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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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### Avions Mudry Cap Series Aeroplanes

**AD/CAP 10/14**

**Weight and Balance**

**6/2008  
DM**

**Applicability:** All Model CAP 10B aircraft, with serial numbers up to and including 317.

**Requirement:** Revise the Aircraft Flight Manual (AFM) in accordance with APEX Aircraft Service Bulletin No. 030502 original issue, or later EASA approved revision, as summarised:

For CAP 10B aircraft with serial numbers up to and including 282, Revision 8 to AFM Ref. 1000977GB.

For CAP 10B aircraft with serial number 300 and subsequent, or aircraft with a serial number below which have received change 000302 (CAP 10C); Revision 2 to AFM Ref. 1000809GB.

*Note 1: CAP 10C aircraft, where "C" stands for "Carbon", is the commercial designation of CAP 10B aircraft which have embodied major change 000302 (carbon fibre wing spars).*

*Note 2: EASA AD 2008-0071 refers.*

**Compliance:** Before further flight after 18 April 2008, unless already accomplished.

This Airworthiness Directive becomes effective on 18 April 2008.

**Background:** It has been determined that the currently used values for Arms of front and rear fuel tanks, and luggage compartment from the CAP 10B Aircraft Flight Manuals, must be rectified. If left uncorrected, these weight and balance data could lead to erroneous determination of the location of the Centre of Gravity (CG), and possible operation with the CG outside the approved limits which may result in control difficulty.



David Villiers  
Delegate of the Civil Aviation Safety Authority

16 April 2008