

# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 19-028**

**Issued: 21 February 2019**

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

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 date indicated.

**Design Approval Holder's Name:**

CEAPR

**Type/Model designation(s):**

DR400 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.A.367

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 75 – Air – Air Intake Duct – Modification

**Manufacturer(s):**

Centre est Aéronautique, Avions Pierre Robin, Robin Aviation, Constructions Aéronautiques de Bourgogne, APEX Industries, Robin Aircraft

**Applicability:**

DR 400/100, DR 400/120, DR 400/120A, DR 400/120 D, DR 400/140, DR 400/140 B, DR 400/160, DR 400/160D, DR 400/180, DR 400/180 R, DR 400/180 S and DR 400 NGL aeroplanes, all serial numbers.

**Definitions:**

For the purpose of this AD, the following definitions apply:

**The SB:** CEAPR Mandatory Service Bulletin (SB) N°180101.

**The AMP:** Aircraft Maintenance Programme (AMP), on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For affected DR400 aeroplanes registered in Europe, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

**Reason:**

An occurrence was reported of engine in-flight shut-down. The technical investigation results showed the presence of midges (small flying insects) inside the carburettor, blocking the fuel feed to the main nozzle. It was determined that, in this event, the midges managed to bypass the engine air filter because it was not properly positioned.

This condition, if not detected and corrected, could lead to engine in-flight shut-down, prompting an emergency landing, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, CEAPR published the SB, providing instructions for modification of the air filter attachment fitting and to add an inspection/cleaning task for the air filter in the AMP, to verify correct positioning and to ensure no space exists between the air filter and the duct over the entire periphery of the filter.

For the reasons described above, this AD requires modification of air filter attachment fitting and repetitive inspections of the air filter. This AD also requires revising the AMP to introduce these repetitive inspections.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Modification:**

- (1) Within 60 flight hours (FH), or during the next scheduled maintenance visit, whichever occurs first after the effective date of this AD, modify the air filter attachment fitting in accordance with the instructions of the SB.

**Inspection:**

- (2) Within 60 FH after the modification as required by paragraph (1) of this AD, and, thereafter, at intervals not to exceed 60 FH, inspect and clean the air filter in accordance with the instructions of the SB.

**AMP Revision:**

- (3) Within 12 months after the effective date of this AD, revise the AMP by incorporating the air filter inspection/cleaning task and associated interval as specified in the SB. A non-cumulative tolerance of up to 10 FH is allowed to accomplish the task.

**Recording AD compliance:**

- (4) When the AMP of an aeroplane has been revised as required by paragraph (3) of this AD, that action ensures continued accomplishment of the tasks as required by paragraph (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

**Ref. Publications:**

CEAPR SB N°180101 original issue dated 16 February 2018.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.



**Remarks:**

1. This Proposed AD will be closed for consultation on 21 March 2019.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. 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 (3) 80 35 25 22, Fax: +33 (3) 80 35 25 25, E-mail: [info@ceapr.com](mailto:info@ceapr.com).

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