



Airworthiness Directive

AD No.: 2019-0211

Issued: 27 August 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

CEAPR

Type/Model designation(s):

DR 400 aeroplanes

Effective Date: 10 September 2019

TCDS Number(s): EASA.A.367

Foreign AD: Not applicable

Supersedure: None

ATA 72 – Engine – Thermostatic Oil Cooler Bypass Valve – Inspection / Installation

Manufacturer(s):

Robin Aircraft

Applicability:

DR 400/100, DR 400/120, DR 400/140 B, DR 400/160, DR 400/180, DR 400/180 R and DR 400/200 I aeroplanes, manufacturer serial numbers 2654 to 2721 inclusive on which CEAPR modification 120902 has been embodied in production.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: CEAPR Mandatory Service Bulletin (SB) 190102.

Reason:

An occurrence was reported of a missing thermostatic oil cooler bypass valve. After investigation, it was determined that on certain Lycoming-powered DR 400 aeroplanes, manufactured between 2012 and the end of 2018, the thermostatic oil cooler bypass valve was possibly not installed.

This condition, if not corrected, could lead, in hot condition and using full power, to an engine overheating, possibly resulting in engine in-flight shut-down and forced landing, with consequent damage to the aeroplane and injury to occupants.



To address this potential unsafe condition, CEAPR published the SB to provide inspection instructions.

For the reason described above, this AD requires a one-time inspection to determine whether or not the thermostatic oil cooler bypass valve is installed, and, depending on findings, installation of a thermostatic oil cooler bypass valve.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection:

- (1) During the next scheduled maintenance check, or within 12 months, whichever occurs first after the effective date of this AD, accomplish a visual inspection of the engine adaption fitting in accordance with the instructions of STEP 1 of the SB.

Corrective Action:

- (2) If, during the inspection as required by paragraph (1) of this AD, no thermostatic oil cooler bypass valve is found to be installed, within 6 months after the inspection as required by paragraph (1) of this AD, install a thermostatic oil cooler bypass valve in accordance with the instructions of STEP 2 of the SB.

Ref. Publications:

CEAPR SB 190102 original issue dated 01 February 2019, published 01 April 2019.

The use of later approved revisions of the above-mentioned 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 09 July 2019 as PAD 19-120 for consultation until 06 August 2019. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. 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 (3) 80 35 25 22, E-mail: info@ceapr.com, Website: www.ceapr.com, section “My question” and “I have a question about airworthiness”.

