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| EASA | NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE |
|  | <p>PAD No.: 14-084</p> <p>Date: 21 May 2014</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance/cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.</p> <p>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 closing date indicated.</p> | |
| <p>Design Approval Holder's Name:</p> <p>CEAPR</p> | <p>Type/Model designation(s):</p> <p>ATL, DR 200, DR 220, DR 221, DR 250, DR 253, DR 300, DR 400, HR 100, R 1180 and R 3000 aeroplanes</p> |
| TCDS Numbers: | EASA.A.367, EASA.A.368, EASA.A.372, EASA.A.374, EASA.A.510, EASA.A.551 and EASA.A.552 |
| Foreign AD: | Not applicable |
| Supersedure: | This AD supersedes DGAC France AD 1999-053 R1 dated 10 March 1999 and AD 1999-470 dated 01 December 1999. |
| ATA 73 | Engine – Engine Air Intake Box and Air Ducting – Inspection / Replacement |
| Manufacturer(s): | Centre est Aéronautique, Avions Pierre Robin, Robin Aviation, Constructions Aéronautiques de Bourgogne, APEX Industries, Finch Aircraft, Robin Aircraft. |
| Applicability: | <p>ATL, DR 200, DR 220, DR 221, DR 250, DR 253, DR 300, HR100, R1180 and R 3000 aeroplanes, all models, all serial numbers (s/n) and</p> <p>DR 400 aeroplanes, all models, all s/n except those modified in accordance with EASA STC EASA.A.S.01380 or STC No. 10014219 (TAE 125 diesel engine installation) .</p> |
| Reason: | <p>An accident occurred on a DR 400 aeroplane during take-off phase. Technical investigations showed paint adherence defects inside the engine air intake box, Part Number 56.15.01.000. It was determined that the engine carburettor had been blocked by small pieces of paint from the engine air intake box, so that the engine could not deliver its maximum power and the performance of the aeroplane, notably during take-off, had been significantly degraded.</p> <p>This condition, if not detected and corrected, could lead to an engine failure, possibly resulting in loss of control of the aeroplane.</p> <p>To initially address this issue, DGAC France published AD 1999-053 (later revised) to require inspection of the engine air intake box. After that AD was issued, cohesion defects were found inside the laminated air ducting from engine filter to engine air intake box. Prompted by these findings, DGAC France issued AD 1999-470 to require inspection of the engine laminated air ducting.</p> |

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| | <p>Since DGAC France AD 1999-053 R1 and AD 1999-470 were issued, several engine failures and malfunctions have occurred due to the same root causes. Consequently, CEAPR issued SB N° 161 Revision 3 to provide more detailed inspection and replacement instructions.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 1999-053 R1 and AD 1999-470, which are superseded, and requires repetitive inspections and, depending on findings, replacement of the engine air intake box and engine air ducting in accordance with the revised instructions.</p> |
| Effective Date: | [TBD: 14 days after AD issue date] |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 110 flight hours (FH) after the effective date of this AD, and, thereafter, at intervals not to exceed 110 FH, accomplish a visual and tactile inspection of the engine air intake box (including the deflection flap) and the engine air ducting (including the area located downstream of the filter) in accordance with the instructions of CEAPR SB N°161 Revision 3. (2) If, during any inspection as required by paragraph (1) of this AD, any damage such as bubbling, blistering, peeled off areas or paint detachment is found, before next flight, replace each damaged part with a serviceable part in accordance with the instructions of CEAPR SB N°161 Revision 3. (3) Replacement of damaged parts on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane. (4) From the effective date of this AD, do not install on any aeroplane a painted engine air intake box or a repaired engine air ducting. |
| Ref. Publications: | <p>CEAPR SB N°161 Revision 3 dated 06 September 2012.</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. This Proposed AD will be closed for consultation on 18 June 2014. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. 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 : +33 380 35 25 22, Fax : +33 380 35 25 25 E-mail : info@ceapr.com. |