

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0225</p> <p>Date: 09 October 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>	
Design Approval Holder's Name: CEAPR	Type/Model designation(s): ATL, DR 300, DR 400, and R 1180 aeroplanes
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, 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</p>

	<p>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>
Effective Date:	23 October 2014
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 are 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 these documents 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 08 July 2014 as PAD 14-113 for consultation until 05 August 2014, and republished on 03 September 2014 as PAD 2014-113R1 for additional consultation until 17 September 2014. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification 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.