

Airworthiness Directive Schedule

Aeroplanes

Robin R 1180 TD

22 February 2018

- Notes:**
1. This AD schedule is applicable to Robin R 1180 TD aircraft manufactured under EASA Type Certificate A.368 (formerly DGAC TC No. 61).
 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 website 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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The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website 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/R1000/1 Cancelled – DCA/R1000/3 refers**Effective Date:** 25 November 2010**DCA/R1000/2 Electric Fuel Pump Grounding – Modification****Applicability:** All model R1180T and R1180TD 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/R1000/3 NLG Leg Brackets – Inspection****Applicability:** Model R1180 series aircraft, all S/N.**Note 1:** This AD supersedes DCA/R1000/1 to expand the applicability to include all R1180 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

DCAR1000/4 Oil Lines – Inspection

Applicability: Model R1180T and R1180TD aircraft, all S/N.

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 the next 50 hours TIS or by 23 April 2012 whichever occurs sooner.

2. From 23 February 2012.

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/R1000/5 Air Filter – Inspection

Applicability: Model R 1180 T and R 1180 TD 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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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.

2014-0003 Magneto Ignition Switch – Inspection

Applicability: Robin R 1180 T and R 1180 TD aeroplanes, all S/N

Effective Date: 20 January 2014

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

Applicability: Robin R 1180 T and R 1180 TD aeroplanes, all S/N.

Note: This AD is not applicable to aeroplanes fitted 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

*** 2018-0017 NLG Oleo Outer Cylinder Support Plate - Inspection**

Applicability: Robin R 1180 T and R 1180 TD aircraft, all S/N.

Effective Date: 22 February 2018