


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No: 13-008</p> <p>Date: 15 January 2013</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p>Type Approval Holder's Name :</p> <p>CEAPR</p>	<p>Type/Model designation(s):</p> <p>DR 200, DR 300, DR 400, HR 100 and R 1180 aeroplanes</p>
TCDS Numbers:	DGAC France No. 100, 111, 115, 121
Foreign AD:	Not applicable
Supersedure:	None
ATA 24	Electrical Power – Magneto (Ignition) Switch – Inspection / Modification / Replacement
Manufacturers:	Centre Est Aéronautique, Avions Pierre Robin, Robin Aviation, Constructions Aéronautiques de Bourgogne, APEX Industries.
Applicability:	<p>DR 200, DR 220, DR 220 A, DR 221, DR 220 B, DR 220 AB, DR 221 B DR 250, DR 250-160, DR 250 B, DR 250 B-160, DR 253 and DR 253 B aeroplanes, all serial numbers (s/n).</p> <p>DR 300/108, DR 300/120, DR 300/125, DR 300/140, DR 300/180 R, DR 315, DR 340, DR 360 and DR 380 aeroplanes, all s/n.</p> <p>DR 400/120, DR 400/120 A, DR 400/120 D, DR 400/125, DR 400/140, DR 400/140 B, DR 400/160, DR 400/160 D, DR 400/180, DR 400/180 R, DR 400/2+2, DR 400/125i aeroplanes, all s/n.</p> <p>HR 100/200, HR 100/200 B, HR 100/210, HR 100/210 D, HR 100/285 TIARA, HR 100/250 TR, HR 100/285 C, R 1180 T and R 1180 TD aeroplanes, all s/n.</p>
Reason:	<p>Before 1985, all magneto switches on Robin aeroplanes were protected with a metal screen shield, but with subsequent radios and electrical systems improvements, this screen shield has not been necessary anymore and on most aeroplanes, this is no longer installed.</p> <p>Recently, an accident occurred with a DR300/180R aeroplane during take-off. The investigation results showed that this was due to the shielding metal screen, which was still installed, which had distorted, thereby grounding the switch terminals.</p> <p>This condition, if not detected and corrected, could lead to further events of</p>

	<p>grounding of magneto (ignition) switch terminals, possibly resulting in engine in-flight shut-down, forced landing and/or injury to the occupants.</p> <p>For the reasons described above, this AD requires a one-time inspection of the magneto switch and the rear metal screen to determine if a screen shield is installed, and depending on findings, to modify or to replace the magneto switch with a serviceable one.</p> <p>This AD also prohibits installation of a magneto switch equipped with a screen shield on any aeroplane.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s)	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 55 flight hours or 90 days, whichever occurs first after the effective date of this AD, visually inspect the magneto switch P/N 67.11.04.000 or P/N 67.36.90.050 at the rear side of the lower instrument panel in accordance with the instructions of CEAPR SB No. 120102. (2) If, during the inspection as required by paragraph (1) of this AD, it is determined that the screen shield is installed, before next flight, modify the magneto switch, or replace the magneto switch with a serviceable one, in accordance with the instructions of CEAPR SB No. 120102. (3) From the effective date of this AD, do not install on any aeroplane a magneto switch equipped with a screen shield.
Ref. Publications:	<p>CEAPR SB No. 120102 original issue dated 25 January 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. This PAD will be closed for consultation on 12 February 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA; E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: CEAPR, Bureau de Navigabilité, 1 route de Troyes, 21121, Darois, France, Telephone : +33 380 35 25 22, Fax : +33 380 35 25 25 E-mail : info@ceapr.com.