


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 14-113</p> <p>Date: 08 July 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>
<p>TCDS Numbers: EASA.A.367, EASA.A.368 and EASA.A.374</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: This AD supersedes DGAC France AD 2001-036 dated 24 January 2001.</p>	
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 aeroplanes, all models, all serial numbers (s/n), and</p> <p>ATL aeroplanes, all models, all s/n, except ATL "L", and</p> <p>DR 300 aeroplanes, all models, all s/n, except DR 380 and DR 300/180 R, and</p> <p>DR 400 aeroplanes, all models, all s/n, except DR 400/125 i, DR 400 RP, DR 400/200 R, DR 400/500 and DR 400/140 B, 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 inspection by sight and by touch of the sealing felt. After that AD was issued, an accident occurred with a DR400 aeroplane, due to the same root cause.</p> <p>Consequently, CEAPR issued SB N° 120203 Revision 1 to provide a design</p>

	<p>change in order to address the unsafe condition.</p> <p>For the reasons described above, this AD requires modification of the by-pass flap by replacing the felt and installing a stainless steel plate.</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 530 flight hours 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. (2) 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.
Ref. Publications:	<p>CEAPR SB N°120203 original issue dated 6 May 2014, or Revision 1 dated 3 July 2014.</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 05 August 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.