



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 16-080

Issued: 31 May 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:

Type/Model designation(s):

CEAPR

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 71 – Powerplant – Engine-Heated Air Intake Duct – Inspection / Replacement

Manufacturer(s):

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

Applicability:

DR400/120 aeroplanes, serial numbers (s/n) 2676 and 2685; and DR400/180, DR400/180R, DR400/120, DR400/120A and DR400/180S aeroplanes, all s/n, if equipped with engine-heated air intake duct Part Number (P/N) 71.26.51.025 delivered new with CEAPR EASA Form 1 N°1419796 or N°1523805 (including parts removed from a serviceable aeroplane between 17th of December 2014 and the effective date of this AD).

Reason:

A manufacturing defect was detected on the internal side of the engine-heated air intake duct P/N 71.26.51.025. The inner plastic film can come off the wall. It was determined that only specific batches of these parts are affected.

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



To address this potential unsafe condition, CEAPR published Service Bulletin (SB) N° 160301, providing inspection and replacement instructions.

For the reasons described above, this AD requires a one-time inspection of the affected air ducts and, depending on findings, replacement.

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

Required as indicated, unless accomplished previously:

- (1) Within 3 months or 110 flight hours, whichever occurs first after the effective date of this AD, inspect the inner plastic film of the engine heated air intake duct P/N 71.26.51.025 in accordance with the instructions of CEAPR SB N°160301.
- (2) If, during the inspection as required by paragraph (1) of this AD, any defect is found, such as peeled off areas, or detachment of the inner plastic film, before next flight, replace damaged part with a serviceable part in accordance with the instructions of CEAPR SB N°160301.
- (3) From the effective date of this AD, it is allowed to install on an aeroplane an engine heated air intake duct P/N 71.26.51.025, delivered with CEAPR EASA Form 1 N°1419796 or N°1523805, provided that, prior to installation, it has passed an inspection in accordance with the inspection instructions of CEAPR SB N°160301.

Ref. Publications:

CEAPR SB N°160301 original issue dated 29 March 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 28 June 2016.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. 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 (3) 80 35 25 22, Fax: +33 (3) 80 35 25 25, E-mail: info@ceapr.com.

