

Airworthiness Directive Schedule

Aeroplanes

CEAPR (Robin) R3000/160

27 November 2014

- Notes:**
1. This AD schedule is applicable to CEAPR (Robin) R 3000/160 aircraft manufactured by Avions Robin (formerly Centre Est Aéronautique, Avions Pierre Robin, Robin Aviation, Constructions Aéronautiques de Bourgogne, APEX Industries, Robin Aircraft) under EASA Type Certificate A.372 (formerly DGAC TC No. 172).
 2. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs can be obtained directly from the EASA web site at <http://ad.easa.europa.eu/>
 3. The date above indicates the amendment date of this schedule.
 4. 3. New or amended ADs are shown with an asterisk *

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DCA/R3000/1 Aileron Control System – Inspection

- Applicability:** All model R3000 aircraft, all S/Ns fitted with a double pulley return on the aileron control system.
- Note 1:** The requirements of this AD are not applicable to aircraft manufactured after 1 May 1966 as they have been fitted with an improved aileron pulley assembly.
- Requirement:** To prevent loss of aileron control due to failure of the brazing of the support fork retaining bolts of the aileron double pulley return assembly, accomplish the following:
- Remove the lower wing inspection hatches.
 - Inspect the integrity of the brazing attaching the end of the bolt to the angle between the two forks. Use a mirror, light and magnifying glass as required.
 - If any damage including partial detachment is found, replace all damaged parts before further flight.
- Note 2:** The installation of a modified manufacturer approved aileron pulley assembly is a terminating action to the requirements of this AD.
(DGAC AD F-1966-006-026 refers)
- Compliance:** Within the next 50 hours TIS unless already accomplished, and thereafter at intervals not to exceed 50 hours TIS, until a modified manufacturer approved aileron pulley assembly is fitted.
- Effective Date:** 22 February 2007

DCA/R3000/2 Battery – Inspection

- Applicability:** All model R3000 aircraft, all S/Ns fitted with Type 6 MK 5 Sonnenschein Battery P/N 030.532.11.00 and a blanking strip, instead of 6 separate threaded plugs.
- Note:** Not applicable to aircraft manufactured after 13 November 1979.
- Requirement:** Modify the battery receptacle lid, per Avions Pierre Robin Service Bulletin No. 77 and Avions Pierre Robin Drawing No. 61.26.07.
(DGAC AD F-1980-005 refers)
- Compliance:** Within the next 50 hours TIS, unless already accomplished.
- Effective Date:** 22 February 2007

DCA/R3000/3 Fin Main Spar – Inspection

- Applicability:** Model R3000/100, R3000/120, R3000/120D and R3000/140 aircraft, S/Ns all through 132.
- Requirement:** To prevent failure of the fin main spar due to cracks, accomplish the inspection instructions per Avions Pierre Robin Service Bulletin No. 111.
If cracked, accomplish an approved manufacturer repair, and check the rudder and trim tab deflection range, before further flight.
(DGAC AD F-1988-178 refers)
- Compliance:** For aircraft with up to 500 hours TTIS
Within the next 100 hours TIS, and thereafter at intervals not to exceed 100 hours TIS
For aircraft with more than 500 hours TTIS
Within the next 200 hours TIS, and thereafter at intervals not to exceed 200 hours TIS.
- Effective Date:** 22 February 2007

DCA/R3000/4 Carburettor Fuel Line – Inspection

Applicability: Model R3000/100, R3000/120, R3000/120D, R3000/140 and R3000/160 aircraft, S/Ns all through 131,

Fitted with Lycoming O-235, O-320 or O-360 engines.

Requirement: To prevent fuel leaks developing in carburettor fuel line, accomplish the following:

1. Inspect the carburettor fuel line fittings for leaks, per Avions Pierre Robin Service Bulletin No. 112.

If fuel leaks are found, replace the fuel fittings with a bronze fitting P/N APR 52-26-58, before further flight.

2. Replace the carburetor fuel line fittings with a bronze fitting P/N APR 52-26-58.

(DGAC AD F-1989-052 refers)

Compliance: 1. Before further flight, unless already accomplished.

2. Within the next 50 hours TIS, unless already accomplished.

Effective Date: 22 February 2007

DCA/R3000/5 Safety Belt Quick-disconnect Link – Modification

Applicability: All model R3000 aircraft, S/Ns all through 156.

Requirement: To prevent the safety belt quick-disconnect link nut becoming undone, install a zinc plated or stainless steel cotter pin, per Avions Pierre Robin Service Bulletin No. 114, revision 1.

(DGAC AD F-1989-074 R1 refers)

Compliance: Within the next 50 hours TIS, unless already accomplished.

Effective Date: 22 February 2007

DCA/R3000/6 Flap Roller Guides – Modification

Applicability: Model R3000/100, R3000/120, R3000/120D, R3000/140 and R3000/160 aircraft, S/Ns all through 134.

Requirement: Modify the flap roller guides per Avions Pierre Robin drawing number 97.36.40 and the instructions in Avions Pierre Robin Service Bulletin No. 116.

(DGAC AD F-1989-104 refers)

Compliance: Within the next 50 hours TIS, unless already accomplished.

Effective Date: 22 February 2007

DCA/R3000/7 Ball and Socket Fittings – Inspection

Applicability: All model R3000 aircraft, all S/Ns.

Requirement: To prevent the ball and socket fittings P/N 27.50.33.000 jamming, replace with P/N 27.50.33.001 per the instructions in Avions Pierre Robin Service Bulletin No. 121 and No 8.

(DGAC AD F-1991-154 refers)

Compliance: Within the next 50 hours TIS, unless already accomplished.

Effective Date: 22 February 2007

DCAR/R3000/8 Wing to Fuselage Rear Attachment – Inspection

Applicability: Model R3000/100, R3000/120, R3000/120D, R3000/140, R3000/160, R3000/160S and R3000/180 aircraft, all S/Ns.

Requirement: Inspect the wing to fuselage rear attachment, per instruction 1 in Avions Pierre Robin Service Bulletin No. 127 revision 1. If any damage is found, accomplish a manufacturer approved repair before further flight.

Check the bolt assembly torque per instruction 2 in SB No. 127.

(DGAC AD F-1992-222R1 refers)

Compliance: Within the next 10 hours TIS, accomplish instruction 1 per SB No. 127 unless already accomplished, and thereafter check the bolt assembly torque value at intervals not to exceed 25 hours TIS per instruction 2 of SB No. 127.

Effective Date: 22 February 2007

DCAR/R3000/9 Aileron Bellcranks – Replacement

Applicability: All model R3000 aircraft, S/Ns all through 164.

Requirement: To prevent distortion of the aileron bellcranks, replace the aileron bellcranks with P/Ns 17.36.09.101 and 17.36.09.201 per the instructions in Avions Pierre Robin Service Bulletin No. 133 revision 1.

(DGAC AD F-1993-177R1 refers)

Compliance: Within the next 50 hours TIS, unless already accomplished.

Effective Date: 22 February 2007

DCAR/R3000/10 Engine Mount Attachment Fittings – Inspection

Applicability: All model R3000 aircraft, S/Ns all through 164, except 101, 141, 151, 152 and 162.

Requirement: To prevent failure of the engine mount attachment fittings accomplish the instructions in Avions Pierre Robin Service Bulletin No. 132 revision 1.

If any damage is detected, accomplish a manufacturer approved repair, before further flight.

(DGAC AD F-1993-180R1 refers)

Compliance: Before further flight unless already accomplished. Thereafter inspect engine mount attachment fittings per the aircraft maintenance schedule. Also inspect per SB No. 132 after a hard landing, a shimmy incident or if an abnormal vibration is experienced in flight.

Effective Date: 22 February 2007

DCAR/R3000/11 Exhaust Muffler – Inspection

Applicability: All model R3000 aircraft, all S/Ns fitted with a two piece muffler system P/Ns 51-36-00-006 and 51-36-00-008.

Requirement: To prevent failure of the exhaust muffler accomplish the instructions in Avions Pierre Robin Service Bulletin No. 136.

(DGAC AD F-1995-218 refers)

Compliance: Before further flight, unless already accomplished within the last 200 hours TIS, and thereafter at intervals not to exceed 200 hours TIS.

Effective Date: 22 February 2007

DCA/R3000/12 Flap Control Shaft – Inspection

Applicability: All model R3000 aircraft, all S/Ns.

Requirement: To prevent lost of control of the flaps due to cracks in the flap control shaft accomplish the instructions in Avions Pierre Robin Service Bulletin No. 141 revision 1.
(DGAC AD F-1995-267 refers)

Compliance: Before further flight, unless already accomplished within the last 500 hours TIS, and thereafter at intervals not to exceed 500 hours TIS.

Effective Date: 22 February 2007

DCA/R3000/13 Elevator Trim Control - Inspection

Applicability: All model R3000 aircraft, all S/Ns.

Requirement: To prevent the elevator trim control cable binding in the sleeve, and to also prevent the possibility of the elevator trim control cable chafing against the flight control cables, accomplish the following:

1. For all aircraft except S/Ns 139, 141, 144 and 150

Remove, clean and grease the the elevator trim control push-pull shaft and sleeve per instruction No. 1 in Avions Pierre Robin Service Bulletin No. 147.

2. For all aircraft except S/N 141 and 144

Modify the attachment of the elevator trim control cable per instruction No. 2 in Avions Pierre Robin Service Bulletin No. 147.

(DGAC AD 1996-148 refers)

Compliance:

1. Within the next 50 hours TIS unless already accomplished within the last 100 hours TIS, and thereafter at intervals not to exceed 100 hours TIS.
2. Within the next 50 hours TIS, unless already accomplished.

Effective Date: 22 February 2007

DCA/R3000/14 Pitch Control Cables/Column Attachment Bolts – Replacement

Applicability: All model R3000 aircraft, all S/Ns.

Requirement: To prevent failure of the bolts attaching the pitch control cables to the pitch control column, replace bolts P/N 95.13.19.000 with bolts P/N 27.36.03.140 per the instructions in Avions Pierre Robin Service Bulletin No. 146 revision 1.

(DGAC AD F-1996-167R1 refers)

Compliance: Within the next 50 hours TIS, unless already accomplished.

Effective Date: 22 February 2007

DCA/R3000/15 Nose Landing Gear Assembly Bolts - Replacement

- Applicability:** All model R3000 aircraft, all S/Ns.
- Requirement:** To prevent failure of the NLG fork assembly, replace all bolts P/N 27-36-36-001 with bolts P/N 42-36-00-050 per the instructions in Avions Pierre Robin Service Bulletin No. 151.
(DGAC AD F-1996-285 refers)
- Compliance:** Within the next 100 hours TIS, unless already accomplished.
- Effective Date:** 22 February 2007

DCA/R3000/16 Yaw Damper Control Cables - Modification

- Applicability:** All model R3000 aircraft, all S/Ns fitted with a yaw damper. (Embodied with major modification No. 013).
- Requirement:** To prevent the rudder controls jamming, accomplish the instructions in Avions Pierre Robin Service Bulletin No. 152.
(DGAC AD F-1997-079 refers)
- Compliance:** Within the next 50 hours TIS, unless already accomplished.
- Effective Date:** 22 February 2007

DCA/R3000/17 Cancelled – EASA AD 2014-0155 refers

- Effective Date:** 16 July 2014

DCA/R3000/18 Engine Air Intake – Inspection

- Applicability:** All model R3000 aircraft, all S/Ns.
- Requirement:** To prevent the possibly of felt obstructing the carburettor air intake, accomplish the instructions in Robin Aviation Service Bulletin No. 174.
(DGAC AD F-2001-036 refers)
- Compliance:** Before further flight, unless already accomplished, and thereafter at intervals not to exceed 100 hours TIS or one year, whichever is the sooner.
- Effective Date:** 22 February 2007

DCA/R3000/19 Main Spar Bracket - Inspection

Applicability: All model R3000/100, R3000/120, R3000/120D, R3000/140, R3000/160, R3000/160S and R3000/180 aircraft, all S/Ns.

Requirement: To detect and correct non-conforming bolt assemblies, accomplish the instructions in Avions Pierre Robin Service Bulletin No. 176.
(DGAC AD F-2001-127R1 refers)

Compliance: For aircraft with less than 2000 hours TTIS before accumulating 2000 hours TTIS or 6 years of date of manufacture, whichever occurs sooner.

For aircraft with more than 2000 hours TTIS, within the next 50 hours TIS or annual inspection, whichever occurs sooner.

Effective Date: 22 February 2007

* **DCA/R3000/20 Canceled – EASA AD 2014-0245 refers**

Effective Date: 25 November 2014

DCA/R3000/21 Canceled – DCA/R3000/24 refers

Effective Date: 23 February 2012

DCA/R3000/22 Wings Internal Structure - Inspection

Applicability: All model R3000 aircraft, all S/Ns.

Requirement: To prevent failure of the wing spar due to undetected corrosion, inspect the internal structure of the wings for damage and corrosion per the instructions in Apex Aircraft Service Bulletin (SB) No. 060703.

If damage and/or corrosion is found, accomplish an approved manufacturer repair, before further flight.

(EASA AD 2007-0017 refers)

Compliance: For aircraft protected with alodine only.

Within 12 years TTIS or annual inspection, whichever occurs later, and thereafter at intervals not to exceed 3 years. If the aircraft is operated in salty and/or tropical atmosphere the inspection interval must be reduced to 1 year.

For aircraft protected with alodine and primer.

Within 12 years TTIS or annual inspection, whichever occurs later, and thereafter at intervals not to exceed 6 years. If the aircraft is operated in salty and/or tropical atmosphere the inspection interval must be reduced to 2 years.

Effective Date: 22 February 2007

DCA/R3000/23 Electric Fuel Pump Grounding – Modification

Applicability: All model R3000 series aircraft fitted with electrical fuel pump P/N 52.88.03.100 or P/N 52.11.69.000 with an unshielded power supply cable.

Requirement: To prevent failure of the electric fuel pump due to the possibility of ineffective grounding, modify the electrical fuel pump per the instructions in Apex SB No 060903.
(EASA AD 2007-0210 refers)

Compliance: Within the next 50 hours TIS, unless already accomplished.

Effective Date: 30 August 2007

DCA/R3000/24 Oil Lines – Inspection

Applicability: Model R3000/140, R3000/120, R3000/100, R3000/120D, R3000/160, R 3000/160 S and R 3000/180 aircraft, all S/N.

Note: This AD supersedes DCA/R3000/21 to expand the requirement to include the replacement of the oil pressure transducer hoses.

Requirement: To correct oil lines which are not compliant with the requirement of FAR 23.1183, accomplish the following:

1. Replace oil lines P/N 41-23-56-000, 53-11-10-000, 53-20-13-000, 53-20-14-000 and 53-34-10-010 with fire resistant lines per the instructions in Apex Aircraft Service Bulletin No. 020310 dated 3 June 2002 or later approved revisions.
2. Oil lines with P/N 41-23-56-000, 53-11-10-000, 53-20-13-000, 53-20-14-000 or 53-34-10-010 may not be fitted to any aircraft.
3. Replace oil pressure transducer hoses P/N 53-18-02-030, 53-21-14-000 and 53-22-01-000 with fire resistant hoses per the instructions in CEAPR SB No. 031104 dated 19 April 2011 including revision 1, dated 7 December 2011 or later approved revisions.
4. Oil lines with P/N 53-18-02-030, 53-21-14-000 or 53-22-01-000 may not be fitted to any aircraft.

(EASA AD 2012-0018 refers)

- Compliance:**
1. Within 12 months after 22 February 2007 (the effective date of DCA/R3000/21), unless previously accomplished.
 2. From 22 February 2007 (the effective date of DCA/R3000/21).
 3. Within the next 50 hours TIS or by 23 April 2012 whichever occurs sooner.
 4. From 23 February 2012.

Effective Date: 23 February 2012

DCA/R3000/25 Air Filter – Inspection

Applicability: Model R 3000/140, R 3000/120, R 3000/100, R 3000/120 D, R 3000/160, R 3000/160 S and R 3000/180 aircraft, all S/N.

Requirement: To prevent the air filter collapsing due to lack of internal support which could result in loss of engine power, accomplish the following:

1. Inspect air filter P/N 57.34.00.010 per the instructions in CEAPR SB No. 120401 dated 19 April 2012 or later approved revisions. If the air filter is not fitted with a metallic mesh, replace the filter with a serviceable part before further flight.
2. An air filter P/N 57.34.00.010 may not be installed on any aircraft unless the filter is in compliance with SB No. 120401.

(EASA AD 2012-0072 refers)

- Compliance:**
1. Within the next 25 hours TIS or by 11 June 2012 whichever occurs sooner.
 2. From 11 May 2012.

Effective Date: 11 May 2012

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2014-0155 Engine Air Intake Box and Air Ducting – Inspection

Applicability: Robin R 3000 series aircraft, all S/N.

Effective Date: 16 July 2014

*** 2014-0185 Cancelled – EASA AD 2014-0245 refers**

Effective Date: 25 November 2014

*** 2014-0245 (Correction) Carburettor Heated Air Intake Duct – Modification**

Applicability: Robin R 3000/100, R 3000/120 and R 3000/120 D aeroplanes, all S/N fitted with a Lycoming O-235 engine.

Effective Date: EASA AD 2014-0245 - 25 November 2014
EASA AD 2014-0245 (Correction dated 12 November 2014) - 25 November 2014