
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/CAP 232/12 and issues the following 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.

CAP Aviation (Akrotech and Mudry) CAP 232 Series Aeroplanes

AD/CAP 232/12 Return to Flight - Modification/Reinforcement 3/2007 **Amdt 1**

Applicability: All CAP 232 aircraft.

- Requirement:
1. Insert the relevant Aircraft Flight Manual (AFM) supplement modifying sections 1.4 and 2.2 and 2.16 of the AFM and install a limitation placard in the cockpit as indicated in Annex A of AMICALE de VOLTIGE AERIENNE (AVA) Service Bulletin No. 2006-01 Ed. 1.
 2. After possible repairs and after reinforcement of bulkheads No. 2 and No. 3 by implementation of AVA-STC-2006-01 Rev 01, performed by AIR MENUISERIE (the sole approved organisation), proceed with the reinforcement of bulkhead No. 1 as instructed in paragraph A of AVA Service Bulletin No. 2006-01 Ed. 1.
 3. Modify the approved operator's maintenance program by inserting the repetitive inspection requirements of paragraph B of AVA Service Bulletin No. 2006-01 Ed. 1.

After accomplishment of the above requirements of this Directive, perform a new weighing and balancing of the aircraft as mentioned in AVA Service Bulletin No. 2006-01 Ed. 1.

Note: EASA AD 2006-0211R1-E refers.

Compliance: Before further flight.

This Amendment becomes effective on 15 March 2007.

Background: A CAP 232 aircraft suffered an in-flight wing separation during a French Aerobatics Championship. Until the investigation was completed, and pending the results, further flight was prohibited.

Investigations by BEAD-Air have now suggested two possible causes that may have led to the in-flight wing separation. In order to have the aircraft back in service, EASA requested Apex Aircraft to design the reinforcement of bulkhead No. 1 and 2 to address both possible causes.

CAP Aviation (Akrotech and Mudry) CAP 232 Series Aeroplanes

AD/CAP 232/12 Amdt 1 (continued)

The return to flight of CAP 232 aircraft is dependent upon corrective design changes through an STC from AVA.

Amendment 1 is issued in response to a revision of the related EASA AD, which requires accomplishment of certain actions before affected aircraft return to flight.



David Villiers
Delegate of the Civil Aviation Safety Authority

1 February 2007