


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2014-0245</b>  <b>[Correction: 12 November 2014]</b></p> <p><b>Date: 11 November 2014</b></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><b>Design Approval Holder's Name:</b> CEAPR</p>	<p><b>Type/Model designation(s):</b> DR 220, DR 300, DR 400 and R 3000 aeroplanes</p>	
<p>TCDS Numbers: EASA.A.367, EASA.A.372 and EASA.A.551</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: This AD supersedes DGAC France AD 2001-132 dated 4 April 2001 and EASA AD 2014-0185 dated 6 August 2014.</p>		
<b>ATA 75</b>	<b>Air – Carburettor Heated Air Intake Duct – Modification</b>	
<p>Manufacturer(s):</p>	<p>Centre est Aéronautique, Avions Pierre Robin, Robin Aviation, Constructions Aéronautiques de Bourgogne, APEX Industries, Robin Aircraft.</p>	
<p>Applicability:</p>	<p>DR 221 and DR 221 B aeroplanes, all serial numbers (s/n),  DR 300/108, DR 300/120, DR 300/125 and DR 315 aeroplanes, all serial numbers (s/n),  DR 400/100, DR 400/120, DR 400/120 A, DR 400/120 D, DR 400/125 and DR 400/2+2 aeroplanes, all s/n, and  R 3000/100, R 3000/120 and R 3000/120 D aeroplanes, all s/n,  if equipped with a Lycoming O-235 engine.</p>	
<p>Reason:</p>	<p>Several occurrences of loss of engine power were reported on Robin aeroplanes equipped with a Lycoming O-235 engine. Technical investigations showed the presence of foreign particles (especially insects) inside the carburettor, blocking the fuel feed to the main nozzle, so that the engine could not deliver its maximum power.</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 1999-114 (later revised) to require replacement of the air intake heat exchanger and/or the exhaust muffler with a modified unit.</p> <p>Since that AD was issued, an accident occurred with a DR 400 aeroplane, due to intrusion of foreign particles in the carburettor heater. Consequently,</p>	

	<p>CEAPR issued SB N° 120205 Revision 1 to provide a design change that will avoid contamination of the carburettor.</p> <p>Consequently, EASA issued AD 2014-0185 to require installation of a mesh filter on the carburettor heated air intake duct.</p> <p>After that AD was issued, it was realised that, previously, DGAC France has published AD 2001-132 to address the same unsafe condition, to require repetitive inspections to avoid foreign objects intrusion for R 3000 and DR 221 aeroplanes equipped with Lycoming O-235 engines. In addition, CEAPR SB N°120205 Revision 1 and EASA AD 2014-0185 did not apply to DR 221 and DR 221 B aeroplanes.</p> <p>Consequently, CEAPR revised SB N°120205 to Revision 2 to revise the applicability of the modification and to provide additional maintenance inspections for the models affected.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 2001-132, which is superseded, expands the Applicability to include DR 221 and DR 221 B aeroplanes and requires adding maintenance inspections to the approved aircraft maintenance programme.</p> <p>This AD is re-issued to correct a typographical error of the Robin Aviation SB number.</p>
Effective Date:	25 November 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) For R 3000/100, R 3000/120, R 3000/120 D, DR221 and DR221B aeroplanes, within 10 flight hours (FH) after 04 April 2001 (the effective date of DGAC France AD 2001-132) and thereafter, at intervals not to exceed 50 FH or 2 months, accomplish inspections in accordance with Robin Aviation SB n°178.</li> <li>(2) Within 530 flight hours or 12 months, whichever occurs first after 20 August 2014 [the effective date of EASA AD 2014-0185], modify the heated air intake duct by installing a mesh filter in accordance with the instructions of CEAPR SB N°120205.</li> <li>(3) 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.</li> <li>(4) Within 12 months after the effective date of this AD, revise the approved aircraft maintenance programme (AMP), on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the repetitive inspections, as defined in CEAPR SB N°120205 Revision 2.</li> </ol> <p>Note: For affected DR 221, DR 300, DR 400 and R 3000 aeroplanes registered in Europe, complying with the approved AMP as specified in paragraph (4) of this AD is required by Commission Regulation (EC) No <a href="#">2042/2003</a>, Part M.A.301, paragraph 3.</p>
Ref. Publications:	<p>CEAPR SB N°120205 original issue dated 6 May 2014, or Revision 1 dated 3 July 2014, and Revision 2 dated 5 November 2014.</p> <p>Robin Aviation SB N°178 dated 6 February 2001.</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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. Based on the required actions and the compliance time, EASA have</li> </ol>

	<p>decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.</p> <ol style="list-style-type: none"><li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li><li>4. For any questions 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 <a href="mailto:info@ceapr.com">info@ceapr.com</a>.</li></ol>
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**Referenced Publications:**

**CEAPR SB N°120205**

**CEAPR SB N°120205, Revision 1**

**CEAPR SB N°120205, Revision 2**

**Robin Aviation SB N°178**

**The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.**