

Airworthiness Directive Schedule

Aeroplanes

CEAPR (Robin) DR 400/180 and DR 400/500

22 February 2018

- Notes:**
1. This AD schedule is applicable to CEAPR (Robin) DR 400/180 and DR 400/500 aircraft manufactured by C.E.A.P.R. (formerly Centre Est Aéronautique, Avions Pierre Robin, Robin Aviation, Constructions Aéronautiques de Bourgogne, APEX Industries, Robin Aircraft) under EASA Type Certificate A.367 (formerly DGAC TC No. 45).
 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. New or amended ADs are shown with an asterisk *
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From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below with linked directly to them. You can also obtain them directly from the National Airworthiness Authority (NAA) web sites. Links to the NAA web sites are available on the CAA web site at http://www.caa.govt.nz/airworthiness-directives/states-of-design/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.		
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DCA/ROBIN/1G Airworthiness Directive Compliance**Applicability:** All model DR400 series aircraft.**Note:** DCA/ROBIN/1G revised to cancel DGAC AD 2001-036 which has been superseded by EASA AD 2014-0225.**Requirement:** Compliance with the following DGAC Airworthiness Directives (as applicable) is required:

1973-055	Boulons Fixation Helice	(SB No. 40 refers)
1974-138	Battery Protection	(SB No. 53 refers)
1975-054	Engine Flexible Baffles	(SB No. 58 refers)
1975-230	Fuel Tank Filler Caps	(SB No. 63 refers)
1976-078	Cylinder Metal Baffles	(SB No. 65 refers)
1980-005	Sonnenschein Battery	(SB No. 77 refers)
1980-186	Vis en Laiton Raccordement	
	Tuyauteries Circuit Carburant	(SB No. 86 refers)
1981-209	Bati Moteur	(SB No. 89 refers)
1982-145	Cable cde Profondeur et	
	Direction	(SB No. 95 refers)
1983-206R3	Cancelled - DCA/ROBIN/12 refers	
1983-207	Jaugeur Reservoirs Carburant	
	Dans Aile	(SB No. 102 refers)
1984-071 R2	Fuselage Reinforcement Plates	
	Close to Wing Trailing Edge	(SB No. 103 R2 refers)
1989-052	Carburettor	(SB No. 112 refers)
1989-074 R1	Safety Belt Quick Disconnect	
	Link	(SB No. 114 R1 refers)
1990-122 R1	Fuel System	(SB No. 118 R1 refers)
1990-123	Fuel System	(SB No. 117 refers)
1990-147	Engine Cowling	(SB No. 119 refers)
1991-154	Ball and Socket Fitting	(SB No. 121 R1 refers)
1992-079	Entoilage - Voilure	
1992-080	Fuel System	(SB No. 125 refers)
1992-224 R2	Fuselage Rear Wall	(SB No. 128 R3 refers)
1993-142 R2	Electrical Bundles and Cabin	
	Heating Control Cables	(SB No. 130 R2 refers)
1994-263	Engine Mountings	(SB No. 138 refers)
1994-275	Carburettor	(SB No. 139 refers)
1995-083 R1	External Power Socket	(SB No. 140 R1 refers)
1996-168	Engine Mounting Bolts	(SB No. 149 refers)
1996-276	Type Transformation	(SB No. 153 refers)
1999-114 R3	Manifold Air Intake	(SB No. 160 R1 refers)
1999-324	Heat Protection of the Flexible	
	Mixture Control	(SB No. 164 refers)
1999-460 R1	Main Wing Spar	
1999-470	Cancelled – EASA AD 2014-0155 refers	
2000-022	Engine – Hot Start	(SB No. 166 refers)
2000-056 R2	Exhaust Silencer Inspection	(Mod No. 10403 R2 24/2/2000 refers)
2000-173 R1	Elevator Control Cable to Control	
	Stick Base Connecting Bolt	(SB No. 156 R1 refers)
2000-224 R3	Aerobatics Restriction and	
	Wing Spar Inspection	
2001-034	Fuel Line Pipes	(SB No. 170 refers)
2001-035	Brake Fluid Reservoir Cap	(SB No. 169 refers)
* 2001-036	Cancelled – EASA AD 2014-0225 refers	
2001-037	Automatic Air Intake Flap - Cancelled	
2001-570 R1	Main Wing Spar - Cancelled	
2001-263	Battery and Alternator Circuit	
	Protectors	(SB No. 182 refers)

2002-364 Automatic Air Intake Flap (SB No. 171R1 refers)
 2003-348 Cancelled - DCA/ROBIN/10 refers

Note: Each part of this AD (each individual DGAC AD) shall be certified in the aircraft log book separately.

Compliance: Before issue of a New Zealand Certificate of Airworthiness or at the next ARA inspection after the effective date of this AD, whichever is the sooner.

Repetitive inspections to be accomplished at intervals not exceeding the times specified in the DGAC Airworthiness Directives.

Effective Date: DCA/ROBIN/1D - 30 August 2007
 DCA/ROBIN/1E - 27 November 2008
 DCA/ROBIN/1F - 16 July 2014
 DCA/ROBIN/1G - 23 October 2014

DCA/ROBIN/2 Cancelled – Alpha Aviation Design HR200 & R2000 Aircraft AD Schedule refers.

Effective Date: 29 June 2006

DCA/ROBIN/3A Cancelled – DCA/R2000/28 refers

Effective Date: 29 June 2006

DCA/ROBIN/4A Fuel Pressure Indication System – Inspection and Repair

Applicability: Model DR400/180R aircraft, S/Ns 2108, 2109, 2131 and 2254
 Model DR400/2+2 aircraft, S/Ns 1273 and 1333
 Model DR400/120 aircraft, S/Ns 1186

Note: These aircraft may have had a sealing washer P/N 52.18.91.000 fitted, per diagram 1' of Robin Aviation Service Letter No. 37 , revision 2.

Requirement: To prevent fuel leakage at the end of the adaptor P/N 52.46.11.000 (which is part of the fuel pressure indication system), which may cause a fire because of the close proximity of the fuel pressure sender to the exhaust manifold, inspect per the instructions in Robin Aviation Service Letter No. 37 , revision 2. Refer to diagram 1 and 1' on page 2/4 of SL No. 37.

If a fuel leak is detected, accomplish a manufacturer approved repair, before further flight.

(DGAC AD 2001-391 refers)

Compliance: Before further flight, and thereafter at intervals not to exceed 50 hours TIS.

Effective Date: DCA/ROBIN/4 - 25 October 2001
 DCA/ROBIN/4A - 29 June 2006

DCA/ROBIN/5A Cancelled – DCA/ROBIN/19 refers**Effective Date:** 23 February 2012**DCA/ROBIN/6 Carburetor Airbox Retaining Screws - Inspection****Applicability:** Model DR 400/120, DR400/140, DR400/160, DR400/180 and DR 400/180R S/N 2207 through 2555, and aircraft modified to any of the above models between 1 January 1993 and 1 September 2003.**Requirement:** Inspect carburetor airbox retaining screws per Apex aircraft SB No. 030705. If screws do not conform to the SB requirements, replace them before further flight.

(DGAC AD 2003-405(A) refers)

Compliance: Within 10 hours TIS.**Effective Date:** 18 December 2003**DCA/ROBIN/7A Tailplane – Inspection and Modification****Applicability:** All model DR 400 series aircraft of timber construction fitted with an all moving tailplane manufactured before 31 May 1981.**Requirement:** To prevent corrosion remaining unchecked, which could lead to failure of the stabiliser attachments and subsequent loss of control of the aircraft, inspect the aircraft records to determine whether all the tailplane (stabiliser) bearing attachment plates have been replaced with anodized aluminium plates P/N 34.11.06.000, or if the plates have been replaced with steel plates per paragraph (c) of CAA AD 028-06-83 Rev 1.

No further action is required if all the attachment plates fitted to the aircraft meet one of the above requirements and the aircraft is maintained according to an approved maintenance programme based on the Type Certificate Holder's recommendations.

Note 1: Part 43 Appendix C is not an approved maintenance programme for the purposes of this AD.

For all other aircraft, inspect the inboard and outboard stabiliser bearing attachment plates for corrosion in accordance with the following procedure:

- a) Remove the stabiliser.
- b) Remove the bearing attachment plates located on each side of the top longerons. Remove the paint finish as necessary, and inspect for corrosion.
- c) If corrosion is evident, replace all the plates with anodized aluminium plates P/N 34.11.06.000, before further flight.
- d) If the plates are not corroded, re-install the plates.

Note 2: Repetitive inspections are not required if all the plates are replaced with new anodized aluminium plates P/N 34.11.06.000 supplied by Apex Aircraft, and the aircraft is maintained according to an approved maintenance programme based on the Type Certificate Holder's recommendations.

(EASA AD 2005-0027 refers)

Compliance: By 30 May 2007, unless previously accomplished within the last 3 years, and thereafter at intervals not to exceed 3 years.**Effective Date:** DCA/ROBIN/7 - 29 June 2006
DCA/ROBIN/7A - 30 November 2006

DCA/ROBIN/8 Air Intake Box – Inspection and Modification

- Applicability:** Model DR 400/180 and DR400/180R aircraft, S/Ns manufactured before 1980 fitted with an air intake box P/N 56.15.01.010.
- Requirement:** To prevent the carburettor cold/warm air select valve from working inefficiently due to the inner felt on the valve being too wide and fouling on the filter element, inspect the select valve of the air intake box P/N 56.15.01.010 for proper operation and, if required, resize and reshape the valve inner felt per the instructions in paragraph 2. of Apex Aircraft Service Bulletin (SB) 040706.
- Note:** Before installing air intake boxes P/N 56.15.01.010 held as spares, accomplish the inspection and modification instructions per SB 040706.
(EASA AD 2006-0323 refers)
- Compliance:** Within the next 100 hours TIS.
- Effective Date:** 30 November 2006

DCA/ROBIN/9 Cancelled – DCA/ROBIN/10 refers

Effective Date: 31 May 2007

DCA/ROBIN/10B Main Wing Spar and Fabric – Inspection and Modification

- Applicability:** All model DR 400 series aircraft, including those aircraft listed in Note 1, except DR 400/500 aircraft, S/N 924 all through 2443 and those aircraft listed in Note 2.
- Note 1:** Aircraft already inspected and affected by this AD:
Model DR 400 series aircraft, S/N 1015, 1066, 1410, 1515, 1661, 1669, 1731, 1851, 1910, 2001, 2012, 2013, 2015 to 2020, 2023, 2024, 2026, 2027, 2029, 2030, 2033, 2034, 2036, 2046, 2052, 2058, 2059, 2125, 2183, 2338, and 2403, and
All DR 400 series aircraft fitted with a replaced wing which has been overhauled, or and new wing delivered before 01 February 2000.
- Note 2:** Aircraft not affected by this AD:
Model DR 400 series aircraft, S/N 2014, 2021, 2433 and 2438, and
Aircraft released to service after implementing AD F-2001-194 (except those aircraft listed in note 1 of this AD), and
Aircraft released to service after implementing AD F-2001-570 original issue, and
Aircraft affected by AD F-2000-224 or one of its revisions for which the operational limitation has been cancelled after inspection/repair (except those S/N aircraft listed in note 1 of this AD).
- Note 3:** DCA/ROBIN/10B revised to introduce EASA AD 2007-0071R2 and clarify the applicability and requirement. DGAC AD F- 2001-194 was superseded by DGAC AD F- 2001-570 which was superseded by DGAC AD F- 2003-348. DGAC AD F-2003-348 and DCA/ROBIN/9 (EASA AD 2006-0347-E refers) was superseded by DCA/ROBIN/10.
- Requirement:** To prevent wing spar failure and tears propagating from the wing lower surface patched fabric, accomplish the following:
1. For aircraft fitted with a replaced main wing per DGAC AD F-2003-348:
Contact the manufacturer to determine (based on the main wing spar manufacture date) whether requirements 2 or 3 of this AD must be accomplished.

2. For aircraft fitted with a main wing spar manufactured between 1987 and 1993 (refer table 1), except affected aircraft listed in Note 1 of this AD:

Reinforce the main wing spar per the instructions in Apex Industries Technical Instruction (TI) No. 1001047 issue H or later EASA approved revisions.

TABLE 1

Main Wing Spar Year of Manufacture:	Aircraft S/N:
1987	1756, 1766 through to 1767, 1771 through to 1808, 1810 through to 1814, 1817, 1818, 1820, 1821 and 1825.
1988	1809, 1815, 1816, 1819, 1822 through to 1824, 1826 through to 1876, 1879 through to 1887, 1889, 1891 through to 1893, 1895, 1896 and 1898.
1989	1877, 1878, 1888, 1890, 1894, 1897, 1899 through to 1952, 1954 through to 1961 and 1965.
1990	1953, 1962 through to 1964, 1966 through to 2040, 2045 through to 2048, 2050 and 2052.
1991	2049, 2051, 2053 through to 2080, 2082 through to 2117, 2119 through to 2130, 2132 through to 2136, 2138, 2140 and 2141
1992	2118, 2131, 2137, 2139, 2142 through to 2145, 2147 through to 2153, 2155 through to 2171, 2173 through to 2182, 2184 through to 2203, 2205 through to 2207, 2209 through to 2211, 2213, 2230 and 2231.
1993	2204, 2208, 2214 through to 2229, 2232, 2233, 2235 through to 2239, 2242 through to 2244, 2246, 2250, 2254, 2255, 2268 and 2348.

3. For aircraft fitted with a main wing spar manufactured before 1987 or after 1993 (refer Table1), and including all S/N listed in Note 1 of this AD:

Reinforce the main wing spar per the instructions in TI No. 1001047 (irrespective whether TI No.1000851 issue A and either TI No.1000851 issue D or TI No.1001846 issue F have been embodied).

Note 4: The accomplishment of the wing spar reinforcement per Technical Instruction No. 1001047 issue H before 30 March 2007 is considered acceptable for compliance with requirement 3 of this AD.

Note 5: To comply with requirements 2 or 3 of this AD, a 2 month or a 30 hour TIS tolerance is acceptable to synchronise with scheduled maintenance.

4. For all aircraft modified per Apex Aircraft Technical Instruction No 1000851 issue A (wing lower surface repair patch):

Inspect the quality of the bond of the covering strips along the perimeter of the patch, including bubbles, debonded areas and localised fraying.

If any defects are found, accomplish a manufacturer approved repair before further flight.

5. For all aircraft modified per Apex Aircraft Technical Instruction No 1000851 issue D or No.1001846 (wing lower surface repair patch):

Inspect the quality of the bond of the covering strips along the perimeter of the patch, including bubbles, debonded areas and localised fraying.

If any defects are found, accomplish a manufacturer approved repair before further flight.

Note 6: If the aircraft has been modified, repaired or altered in any way which affects the accomplishment of this AD, the aircraft operator/maintainer must submit an alternative method of compliance application to the CAA for approval.

Note 7: The requirements of this AD must be accomplished by personnel authorised to repair wood and fabric aircraft.

Note 8: The repetitive inspections per requirement 4 of this AD may be accomplished by adding the inspection requirements to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43. At least one inspection must be accomplished under the supervision of a LAME and the preceding inspection must have been accomplished by a LAME (i.e. the pilot may not perform two consecutive inspections).

Note 9: Apex Aircraft Technical Instruction No 1001047 issue H and Apex Aircraft Technical Instructions No.1000851 issue D and No.1001846 issue F and later EASA approved revisions of these documents are acceptable to comply with the requirements of this AD.

(EASA AD 2007-0071R2 refers)

Compliance:

1. From the effective date of this AD.
2. By 30 June 2005 or within the next 1000 hours TIS from 27 September 2003 (the effective date of DGAC AD F-2003-348), whichever occurs sooner.
3. By 30 June 2008 or within the next 2250 hours TIS from 27 September 2003 (the effective date of DGAC AD F-2003-348), whichever occurs sooner.
4. Within the next 50 hours TIS unless previously accomplished and thereafter at intervals not to exceed 50 hours TIS.
5. Within the next 100 hours TIS unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: DCA/ROBIN/10 - 31 May 2007
DCA/ROBIN/10A - 30 March 2009
DCA/ROBIN/10B - 31 March 2011

DCA/ROBIN/11 Cabin Air Sealing – Inspection and Modification

Applicability: Model DR 400/500 aircraft, S/N 1 through to 42

Requirement: To prevent carbon monoxide contamination of the cabin air which could endanger the cabin occupants and lead to pilot incapacitation, accomplish the instructions in Apex Service Bulletin No 060401 revision 1.

(EASA AD 2007-0078 refers)

Compliance: At the next 100 hour or annual inspection, whichever is the sooner.

Effective Date: 28 June 2007

DCA/ROBIN/12 Cancelled – DCA/ROBIN/16 refers

Effective Date: 25 November 2010

DCA/ROBIN/13 Electric Fuel Pump Grounding – Modification

- Applicability:** All model DR400 series aircraft, except DR400/500, DR400/RP and DR400/200R 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/ROBIN/14 Voltage Regulator – AFM Amendment and Modification

- Applicability:** Model DR400 series aircraft fitted with a JPC Aviation voltage regulator P/N 614 17 00 B, S/N 2898 onwards.
- Note 1:** JPC Aviation voltage regulators P/N 614 17 00, P/N 614 17 00 A and P/N 614 17 00 B are supplied as an Apex Aircraft voltage regulator P/N 67.12.23.000. This AD is applicable to P/N 614 17 00 B.
- Requirement:** The JPC Aviation voltage regulator P/N 614 17 00 B supplies too low a voltage to the 'charge' warning light which could result in the pilot not being aware of a charging problem during night VFR and IFR operations.
To correct the low voltage supply to the 'charge' warning light which could affect safe night operations, accomplish the following:
1. Night VFR and IFR flights are prohibited until requirement 2 of this AD is accomplished.
- Note 2:** This requirement may be accomplished by inserting a copy of this AD in the AFM.
2. Modify the voltage regulator and confirm correct 'charge' warning light operation per the instructions in Apex Aircraft SB No.070306 revision 1.
 3. Do not install a Apex Aircraft voltage regulator P/N 67.12.23.000 with a JPC Aviation P/N 614 17 00 B to any aircraft.
(EASA AD 2008-0039 refers)
- Compliance:**
1. From the effective date of this AD.
 2. Within the next 50 hours TIS, unless already accomplished.
 3. From the effective date of this AD.
- Effective Date:** 27 March 2008

DCA/ROBIN/15 Cancelled – DCA/ROBIN/17 refers

Effective Date: 23 December 2010

DCA/ROBIN/16 NLG Leg Brackets – Inspection and Repair

Applicability: Model DR400 series aircraft, all S/N.

Note 1: This AD supersedes DCA/ROBIN/12 to expand the applicability to include all DR400 series aircraft fitted with “SAB” NLG. This AD revision is prompted by several reports of finding cracks in “SAB” NLG.

Requirement: To prevent cracks developing in the NLG leg brackets, accomplish the following:

1. For lower support plates with a width equal to or more than 84 mm:

Dye penetrant inspect the lower support plate and the strut weld in areas 3 and 4 of fig 2 and the instructions in APEX SB No 101 dated October 2010 or later EASA approved revisions.

If a crack is found in the lower support plate in area 3 of fig 2 in SB No 101, accomplish a manufacturer approved repair before further flight.

If a crack is found in the lower support plate strut weld in area 4 of fig 2 in SB No 101, which are 15mm or longer, accomplish a manufacturer approved repair before further flight.

2. For lower support plate with a width of less than 84 mm:

Dye penetrant inspect the lower support plate and the strut weld in areas 3 and 4 of fig 2 and the instructions in SB No 101.

If a crack is found in the lower support plate in area 3 of fig 2 in SB No 101, accomplish a manufacturer approved repair before further flight.

If a crack is found in the lower support plate strut weld in area 4 of fig 2 in SB No 101, which are 15mm or longer, accomplish a manufacturer approved repair before further flight.

3. For all upper support plates:

Accomplish a visual inspection of the connections of upper support plate to oleo cylinder, including the upward side in the areas 1 or 2 of fig 2 and the instructions in SB No 101.

If a crack is found in the upper support plate in areas 1 or 2 of fig 2 in SB No 101, accomplish a manufacturer approved repair before further flight.

4. For all upper support plates:

Accomplish a dye penetrant inspection of the upper support plate in areas 1 or 2 of fig 2 and the instructions in SB No 101.

If a crack is found in the upper support plate in areas 1 or 2 of fig 2 in SB No 101, accomplish a manufacturer approved repair before further flight.

Note 2: Any repairs accomplished per the requirements of this AD is not a terminating action for the repetitive inspection requirements of this AD.

(EASA AD 2010-0231 refers)

Compliance: 1. At the next 500 hour maintenance inspection unless previously accomplished and thereafter at intervals not to exceed 500 hours TIS, and

For cracks in area 4 of fig 2 in SB No 101 which run along the circumference and are less than 15 mm and/or if the crack is radial and less than 8 mm inspect the affected area per the instructions in SB No 101 at intervals not to exceed 25 hours TIS.

2. At the next 100 hour maintenance inspection unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS, and

For cracks in area 4 of fig 2 in SB No 101 which run along the circumference and are less than 15 mm and/or if the crack is radial and less than 8 mm inspect the affected area per the instructions in SB No 101 at intervals not to exceed 25 hours TIS.

3. At the next 100 hour maintenance inspection or by 25 November 2011 whichever occurs sooner, and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs sooner.
4. At the next 500 hour maintenance inspection and thereafter at intervals not to exceed 500 hours TIS.

Effective Date: 25 November 2010

DCA/ROBIN/17 Exhaust Pipes – Inspection and Modification

Applicability: Model DR300 and DR400 aircraft, all models, all S/N fitted with Dyn'Aviation exhaust system P/N ZAPMO0100, ZAPMO0200, ZAPMO0300, ZAPMO0400, ZAPMO1700, ZAPMO1800, ZAPMO1900 or ZAPMO2000 per Dyn'Aviation minor change MD09K0012.

Note 1: This AD supersedes DCA/ROBIN/15 to introduce a new exhaust design (terminating action) per Dyn'Aviation SB BS10G0001 revision 1.

Requirement: To prevent failure of the exhaust system due to possible cracks between the rear exhaust stack and the muffler which can result in Carbon Monoxide (CO) contamination of the cabin and incapacitation of the pilot, accomplish the following:

1. Inspect the weld between the rear exhaust stack and the muffler on both the left and right exhaust systems per the instructions in paragraph 8 of Dyn'Aviation Service Bulletin BS10G0001 revision 1, dated 11 October 2010 or later approved revisions.
If any cracks are found, replace the affected exhaust system with serviceable parts before further flight per the instructions in Dyn'Aviation SB BS10G0001.
2. Modify the exhaust system per the instructions in Dyn'Aviation SB BS10G0001.

Note 2: The embodiment of the modification per the instructions in Dyn'Aviation SB BS10G0001-R1 is a terminating action for the repetitive inspections mandated by this AD.
(EASA AD 2010-0260 refers)

Compliance:

1. Within the next 12 hours TIS unless previously accomplished within the last 12 hours TIS and thereafter at intervals not to exceed 12 hours TIS.
2. Within the next 50 hours TIS or by 23 January 2011, whichever occurs sooner.

Effective Date: 23 December 2010

DCA/ROBIN/18 Cancelled – EASA AD 2014-0002 refers

Effective Date: 20 January 2014

DCA/ROBIN/19 Oil Lines – Inspection and Replacement

Applicability: Model DR400/100, DR400/120, DR400/120A, DR400/120D, DR400/125, DR400/125i, DR400/140, DR400/140B, DR400/160, DR400/160D, DR400/180, DR400/180R, DR400/180S, DR400/2+2, DR400/RP, DR400/NGL and DR400/200R aircraft, all S/N through to 2533, except 1126, 2475, 2517, 2524, 2526, 2527, 2529, 2530 and 2532.

Note: This AD supersedes DCA/ROBIN/5A 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 29 June 2006 (the effective date of DCA/ROBIN/5A), unless previously accomplished.
 2. From 29 June 2006 (the effective date of DCA/ROBIN/5A).
 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/ROBIN/20 Air Filter – Inspection and Replacement

Applicability: Model DR 400/180, DR 400/180R and DR 400/180S aircraft, all S/N fitted with a type F intake assembly.

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

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below with linked directly to them. You can also obtain them directly from the National Airworthiness Authority (NAA) web sites. Links to the NAA web sites are available on the CAA web site at <http://www.caa.govt.nz/airworthiness-directives/states-of-design/> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

2014-0002 Engine Air Intake Filter – Inspection, Installation and Modification

Applicability: DR 400 aeroplanes, all models, all S/N.
HR 100/250 TR aeroplanes, all S/N.

Effective Date: 20 January 2014

2014-0003 Magneto Ignition Switch – Inspection and Modification or Replacement

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 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 400/120, DR 400/120 A, DR 400/120 D, DR 400/125, DR 400/140, DR 400/140 B, DR 400/160, DR 400/160 D, DR 400/180, DR 400/180 R, DR 400/2+2, DR 400/125i aeroplanes, all S/N.
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.

Effective Date: 20 January 2014

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

Applicability: ATL, DR 200, DR 220, DR 221, DR 250, DR 253, DR 300, HR100, R1180 and R 3000 aeroplanes, all models, all S/N.
DR 400 aeroplanes, all models, all S/N except those aeroplanes modified in accordance with EASA STC EASA.A.S.01380 or STC No. 10014219 (TAE 125 diesel engine installation).

Effective Date: 16 July 2014

2014-0185 Cancelled – EASA AD 2014-0245 refers

Effective Date: 25 November 2014

2014-0225R1 Engine Air Intake Box Bypass Flap - Modification

- Applicability:** Model 1180 T and R 1180 TD aeroplanes, all S/N.
 ATL and ATL "S" aeroplanes, all S/N.
 DR 300 aeroplanes, all models, all S/N except DR 380 and DR 300/180 R.
 DR 400 aeroplanes, all models, all S/N except DR 400/125 i, DR 400/200 R, DR 400 RP and DR 400/500 aeroplanes.
 This AD does not apply to DR 400/140 B aeroplanes, if modified in accordance with EASA STC No. 10014219 or STC EASA.A.S.01380 (TAE 125 diesel engine installation).
 This AD does not apply to aeroplanes, if equipped with Air Box P/N 56.12.50.000 or P/N 56.15.01.010 or with By-Pass Flap P/N 56.15.01.120 or P/N 56.15.01.121
- Effective Date:** 2014-0225 - 23 October 2014
 2014-0225R1 - 10 December 2014

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

- Applicability:** DR 221 and DR 221 B aeroplanes, all S/N.
 DR 300/108, DR 300/120, DR 300/125 and DR 315 aeroplanes, all S/N.
 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.
 R 3000/100, R 3000/120 and R 3000/120 D aeroplanes, all S/N, if 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

2015-0154 Carburettor Heated Air Intake Box – Modification

- Applicability:** DR 400/100, DR 400/120 and DR 400/120D aeroplanes, all S/N if modified in accordance with STC EASA.A.S.01266 (renumbered EASA STC 10014147) at original issue.
- Effective Date:** 17 August 2015

2016-0072 (Correction) Instrument Panel Electrical Wiring Harness – Modification

- Applicability:** DR400/140, DR400/160, DR400/180, DR400/180R, DR400/120, DR400/140B, DR400/120A, DR400/160D, DR400/120D, DR400/180S, DR400/200R and DR400/500 aeroplanes, S/N up to 2683 inclusive, if fitted with an instrument panel "modèle 1988".
- Effective Date:** EASA AD 2016-0072 - 26 April 2016
 EASA AD 2016-0072 (Correction dated 19 April 2016) - 26 April 2016

2016-0148 Engine Heated Air Intake Duct – Inspection

- Applicability:** DR400/120 aeroplanes, S/N 2676 and 2685; and DR400/180, DR400/180R, DR400/120, DR400/120A and DR400/180S aeroplanes, all s/n, if fitted with an engine-heated air intake duct P/N 71.26.51.025 delivered new with CEAPR EASA Form 1 N°1419796 or N°1523805 (including parts removed from a serviceable aeroplane between 17th of December 2014 and the effective date of this AD).
- Effective Date:** 5 August 2016

*** 2018-0018 NLG Oleo Outer Cylinder Support Plate – Inspection**

Applicability: DR 253, DR 253 B, DR 340, DR 315, DR 360, DR 380, DR 300/108, DR 300/180 R, DR 300/140, DR 300/125, DR 400/125, DR 400/140, DR 400/160, DR 400/180, DR 400/180 R, DR 400/2+2, DR 300/120, DR 400/120, DR 400/125i, DR 400/140 B, DR 400/120 A, DR 400/160 D, DR 400/120 D, DR 400/180 S, DR 400/100, DR 400 RP, DR 400 NGL, DR 400/200 R and DR 400/500 aeroplanes, all S/N.

Effective Date: 22 February 2018