


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 15-089</b></p> <p><b>Date: 25 June 2015</b></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>	
<b>Design Change Approval Holder's Name:</b> ATELIER CHABORD	<b>Modification(s):</b> Installation of exhaust system and silencer
STC Number:	EASA Supplemental Type Certificate (STC) 10014147, formerly STC EASA.A.S.01266
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 75</b>	<b>Air – Carburettor Heated Air Intake Box – Modification</b>
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 and DR 400/120D aeroplanes, all serial numbers, if modified in accordance with STC EASA.A.S.01266 (renumbered EASA STC 10014147) at original issue.
Reason:	<p>Several occurrences of loss of engine power were reported on DR400 aeroplanes equipped with a Lycoming O-235 engine. Technical investigations showed the presence of foreign particles (especially insects) inside the carburettor, blocking the fuel feed to the main nozzle, so that the engine could not deliver its maximum power.</p> <p>This condition, if not corrected, could lead to an uncommanded engine in-flight shut-down, possibly resulting in loss of control of the aeroplane.</p> <p>To address this issue, DGAC France published AD 1999-114 (later revised) to require replacement of the air intake heat exchanger and/or the exhaust muffler with a modified unit.</p> <p>Since DGAC France AD <a href="#">F-1999-114R3</a> was issued, it was determined that STC EASA.A.S.01266 includes a design change of the carburettor heated air intake box that may be affected by the same unsafe condition. The STC holder, Atelier Chabord, designed a revision of the STC, with a modification that avoids contamination of the carburettor, and issued Service Bulletin (SB) N°BS-DR420-12-01 Revision A to provide instructions to install the same modification on aeroplanes embodying the original issue of the STC.</p>

	For the reasons described above, this AD requires modification of the heated air intake box.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Within 30 days after the effective date of this AD, modify the heated air intake box in accordance with the instructions of Atelier Chabord SB N° BS-DR420-12-01, Revision A.
Ref. Publications:	Atelier Chabord SB N° BS-DR420-12-01 Revision A dated 10 December 2012. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 22 July 2015.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, please contact:  Atelier Chabord 125, Route de Bellegarde 74330 EPAGNY Tel :+33 (0)4 50 22 14 02 Fax :+33 (0)4 50 22 00 83 <a href="mailto:atelier.chabord@wanadoo.fr">atelier.chabord@wanadoo.fr</a>.</li> </ol>