


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0155</p> <p>Date: 02 July 2014</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 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].</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:	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 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) .
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>

	<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:	16 July 2014
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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 21 May 2014 as PAD 14-084 for consultation until 18 June 2014. No comments were received during the consultation period. 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.