



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

26805 E. 68th Avenue, Room 214
Denver, CO 80249

AIR-730-21-393

February 28, 2022

Mr. Wilfried Dufaud
AURA AERO
Aéroport Toulouse Francazal
135 Avenue du Comminges
31270 Cugnaux - France

Dear Mr. Dufaud:

Reference: AURA AERO letter dated November 9, 2021

Subject: Proposed Global Alternative Method of Compliance (AMOC) to Airworthiness Directive (AD) 2008-09-02 for the CEAPR CAP 10B Model Airplane, dated November 9, 2021.

The Federal Aviation Administration (FAA) has received the subject proposal requesting FAA approval of a global AMOC to AD 2008-09-02 for CEAPR model CAP10B airplanes, serial numbers 01, 02, 03, 04, and 1 through 282, that have not been fitted with a replacement wood/carbon wing following application of major change 000302.

AD 2008-09-02 requires complying with all required actions and compliance times specified in, and in accordance with France Directorate General for Civil Aviation (DGAC) AD 2003-375, revision A, dated October 1, 2013, also identified as European Union Aviation Safety Agency (EASA) AD F-2003-375, revision A. The EASA AD requires installation of an inspection opening in the No. 1 wing rib following Avions Mudry service instructions, unless already installed. The EASA AD also requires inspection of the upper wing spar cap, the main wing spar undersurface, and the landing gear attachment blocks for cracks, and repairing if required. In addition the EASA AD limits the load factors and the flick maneuver speed. A placard with these limitations is installed on the instrument panel.

AURA AERO proposes the subject AMOC to AD 2008-09-02 to install the Air Menuiserie repair GM200 in accordance with Air Menuiserie Service Bulletin BS_130701GM200, Edition 1 (AURA AERO is the current owner of Air Menuiserie). Installation of this repair eliminates the need for the recurring inspections of the upper wing spar cap and main wing spar undersurface required by AD 2008-09-02, paragraph (f)(2) (recurring inspection of the landing gear attachment block is retained). In addition, this repair removes the need for the load factor limitations imposed by AD 2008-09-02, paragraph (f)(4)(i). To reflect the removal of the load factor limitations, the placard required by AD 2008-09-02 paragraph

(f)(5)(i) will instead read: "THE NEVER EXCEED AIRSPEED FOR POSITIVE OR NEGATIVE FLICK MANEUVERS IS 160 KM/H (86 KNOTS)."

EASA approved the GM200 repair under EASA major repair approval 10045153, dated June 4, 2013. EASA issued AMOC approval 10047489, dated December 18, 2013, to EASA AD F- 2003-375, revision A, to install the GM200 repair and remove the flight envelope limitations and repetitive inspections of the upper wing spar cap and main wing spar undersurface, based accomplishment of the GM200 repair in accordance with Air Menuiserie Service Bulletin BS_No. 130701GM200, Edition 1.

The International Validation Branch approves your AMOC to AD 2008-09-02, based upon review of the subject AMOC proposal and justification contained therein, and on the EASA approvals referenced above.

In accordance with FAA Order 8110.103B, the following conditions apply:

- This approval is applicable only to the CAP 10B model airplanes, serial numbers 01, 02, 03, 04, and 1 through 282
- This FAA AMOC is transferable with the aircraft to an operator that operates the aircraft under U.S. registry.
- Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local Flight Standards District Office/Certificate Holding District Office.
- All provisions of AD 2008-09-02 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

For further questions regarding this AMOC, please contact Penelope Trease at (303) 342-1094, or e-mail Penelope.Trease@faa.gov.

Sincerely,

Serge Napoleon
Manager, General Aviation & Rotorcraft Section (AIR-732)
International Validation Branch
Compliance and Airworthiness Division
Aircraft Certification Service

cc: EASA, ADs@easa.europa.eu