


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No: 2012-0072</p> <p>Date: 27 April 2012</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 Name :</p> <p>CEAPR</p>	<p>Type/Model designation(s):</p> <p>DR 400, R 1180 and R 3000 aeroplanes</p>
TCDS Number:	DGAC France No 121, 131, 172
Foreign AD:	Not applicable
Supersedure:	None
ATA 71	Power Plant – Air Filter – Inspection / Replacement
Manufacturers:	Centre Est Aéronautique, Avions Pierre Robin, Constructions Aéronautiques de Bourgogne, Robin Aviation, APEX Industries.
Applicability:	DR 400/180, DR 400/180R and DR 400/180S aeroplanes, all serial numbers, if equipped with type F intake assembly; R 1180 T and R 1180 TD aeroplanes, all serial numbers; R 3000/140, R 3000/120, R 3000/100, R 3000/120 D, R 3000/160, R 3000/160 S and R 3000/180 aeroplanes, all serial numbers.
Reason:	<p>During maintenance, it has been found that the air filter P/N 57.34.00.010 was not compliant with its approved design.</p> <p>Technical investigations performed by CEAPR have determined that air filters P/N 57.34.00.010 supplied from 10 June 2009 to 12 April 2012 may not be compliant with their approved design. The metallic mesh inside the filter was missing.</p> <p>This condition, if not detected and corrected, could result in an air filter tear, possibly leading to an engine malfunction or shutdown.</p> <p>For the reasons described above, this AD requires inspection of the affected filter and, depending on findings, replacement with a serviceable one.</p>
Effective Date:	11 May 2012

<p>Required Action(s) and Compliance Time(s)</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 25 flight hours or 30 days, whichever occurs first after the effective date of this AD, inspect air filter P/N 57.34.00.010 in accordance with the instructions of CEAPR SB No. 120401. (2) If, during the inspection as required by paragraph (1) of this AD, it is found that the air filter is not equipped with a metallic mesh inside, before next flight, replace the filter with a serviceable one. (3) After the effective date of this AD, do not install air filter P/N 57.34.00.010 unless it has been determined that the filter is equipped with the metallic mesh inside.
<p>Ref. Publications:</p>	<p>CEAPR SB No. 120401 dated 19 April 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept 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 Safety Information Section, Executive 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, Darois, France, Téléphone : +33 380 35 25 22, Fax : +33 380 35 25 25, E-mail : info@ceapr.com.