

Ref. HKLW (2013) 726 51 54 - 20 111 201.



Erick Ferrandez
Head of Safety Intelligence & Performance
Department

Dutch Safety Board (DSB)
Stephan Berndsen
Investigation Manager
P.O. Box 95404 2509 CK Den Haag
THE NETHERLANDS

MCOL/SM.1
Cologne,

Subject: Safety recommendations related to the event to AVIONS ROBIN - DR400 registered PH-SPZ, on 08/07/2013, at Rotterdam The Hague Airport - Netherlands

Dear Mr Berndsen,

Following the Safety Recommendations mentioned above addressed to the European Aviation Safety Agency, please find thereafter the Agency's response.

Yours sincerely,

Erick Ferrandez

Copy: Certification - General Aviation & Remotely Piloted Aircraft Systems (RPAS)
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TE.GEN.00101-005

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Subject: AVIONS ROBIN - DR400 registered PH-SPZ, on 08/07/2013, at Rotterdam The Hague Airport – Netherlands

Reply to Safety Recommendation NETH-2017-001 received on 16/05/2017

Safety Recommendation:	Advise the manufacture of the Apex DR400 to improve the aeroplane's brake unit, as to prevent overheating of the brake disk as a result of friction between the brake disk and brake pads.
Final response:	<p>The Type Certificate Holder (CEAPR) has conducted a study on all of the recorded incidents involving brake fires. During the study, CEAPR evaluated the brakes design and concluded that the cockpit is suitably designed to ensure that the braking action can only be achieved by a positive action from the pilot.</p> <p>Taking this into account, the European Union Aviation Safety Agency (EASA) has published EASA Airworthiness Directive (AD) 2019-0242 mandating the introduction of a new Aircraft Flight Manual Supplement (CEAPR AFMS 1003059 original issue dated January 2019) to the Aircraft Flight Manual (AFM) with instructions to prevent overheating of the brake disc. The AFMS provides an improved undercarriage pre-flight inspection and supplementary instructions for the use of the brakes. The AD mandates the AFMS to be incorporated into the AFM according to the instructions provided in the Mandatory Service Bulletin (CEAPR MSB 190101 dated 15 January 2019) that identifies two different disc braking systems and provides best practice reminders for aeroplane operators and maintenance organisations.</p>
EASA Status:	Closed – Partial agreement