



Emergency Airworthiness Directive

AD No.: 2022-0163-E

Issued: 05 August 2022

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

CEAPR

Type/Model designation(s):

DR 400 aeroplanes

Effective Date: 09 August 2022

TCDS Number(s): EASA.A.367

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Flap Control Rods – Replacement

Manufacturer(s):

Centre Est Aeronautique, Avions Pierre Robin, Robin Aircraft

Applicability:

CEAPR DR400/120, DR400/140B, DR400/160, DR 400/180 and DR400/180R aeroplanes, serial numbers (s/n) 786, 1071, 1117, 1195, 1214, 1455, 1480, 1539, 1838, 2018, 2053, 2138, 2751, 2754, 2755, 2756, 2758, 2759, 2760, 2762 and 2763.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: Flap control rods having Part Number (P/N) 16.11.08.000 and batch number 20_46882 or 21_52009; and flap control rods having P/N 16.18.22.010 and batch number 20_47994.

Note: P/N 16.11.08.000 has been installed on affected aeroplanes manufactured before 1993; after approval of a modification in 1993, a redesigned rod having P/N 16.18.22.010 has been fitted on new production aeroplanes.

The SB: CEAPR Service Bulletin (SB) 220701.



Reason:

An occurrence was reported about an in-service failure of a flap control rod, which was discovered after landing. Further investigation of the defective part revealed a defect of the welding of the 'threaded end-plug' onto the end of the flap control rod; this plug allows the connecting control lever to be screwed on the flap control rod. Each control rod is connected to one of the flaps of the aeroplane. This event resulted in detachment of the welded plug (together with the screwed-in control lever) from the end of the flap control rod, which led to its disconnection from the (mechanical) control system.

This condition, if not corrected, could lead to asymmetric flap positions, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, CEAPR identified the aeroplanes possibly affected by this production defect and issued the SB, as defined in this AD, to provide instructions for identification and replacement of each affected part, also defining the conditions (limitations) for a ferry flight to bring the aeroplane to a location where this action can be accomplished.

For the reasons described above, this AD requires removal from service of each affected part and permits a single ferry flight under the defined conditions.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Replacement(s):

- (1) Before next flight after the effective date of this AD, identify and remove each affected part from service in accordance with the instructions of the SB. In case an affected aeroplane has only one affected part installed (according to the identification instructions of the SB), but it cannot be established whether that affected part is the left-hand (LH) or right-hand (RH) flap control rod, replace LH and RH flap control rods.
- (2) If, on the effective date of this AD, an affected aeroplane is at a location where the replacement(s) as required by paragraph (1) of this AD cannot be accomplished, it is allowed to make one ferry flight with that aeroplane under the conditions and within the (operational) restrictions as defined in the SB.

Ref. Publications:

CEAPR SB 220701 original issue dated 18 July 2022.

The use of later approved revisions of the above-mentioned 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 results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.



3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. 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, Telephone: +33 (3) 80 35 25 22, E-mail: info@ceapr.com, Website: www.ceapr.com.

