


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 14-113R1</p> <p>Date: 03 September 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. 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: CEAPR</p>	<p>Type/Model designation(s): ATL, DR 300, DR 400, and R 1180 aeroplanes</p>
TCDS Numbers:	EASA.A.367, EASA.A.368 and EASA.A.374
Foreign AD:	Not applicable
Supersedure:	This AD supersedes DGAC France AD 2001-036 dated 24 January 2001.
ATA 75	Engine – By-Pass Flap In The Engine Air Intake Box – Modification
Manufacturer(s):	Centre est Aéronautique, Avions Pierre Robin, Robin Aviation, Constructions Aéronautiques de Bourgogne, APEX Industries, Robin Aircraft.
Applicability:	<p>R 1180 T and R 1180 TD aeroplanes, all serial numbers (s/n), and ATL and ATL "S" aeroplanes, all s/n, and DR 300 aeroplanes, all models, all s/n, except DR 380 and DR 300/180 R, and DR 400 aeroplanes, all models, all s/n, except DR 400/125 i, DR 400/200 R, DR 400 RP and DR 400/500 aeroplanes.</p> <p>This AD does not apply to DR 400/140 B aeroplanes, if modified in accordance with EASA approval EASA.A.S.01380 or STC No. 10014219 or STC EASA.A.S.01380 (TAE 125 diesel engine installation).</p>
Reason:	<p>Several incidents occurred on DR 400 aeroplanes. Technical investigations showed that some piece of sealing felt which is glued and riveted on the by-pass flap in the air box caused obstruction of the carburettor, so that the engine could not deliver its maximum power. As a consequence, the performance of the aeroplane, notably during take-off, had strongly degraded.</p> <p>This condition, if not corrected, could lead to an uncommanded in-flight engine shut-down, possibly resulting in loss of control of the aeroplane.</p> <p>To initially address this issue, DGAC France published AD 2001-036 to require repetitive inspections of the sealing felt and, depending on findings,</p>

	<p>corrective action(s). However, as written, that AD applied to a wide range of aeroplanes, some of which did not have felt in the engine air intake box and some others because they have an air filter between the flap and the carburettor.</p> <p>After that AD was issued, an accident occurred with a DR400 aeroplane, due to the same root cause. Consequently, CEAPR issued Service Bulletin (SB) N° 120203 to provide a design change that would also end the need for repetitive inspections.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 2001-036 (only for those with felt in the engine air intake), which is superseded, and requires modification of the by-pass flap by replacing the felt and installing a stainless steel plate.</p> <p>This PAD was revised to correct and clarify the Applicability and to retain the requirements of DGAC France AD 2001-036 by introducing a new paragraph (1) into this AD.</p>
Effective Date:	[TBD: 14 days after final 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 100 flight hours (FH) or 12 months, whichever occurs first after 03 February 2001 (the effective date of DGAC France AD 2001-036) and, thereafter, at intervals not to exceed 100 FH, inspect the by-pass flap of the engine air intake box for felt obstructions and, depending on findings, accomplish all applicable corrective actions in accordance with the instructions of Robin Aviation SB N° 174. (2) Within 530 FH or 12 months, whichever occurs first after the effective date of this AD, modify the by-pass flap by replacing the felt and installing a stainless steel plate in accordance with the instructions of CEAPR SB N°120203. (3) From the effective date of this AD, it is allowed to install a by-pass flap on an aeroplane, provided that, concurrently, a new felt and a stainless steel plate is also installed on that aeroplane, in accordance with the instructions of CEAPR SB N°120203. (4) Modification of an aeroplane as required by paragraph (2) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD.
Ref. Publications:	<p>CEAPR SB N°120203 original issue dated 6 May 2014, or Revision 1 dated 3 July 2014.</p> <p>Robin Aviation SB No. 174 dated November 29, 2000.</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 17 September 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.