

EASA	AIRWORTHINESS DIRECTIVE
	AD No: 2012-0018 Date: 25 January 2012 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 EC 1702/2003, Part 21A.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].	
Type Approval Holder's Name : CEAPR	Type/Model designation(s): DR 200, DR 300, DR 400, HR 100, R 1180 and R 3000 aeroplanes
TCDS Numbers:	DGAC France No. 100, 111, 115, 121, 131 and 172
Foreign AD:	Not applicable
Supersedure:	This AD supersedes DGAC France AD 2002-322(A) R2 dated 16 April 2003.
ATA 79	Oil System – Oil Lines – Replacement
Manufacturers:	Centre Est Aéronautique, Avions Pierre Robin, Robin Aviation, Constructions Aéronautiques de Bourgogne, APEX Industries.
Applicability:	DR 200, DR 220, DR 220 A, DR 221, DR 220 B, DR 220 AB, DR 221 B DR 250, DR 250-160, DR 250 B, DR 250 B-160, DR 253 and DR 253 B aeroplanes, all serial numbers (s/n). DR 300/108, DR 300/120, DR 300/125, DR 300/140, DR 300/180 R, DR 315, DR 340, DR 360 and DR 380 aeroplanes, all s/n. DR 400/100, DR 400/120, DR 400/120 A, DR 400/120 D, DR 400/125, DR 400/125 i, DR 400/140, DR 400/140 B, DR 400/160, DR 400/160 D, DR 400/180, DR 400/180 R, DR 400/180 S, DR 400/2+2, DR 400/RP, DR 400/NGL and DR 400/200 R aeroplanes, all s/n up to and including 2533, except s/n 1126, 2475, 2517, 2524, 2526, 2527, 2529, 2530 and 2532. DR400/500, all s/n up to and including 33, s/n 36 and 41. HR 100/200, HR 100/200 B, HR 100/210, HR 100/210 D, HR 100/285 TIARA, HR 100/250 TR, HR 100/285 C, R 1180 T and R 1180 TD aeroplanes, all s/n. R 3000/140, R 3000/120, R 3000/100, R 3000/120 D, R 3000/160, R 3000/160 S and R 3000/180 aeroplane, all s/n.
Reason:	It has been determined that the oil lines of the affected aeroplanes are not fire resistant and therefore not compliant with the airworthiness regulations applicable to these types (FAR23.1183). This condition, if not corrected, could result in a fire in the engine compartment leading to damage to the aeroplane and/or injury to the occupants.

	To address this unsafe condition, DGAC France issued AD 2002-322(A), currently at Revision 2, to require replacement of the oil lines with fire resistant lines and to prohibit installation of non-conforming oil lines. Since AD 2002-322(A) R2 was issued, it has been discovered that the oil transmitter hoses, although also non-compliant with the powerplant fire protection regulations, are not addressed by the requirements of that AD. For the reasons described above, this AD retains the requirements of DGAC France AD 2002-322(A) R2, which is superseded, and in addition requires the replacement of the affected oil transmitter hoses. Please note that this AD no longer applies to HR 200 and R 2000 series aeroplanes, whose type design approval was transferred in 2006 to New Zealand, TCDS No. A-15, currently owned by Alpha Aviation Concept (formerly Alpha Aviation Design). For those aeroplanes, CAA New Zealand AD DCA/R2000/34 is currently the applicable State of Design AD.								
Effective Date:	01 February 2012								
Required Action(s) and Compliance Time(s)	Required as indicated, unless accomplished previously: (1) Within 12 months after 06 July 2002 [the effective date of DGAC France AD 2002-322 at original issue], replace each oil line, having a Part Number (P/N) as listed in Table 1 of this AD, with a fire resistant oil line, in accordance with the instructions of APEX AIRCRAFT Service Bulletin (SB) No. 020310. (2) From 06 July 2002 [the effective date of DGAC France AD 2002-322 at original issue], do not install on any aeroplane an oil line with a P/N) listed in Table 1 of this AD. Table 1 – Oil lines P/Ns <table><tr><td>41-23-56-000</td></tr><tr><td>53-11-10-000</td></tr><tr><td>53-20-13-000</td></tr><tr><td>53-20-14-000</td></tr><tr><td>53-34-10-010</td></tr></table> (3) Within 55 flight hours or 2 months, whichever occurs first after the effective date of this AD, replace each oil transmitter hose, having a P/N as listed in Table 2 of this AD, with a fire resistant hose, in accordance with the instructions of CEAPR SB No. 031104. (4) From the effective date of this AD, do not install on any aeroplane an oil line with a P/N listed in Table 2 of this AD. Table 2 – Oil transmitter hoses P/Ns <table><tr><td>53-18-02-030</td></tr><tr><td>53-21-14-000</td></tr><tr><td>53-22-01-000</td></tr></table>	41-23-56-000	53-11-10-000	53-20-13-000	53-20-14-000	53-34-10-010	53-18-02-030	53-21-14-000	53-22-01-000
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Ref. Publications:	APEX AIRCRAFT SB No. 020310 dated 3 June 2002. CEAPR SB No. 031104, dated 19 April 2011, including Amendment 1, dated 07 December 2011.								

	The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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.