

EASA	AIRWORTHINESS DIRECTIVE
	AD No: 2014-0003 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 Approval Holder's Name : CEAPR	Type/Model designation(s): DR 200, DR 300, DR 400, HR 100 and R 1180 aeroplanes
TCDS Numbers:	DGAC France No. 100, 111, 115, 121
Foreign AD:	Not applicable
Supersedure:	None
ATA 24	Electrical Power – Magneto (Ignition) Switch – Inspection / Modification / Replacement
Manufacturers:	Centre Est Aéronautique, Avions Pierre Robin, Robin Aviation, Constructions Aéronautiques de Bourgogne, APEX Industries.
Applicability:	DR 200, DR 220, DR 220 A, DR 221, DR 220 B, DR 220 AB, DR 221 B DR 250, DR 250-160, DR 250 B, DR 250 B-160, DR 253 and DR 253 B aeroplanes, all serial numbers (s/n). DR 300/108, DR 300/120, DR 300/125, DR 300/140, DR 300/180 R, DR 315, DR 340, DR 360 and DR 380 aeroplanes, all s/n. DR 400/120, DR 400/120 A, DR 400/120 D, DR 400/125, DR 400/140, DR 400/140 B, DR 400/160, DR 400/160 D, DR 400/180, DR 400/180 R, DR 400/2+2, DR 400/125i aeroplanes, all s/n. HR 100/200, HR 100/200 B, HR 100/210, HR 100/210 D, HR 100/285 TIARA, HR 100/250 TR, HR 100/285 C, R 1180 T and R 1180 TD aeroplanes, all s/n.
Reason:	Before 1985, all magneto switches on Robin aeroplanes were protected with a metal screen shield, but with subsequent radios and electrical systems improvements, this screen shield has not been necessary anymore and on most aeroplanes, this is no longer installed. An accident occurred with a DR300/180R aeroplane during take-off. During the investigation into the engine stoppage, it has been found that the magneto selection switch was dirty and showed signs of wear. The shielding metal screen, which was still installed but was distorted, grounded the switch

	terminals. This condition, if not detected and corrected, could lead to further events of grounding of magneto (ignition) switch terminals, possibly resulting in engine in-flight shut-down, forced landing and/or injury to the occupants. For the reasons described above, this AD requires a one-time inspection of the magneto switch and the rear metal screen to determine if a screen shield is installed, and depending on findings, to modify or to replace the magneto switch with a serviceable one. This AD also prohibits installation of a magneto switch equipped with a screen shield on any aeroplane.
Effective Date:	20 January 2014
Required Action(s) and Compliance Time(s)	Required as indicated, unless accomplished previously: (1) Within 55 flight hours or 90 days, whichever occurs first after the effective date of this AD, visually inspect the magneto switch P/N 67.11.04.000 or P/N 67.36.90.050 at the rear side of the lower instrument panel in accordance with the instructions of CEAPR SB No. 120102. (2) If, during the inspection as required by paragraph (1) of this AD, it is determined that the screen shield is installed, before next flight, modify the magneto switch, or replace the magneto switch with a serviceable one, in accordance with the instructions of CEAPR SB No. 120102. (3) From the effective date of this AD, do not install on any aeroplane a magneto switch equipped with a screen shield.
Ref. Publications:	CEAPR SB No. 120102 original issue dated 25 January 2012. 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 15 January 2013 as PAD 13-008 for consultation until 12 February 2013. The Comment Response Document can be found at http://ad.easa.europa.eu/. 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.