

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0154
	Date: 27 July 2015 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 EU 1321/2014 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Design Change Approval Holder's Name: ATELIER CHABORD	Modification(s): Installation of exhaust system and silencer
STC Number:	EASA Supplemental Type Certificate (STC) 10014147, formerly STC EASA.A.S.01266
Foreign AD:	Not applicable
Supersedure:	None
ATA 75	Air – Carburettor Heated Air Intake Box – Modification
Manufacturer(s):	Centre est Aéronautique, Avions Pierre Robin, Robin Aviation, Constructions Aéronautiques de Bourgogne, APEX Industries, Robin Aircraft
Applicability:	DR 400/100, DR 400/120 and DR 400/120D aeroplanes, all serial numbers, if modified in accordance with STC EASA.A.S.01266 (renumbered EASA STC 10014147) at original issue.
Reason:	Several occurrences of loss of engine power were reported on DR400 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. This condition, if not corrected, could lead to an uncommanded engine in-flight shut-down, possibly resulting in loss of control of the aeroplane. To 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. Since DGAC France AD F-1999-114R3 was issued, it was determined that STC EASA.A.S.01266 includes a design change of the carburettor heated air intake box that may be affected by the same unsafe condition. The STC holder, Atelier Chabord, designed a revision of the STC, with a modification that avoids contamination of the carburettor, and issued Service Bulletin (SB) BS-DR420-12-01 Revision A to provide instructions to install the same modification on aeroplanes embodying the original issue of the STC.

	For the reasons described above, this AD requires modification of the heated air intake box.
Effective Date:	17 August 2015
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Within 45 days after the effective date of this AD, modify the heated air intake box in accordance with the instructions of Atelier Chabord SB BS-DR420-12-01, Revision A.
Ref. Publications:	Atelier Chabord SB BS-DR420-12-01 Revision A dated 10 December 2012. 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. 2. This AD was posted on 25 June 2015 as PAD 15-089 for consultation until 22 July 2015. The Comment Response Document can be found at http://ad.easa.europa.eu. 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: Atelier Chabord 125, Route de Bellegarde 74330 EPAGNY Tel :+33 (0)4 50 22 14 02 Fax :+33 (0)4 50 22 00 83 atelier.chabord@wanadoo.fr.