


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0076</p> <p>Date: 29 April 2011</p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Names :</p> <p>CEAPR and Dyn'Aviation</p>	<p>Type/Model designation(s) :</p> <p>DR 400 aeroplanes</p>
<p>TCDS Number and Minor Change Number : DGAC France No.121 (CEAPR) and EASA.A.C.12129 (Dyn'Aviation)</p>	
<p>Foreign AD :</p>	<p>Not applicable</p>
<p>Revision:</p>	<p>Not applicable</p>
<p>ATA 71</p>	<p>Power plant – Air Intake – Air Filter – Inspection / Installation / Modification</p>
<p>Manufacturers:</p>	<p>Centre Est Aéronautique, Avions Pierre Robin, Constructions Aéronautiques de Bourgogne, APEX Industries.</p>
<p>Applicability:</p>	<p>DR 400 aeroplanes, all models, all serial numbers.</p>
<p>Reason:</p>	<p>An accident occurred on a DR 400 aeroplane during take-off phase. Initial technical investigations had shown that the air filter (Part Number (P/N) 56.23.02.000) was installed upside down in the "type D" air intake assembly, following accomplishment of a maintenance task. It had been determined that, due to this improper installation, the engine could not deliver its maximum power and the performances of the aeroplane, notably during take-off, had strongly degraded.</p> <p>To initially address the issue, EASA published EASA Safety Information Bulletin 2010-34, in order to raise awareness of the risk of inversion of the installation of the air filter P/N 56.23.02.000 in the "type D" air intake assembly.</p> <p>Additional technical investigations have shown that, in case of improper installation of the air filter P/N 56.28.10.000 which is installed with a "type E" air intake assembly, the carburettor might absorb detached elements of the air filter, which could lead to an engine failure.</p> <p>To address this unsafe condition, CEAPR have now issued Service Bulletin (SB) N° 100703.</p> <p>It has been determined as well that the same unsafe condition might be present when air filter P/N ZAPEMT300 or P/N ZAPEMAE00 is installed through approval of Dyn'Aviation/EASA Minor Change Number EASA.A.C.12129.</p>

	For the reasons described above, this AD requires an inspection of the air filter for proper installation and, in case of discrepancy, its re-installation. It also requires installation of a modified air filter.								
Effective Date:	13 May 2011								
Required Actions and Compliance Times:	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 55 Flight Hours (FH) or at the next scheduled maintenance inspection, whichever occurs first after the effective date of this AD, accomplish a visual inspection of the air filter P/Ns indicated in Table 1 of this AD, for proper installation.</p> <p style="text-align: center;">Table 1</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="4">P/Ns of Affected Air Filters</th> </tr> </thead> <tbody> <tr> <td>56.23.02.000 with associated securing plate P/N 56.23.04.000</td> <td>56.28.10.000</td> <td>ZAPEMT300</td> <td>ZAPEMAE00</td> </tr> </tbody> </table> <p>(2) If the air filter is found improperly installed, before next flight, install it properly.</p> <p>(3) Within 210 FH or at the next scheduled air filter replacement, whichever occurs first after the effective date of this AD, and for all successive scheduled air filter replacements, install air filter P/N 56.23.02.200 with associated securing plate P/N 56.18.79.010 (not drilled) <u>or</u> air filter 56.28.10.200, as applicable to air filter type installation, in accordance with paragraph 2 of the accomplishment instructions of CEAPR SB N° 100703 Revision 1.</p> <p>(4) Compliance with the requirements of paragraph (3) of this AD can be demonstrated by:</p> <p>(4.1) Revising, within 60 days after the effective date of this AD, the approved Aircraft Maintenance Programme from which the Operator or the Owner ensures the continuing airworthiness of each operated aeroplane, as follows:</p> <p style="padding-left: 40px;">Incorporate installation of air filter P/N 56.23.02.200 with associated securing plate P/N 56.18.79.010 (not drilled) <u>or</u> air filter 56.28.10.200, as applicable to air filter type installation.</p> <p>(4.2) Complying with the approved Aircraft Maintenance Programme described in paragraph (4.1) of this AD.</p> <p>(5) After modification of the aeroplane as required by paragraph (3) of this AD, <u>do not install</u> on an aeroplane any air filter P/N indicated in Table 1 of this AD.</p>	P/Ns of Affected Air Filters				56.23.02.000 with associated securing plate P/N 56.23.04.000	56.28.10.000	ZAPEMT300	ZAPEMAE00
P/Ns of Affected Air Filters									
56.23.02.000 with associated securing plate P/N 56.23.04.000	56.28.10.000	ZAPEMT300	ZAPEMAE00						
Ref. Publications:	<p>CEAPR Service Bulletin N° 100703 Revision 1 dated 14 April 2011.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>								
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Request Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 								

4. For any question concerning the technical content of the requirements in this AD, please contact:

CEAPR, Bureau de Navigabilité, 1 route de Troyes, 21121, Dardois,
France,

Téléphone : +33 380 35 25 22

Fax : +33 380 35 25 25

E-mail : info@ceapr.com

SUPERSEDED