



## Notification of a proposal to issue an Airworthiness Directive

**PAD No.: 16-034**

**Issued: 03 March 2016**

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 31 – Instruments & Control Panel – Electrical Wiring Harness – Modification

#### Manufacturer(s):

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

#### Applicability:

DR400/140, DR400/160, DR400/180, DR400/180R, DR400/120, DR400/140B, DR400/120A, DR400/160D, DR400/120D, DR400/180S, DR400/200R and DR400/500 aeroplanes, serial number 2684 and up, if equipped with instrument panel "modèle 1988".

#### Reason:

During pre-flight tests a malfunction of the annunciator panel was reported on Robin aeroplanes equipped with the instrument panel "modèle 1988". Technical investigations showed that the cables of the Navigation Light, Strobe Light, Pitot Heating and Light Switches can be in touch with the top of the metallic instrument panel.

This condition, if not corrected, could, due to the vibrations, lead to wear of the protective sheath and cause a short circuit of the associated breakers, possibly resulting in fire and consequent damage to the aeroplane and injury to occupants.



To address this potential unsafe condition, CEAPR developed a modification and published Service Bulletin (SB) N°151201, providing modification instructions.

For the reasons described above, this AD requires an electrical wiring modification of switches located in the annunciator panel by adding a wiring protection.

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

Required as indicated, unless accomplished previously:

Within 530 flight hours or 12 months, whichever occurs first after the effective date of this AD, modify the protection of the electrical wires of the switches located in the upper part of the instrument panel by installing a profiled joint in accordance with the instructions of CEAPR SB N°151201.

**Ref. Publications:**

CEAPR SB N°151201 original issue dated 9 February 2016.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 31 March 2016.
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. For any question concerning the technical content of the requirements in this PAD, please contact:  
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