| EASA | AIRWORTHINESS DIRECTIVE |
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| | **AD No.: 2014-0185**<br><br>**Date: 06 August 2014**<br><br>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. |

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].

| **Design Approval Holder's Name:** | **Type/Model designation(s):** |
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| CEAPR | DR 300, DR 400 and R 3000 aeroplanes |

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| TCDS Numbers: | EASA.A.367 and EASA.A.372 |
| Foreign AD: | Not applicable |
| Supersedure: | None |

| **ATA 75** | **Air – Carburettor Heated Air Intake Duct – Modification** |
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| Manufacturer(s): | Centre Est Aéronautique, Avions Pierre Robin, Robin Aviation, Constructions Aéronautiques de Bourgogne, APEX Industries, Robin Aircraft. |
| Applicability: | DR 300/108, DR 300/120, DR 300/125 and DR 315 aeroplanes, all serial numbers (s/n), and<br>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<br>R 3000/100, R 3000/120 and R 3000/120 D aeroplanes, all s/n,<br>if equipped with a Lycoming O-235 engine. |
| Reason: | 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.<br>This condition, if not corrected, could lead to an uncommanded in-flight engine shut-down, possibly resulting in loss of control of the aeroplane.<br>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.<br>Since that AD was issued, an accident occurred with a DR 400 aeroplane, due to intrusion of foreign particles in the carburettor heater.<br>Consequently, CEAPR issued Service Bulletin (SB) N˚ 120205 which was lately |

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| | revised to Revision 1, to provide a design change that will avoid contamination of the carburettor.<br>For the reasons described above, this AD requires installation of a mesh filter on the carburettor heated air intake duct. |
| Effective Date: | 20 August 2014 |
| Required Action(s) and Compliance Time(s): | Required as indicated, unless accomplished previously:<br>Within 530 flight hours or 12 months, whichever occurs first after the effective date of this AD, modify the heated air intake duct by installing a mesh filter in accordance with the instructions of CEAPR SB N°120205. |
| Ref. Publications: | CEAPR SB N°120205 original issue dated 06 May 2014, or Revision 1 dated 03 July 2014.<br>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD. |
| Remarks: | 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.<br>2. This AD was posted on 07 July 2014 as PAD 14-112 for consultation until 04 August 2014. No comments were received during the consultation period.<br>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.<br>4. For any question concerning the technical content of the requirements in this AD, please contact:<br>CEAPR, Bureau de Navigabilité, 1 Route de Troyes – 21121 DAROIS, FRANCE<br>Telephone : +33 380 35 25 22, Fax : +33 380 35 25 25<br>E-mail : info@ceapr.com. |