

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0002 Date: 06 January 2014 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.
This AD is issued in accordance with EU 748/2012, Part 21.A.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].	
Design (Change) Approval Holder Names: CEAPR and AUPA DYN AERO	Type/Model designation(s): DR 400 and HR 100/250 TR aeroplanes
TCDS Numbers: EASA.A.367 and EASA.A.368 Minor Change No.: EASA.A.C.12129 (AUPA Dyn'Aero, formerly Dyn'Aviation)	
Foreign AD: Not applicable	
Supersedure: This AD supersedes EASA AD 2011-0076 dated 29 April 2011.	
ATA 71	Power Plant – Engine Air Intake Filter – Inspection / Installation / Modification
Manufacturer(s):	Centre Est Aéronautique, Avions Pierre Robin, Constructions Aéronautiques de Bourgogne, APEX Industries.
Applicability:	DR 400 aeroplanes, all models, all serial numbers (s/n), and HR 100/250 TR aeroplanes, all s/n.
Reason:	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 performance of the aeroplane, notably during take-off, had strongly degraded. To initially address the issue, EASA published EASA Safety Information Bulletin 2010-34, 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. Since the SIB was issued, additional technical investigations showed 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. It was also determined that this may occur when an air filter P/N ZAPEMT300 or P/N ZAPEMAE00 is installed through Dyn'Aviation Minor Change EASA.A.C.12129. This condition, if not detected and corrected, could lead to an engine failure, possibly resulting in loss of control of the aeroplane.

	Prompted by these findings, CEAPR issued Service Bulletin (SB) N° 100703, providing inspection and installation/replacement instructions. To address and correct this potential unsafe condition, EASA AD 2011-0076 was issued to require inspection of the air filter for proper installation and, in case of discrepancy, its re-installation. That AD also required installation of a modified air filter. Since that AD was issued, CEAPR has found that the same unsafe condition may affect model HR 100/250 TR aeroplanes, which have the same air intake assembly installed. Consequently, CEAPR have revised SB N°100703 to Revision 2. For the reason described above, this AD retains the requirements of EASA AD 2011-0076, which is superseded, and expands the Applicability to HR 100/250 TR aeroplanes.				
Effective Date:	20 January 2014				
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (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 in accordance with the instructions of CEAPR SB N° 100703 Revision 2. Table 1 – P/Ns of Affected Air Filters <table><tr><td>56.23.02.000, with associated securing plate P/N 56.23.04.000</td></tr><tr><td>56.28.10.000</td></tr><tr><td>ZAPEMT300</td></tr><tr><td>ZAPEMAE00</td></tr></table> (2) 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 air filter replacements, install air filter P/N 56.23.02.200 with associated securing plate P/N 56.18.79.010 (not drilled) or air filter P/N 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 2. (3) If, during any inspection as required by paragraph (1) of this AD, or during any air filter replacement as required by paragraph (2) of this AD, the air filter is found improperly installed, before next flight, install the filter properly in accordance with the applicable maintenance instructions. If any damage or discrepancy is detected, before next flight, replace the affected air filter with a serviceable part in accordance with the instructions of CEAPR SB N° 100703 Revision 2. (4) Inspections, modifications and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of CEAPR SB N°100703 Revision 1, are considered acceptable for compliance with the requirements of paragraphs (1), (2) and (3) of this AD. (5) Compliance with the requirements of paragraphs (2) and (3) of this AD can be demonstrated by: (5.1) Revising, as follows, the approved Aircraft Maintenance Programme on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane: Incorporate installation of air filter P/N 56.23.02.200 with associated securing plate P/N 56.18.79.010 (not drilled) or air filter	56.23.02.000, with associated securing plate P/N 56.23.04.000	56.28.10.000	ZAPEMT300	ZAPEMAE00
56.23.02.000, with associated securing plate P/N 56.23.04.000					
56.28.10.000					
ZAPEMT300					
ZAPEMAE00					

	56.28.10.200, as applicable to air filter type installation. (5.2) Complying with the approved Aircraft Maintenance Programme described in paragraph (5.1) of this AD. (6) After modification of an aeroplane as required by paragraph (2) of this AD, do not install an air filter with a P/N listed in Table 1 of this AD on that aeroplane.
Ref. Publications:	CEAPR SB N° 100703 Revision 1 dated 14 April 2011, or Revision 2 dated 13 September 2013. 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until 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 Telephone : +33 380 35 25 22, Fax : +33 380 35 25 25, E-mail : info@ceapr.com., or AUPA Dyn'Aero 19, Rue de l'Aviation - 21121 Darois – France Telephone: +33 3 80 35 60 62, Fax: +33 3 85 35 60 63, E-mail contact@dyn.aero.