



Airworthiness Directive

AD No.: 2016-0072

Issued: 12 April 2016

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

CEAPR

Type/Model designation(s):

DR400 aeroplanes

Effective Date: 26 April 2016

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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 03 March 2016 as PAD 16-034 for consultation until 31 March 2016. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact:
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