

Robin Aviation Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section; (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AD/ROBIN/37

Fuel Pressure Indication System

1/2002

Applicability: Model DR400/180R aeroplanes with Serial Numbers (S/N) 2108, 2109, 2131 and 2254; Model DR400/2+2 aeroplanes S/N 1273 and 1333; Model DR400/120 aeroplane S/N 1186 and Model R2160 aeroplanes S/N 142 to 144, 147, 148, and 151 to 155 on which Robin Aviation Service Letter (SL) 37 Revision 2 dated 19 April 2000 Case 1 (see page 2/4 of the SL) "Banjo" assembly has been accomplished.

Requirement:

1. Inspect the area around the adapter Reference Number 52.46.11.000 in the fuel pressure indication system (see frame 1 of SL 37 Rev 2) for traces of fuel.
2. If traces of fuel are detected during the Requirement 1 inspection, repair the fuel leak in accordance with an approved method.
3. If traces of fuel are not detected during the Requirement 1 inspection, repeat the Requirement 1 inspection.

Note: DGAC AD 2001-391(A) refers.

Compliance: For Requirement 1 - Before further flight after the effective date of this Directive.

For Requirement 2 - Before further flight immediately following the Requirement 1 inspection.

For Requirement 3 - At intervals of 50 ± 5 hours time in service.

This Airworthiness Directive becomes effective on 24 January 2002.

Background: The French airworthiness authority, the Direction Générale de L'Aviation Civile, has advised that fuel leaks have been detected in the area of fuel pressure transmitter adapter introduced by Robin Aviation SL 37. This Directive requires repetitive inspections for fuel leaks in the vicinity of the adapter until a modification ensuring correct sealing is developed.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

5 December 2001