
<p>Remarks:</p>	<p>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.</p> <p>2. This AD was posted as PAD 06-242 on 31October 2006 for consultation until 20 November 2006. No comments were received during the consultation period.</p> <p>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></p> <p>4. For any questions concerning the technical content of the requirements in this AD, please contact:</p> <p>APEX AIRCRAFT 1 route de Troyes - 21121 DAROIS - France Phone : + 33 380 352 500 - Fax : + 33 380 356 515 E-mail: <a href="mailto:airworthiness@apex-aircraft.com">airworthiness@apex-aircraft.com</a></p>

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e-post: postmottak@caa.no

# LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE  
LUFTFARTØY

APEX Aircraft - 9

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Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

**2007-047 " NOSE LANDING GEAR - SUPPORT PLATE OF OLEO OUTER CYLINDER -  
INSPECTION AND REPAIR"**

**Påbudet gjelder:**

APEX Aircraft, alle modeller og serienummer som beskrevet i vedlagte kopi av EASA AD 2007-0171.

**Påbudet omfatter:**

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2007-0171.

**Tid for utførelse:**


Til de tider og intervaller som er beskrevet i vedlagte kopi av EASA AD 2007-0171 med virkning fra denne LDPs gyldighetsdato.

**Referanse:**

EASA AD 2007-0171.

**Gyldighetsdato:**

2007-10-24.

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No: 2007-0171</b></p> <p><b>Date: 19 July 2007</b>  <b>[Corrected 27 July 2007]</b></p>	
<p>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.</p>		
<p><b>Type Approval Holder's Name :</b> APEX AIRCRAFT</p>	<p><b>Type/Model designation(s):</b> DR300, DR400, HR100/200, HR100/200B, HR100/210, HR100/210D and R1000</p>	
<p>TCDS Number: DGAC N° 121 and 131</p>		
<p>Foreign AD Nr: None</p>		
<p>Supersedure: DGAC F-1983-206(A)R3</p>		
<p><b>ATA 32</b></p>	<p><b>Nose Landing Gear – Support plate of oleo outer cylinder – Inspection/Repair</b></p>	
<p><b>Manufacturer:</b></p>	<p>CENTRE EST AERONAUTIQUE, AVIONS PIERRE ROBIN, CONSTRUCTIONS AERONAUTIQUES DE BOURGOGNE (CAB), APEX INDUSTRIES.</p>	
<p><b>Applicability:</b></p>	<p>All HR100/210, HR100/210D, R1180T and R1180TD.  All HR100/200, HR100/200B, DR300 and DR400 equipped with "Avions Robin" nose landing gear. ("Avions Robin" nose gears are fitted with drop forged links unlike "SAB" nose gears which are fitted with welded assembly torque links.)</p>	
<p><b>Reason:</b></p>	<p>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 collapsed 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 AD has been republished to correct a typographical error within the paragraph Applicability.</p>	

Effective Date:	01 August 2007
Compliance:	<p>The following measures are rendered mandatory from the effective date of this AD.</p> <p>1 – <u>Lower support plate</u> :</p> <ul style="list-style-type: none"> <li>▪ If the lower support plate width is equal or more than 84mm, <b>at the next 500 hours maintenance inspection</b> perform a dye penetrant inspection on the lower support plate and its welding to the strut according to the APEX SB n°101 (areas 3 and 4 of fig 2 of the service bulletin in reference).</li> <li>▪ If the lower support plate width is less than 84mm <b>at the next 100 hours maintenance inspection</b> perform a dye penetrant inspection on the lower support plate and its welding to the strut according to the APEX SB n°101 (areas 3 and 4 of fig 2 of the service bulletin in reference).</li> </ul> <p>If a crack is found in the lower (area 3 of fig 2 of the service bulletin in reference) support plate, before next flight, the aircraft must be repaired according to an approved repair method.</p> <p>If a crack is found in the lower support plate welding to the strut (area 4 of fig 2 of the service bulletin in reference) proceed with the following:</p> <ul style="list-style-type: none"> <li>▪ If the crack runs along the circumference and is less than 15 mm and/or if the crack is radial and less than 8 mm, the aircraft may be returned to service and inspection must be performed at intervals not exceeding 25 flight hours.</li> <li>▪ If the crack is longer than specified above, before next flight, the aircraft must be repaired according to an approved repair method.</li> </ul> <p>Repeat this lower support plate inspection <b>at each 500 hours maintenance inspection</b> if the lower support plate width is equal or more than 84mm, or at <b>each 100 hours maintenance inspection</b> if the lower support plate width is less than 84mm and at <b>every 25 flight hours</b> in the particular case described above.</p> <p>2 – <u>Upper support plate</u> :</p> <ul style="list-style-type: none"> <li>▪ <b>At the next 100 hours maintenance inspection or 1 year</b>, whichever comes first, perform a visual inspection of the connections of upper support plate to oleo cylinder, including the upward side according to the APEX SB n°101.</li> <li>▪ <b>At the next 500 hours maintenance inspection</b> perform a dye penetrant check of the upper support plate according to the APEX SB n°101.</li> </ul> <p>If a crack is found in the upper (area 1 or 2 of fig 2 of the service bulletin in reference) support plate, before next flight, the aircraft must be repaired according to an approved repair method.</p> <p>Repeat the upper support plate visual inspection <b>at each 100 hours maintenance inspection or 1 year, whichever comes first</b>, and the dye penetrant check <b>at each 500 hours maintenance inspection</b>.</p>
Ref. Publications:	Apex SB n°101 revision 5 dated 22 May 2007 or latter issue.

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 (AMOC) for this AD.</li><li>2. This AD was posted as PAD 07-009 on 12 January 2007 for consultation until 26 January 2007. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li><li>3. Enquiries regarding this EAD 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 EAD, please contact:  APEX AIRCRAFT 1 route de Troyes 21121 DAROIS - FRANCE Phone : + 33 380 352 500 - Fax : + 33 380 356 515 <a href="mailto:airworthiness@apex-aircraft.com">airworthiness@apex-aircraft.com</a></li></ol>
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# LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE  
LUFTFARTØY

APEX Aircraft - 10

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Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

## **2007-048 "FUEL PUMP ELECTRICAL GROUNDING - MODIFICATION"**

### **Påbudet gjelder:**

APEX Aircraft, alle modeller og serienummer som nærmere beskrevet i vedlagte kopi av EASA AD 2007-0210.

### **Påbudet omfatter:**

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2007-0210.

### **Tid for utførelse:**


Innen det tidsintervall som er beskrevet i vedlagte kopi av EASA AD 2007-0210 med virkning fra denne LDPs gyldighetsdato

### **Referanse:**

EASA AD 2007-0210.

### **Gyldighetsdato:**

2007-10-24.

EASA	AIRWORTHINESS DIRECTIVE	
	<p><b>AD No: 2007- 0210</b></p> <p><b>Date: 06 August 2007</b></p>	
<p>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.</p>		
<p><b>Type Approval Holder's Name :</b> APEX AIRCRAFT</p>	<p><b>Type/Model designation(s):</b> (see applicability section)</p>	
<p>TCDS Number: DGAC France No.111, 115, 172, 178, 100, 131, 121</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure: Not applicable</p>		
<p><b>ATA 28</b></p>	<p><b>Fuel – Fuel Pump Electrical Grounding – Modification</b></p>	
<p><b>Manufacturers:</b></p>	<p>Centre Est Aéronautique, Avions Pierre Robin, Constructions Aéronautiques de Bourgogne, APEX Industries.</p>	
<p><b>Applicability:</b></p>	<p>All DR220 series and DR221series aircraft models;  All DR200 and all DR250 series aircraft models;  All DR253 series aircraft models;  All R3000 series aircraft models;  All ATL series aircraft models;  All R1180T and R1180TD aircraft;  All DR300 series aircraft models, DR315, DR340, DR360 and DR380;  All DR400 series aircraft models, except DR400/500, DR400/RP and DR400/200R;  if equipped with electrical fuel pump Part Number (P/N) 52.88.03.100 or P/N 52.11.69.000 with unshielded power supply cable.</p>	
<p><b>Reason:</b></p>	<p>Several electrical fuel pump malfunctions have been reported to APEX Aircraft. A modification of the pump feeder cable made by the fuel pump manufacturer revealed to be cause of malfunctions. Braiding of the feeder cable which performs the grounding of the electric fuel pump was simply suppressed. Consequently, if left uncorrected, after a failure of the mechanical pump, the electrical fuel pump may not work as a backup and this could lead to an engine stoppage.</p> <p>For the reasons stated above, this Airworthiness Directive (AD) requires modification of the electric fuel pump to restore its electrical grounding.</p>	
<p><b>Effective Date:</b></p>	<p>20 August 2007</p>	

Compliance:	Within the next 50 flight hours after the effective date of this AD, unless already accomplished, modify the aircraft electrical fuel pump support to install the bonding wire between the electric fuel pump and the bayonet connector support as indicated in the accomplishment instructions of the APEX SB No 060903 original issue or later approved issue.
Ref. Publications:	APEX SB n°060903 original issue or later approved issue.
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. This AD was posted for consultation on 06 July 2007 as PAD 07-116 until 20 July 2007. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the 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, Bureau de Navigabilité, 1 route de Troyes  21121 Darois FRANCE;  Tel : + 33 380 35 65 10 – Fax : + 33 38035 6515  e-mail: <a href="mailto:airworthiness@apex-aircraft.com">airworthiness@apex-aircraft.com</a></li> </ol>

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