Airworthiness Directive

AD No.: 2016-0162

Issued: 09 August 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:
EVEKTOR, spol s r.o.

Type/Model designation(s):
SportStar RTC aeroplanes

Effective Date: 16 August 2016

TCDS Number(s): EASA.A.592

Foreign AD: Not applicable

Supersedure: None

ATA 73 – Engine Fuel and Control – Float – Inspection / Replacement

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Manufacturer(s):
Evektor-Aerotechnik a.s.

Applicability:
SportStar RTC aeroplanes, all serial numbers, if equipped with BRP-Powertrain GmbH & Co. KG Rotax 912 ULS2 engines.

Reason:
Due to a quality escape in the manufacturing process of certain engine carburetor floats , Part Number (P/N) 861185, a partial separation of the float outer skin may occur during engine operation. Separated particles could restrict the jets in the carburetor, possibly reducing or blocking the fuel supply to the affected cylinder.

This condition, if not detected and corrected, could lead to in-flight engine shutdown and forced landing, possibly resulting in damage to the aeroplane and injury to occupants.

EASA issued AD 2016-0144 to address this potential unsafe condition on certified Rotax 912 engines (TCDS EASA.E.121), requiring identification and replacement of the affected floats with serviceable parts.

SportStar RTC aeroplanes may be equipped with a Rotax 912 ULS2 engine, certified as part of the aeroplane type design, on which the same unsafe condition may exist or develop. Consequently, Evektor issued Service Bulletin (SB) RTC-022a, which in turn refers to BRP Powertrain Rotax ASB-912-069ULR1/ASB-914-051ULR1, to provide instructions for identification and replacement of the affected parts.

For the reasons stated above, this AD requires identification and replacement of the affected floats with serviceable parts.

Required Action(s) and Compliance Time(s):
Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, an affected engine is an engine having a serial number (S/N) as listed in Table 1 of Appendix 1 of this AD, or any other engine S/N, if equipped with a carburetor identified by P/N and S/N in Table 2 of Appendix 1 of this AD, or an engine that, after 08 May 2016, has had an affected float P/N 861185 installed in service.

Note 2: For the purpose of this AD, an affected float is float having P/N 861185, that has been initially delivered on a date between 09 May 2016 and 17 July 2016 (inclusive), and that does not have 3 dots. Certification documents (e.g., Form 1), delivery document or record of previous installation of the float are acceptable to determine an initial delivery on or before 08 May 2016. An example of a serviceable float having 3 dots is shown in Appendix 2 of this AD.

(1) Within 25 flight hours (FH) or 30 days after the effective date of this AD, whichever occur first, inspect the aeroplane to identify if an affected engine is installed (see Note 1 of this AD). A review of the aeroplane maintenance records is acceptable in lieu of the inspection, provided that the aeroplane configuration and maintenance history can be conclusively determined from that review.

(2) For any aeroplane equipped with an affected engine, before next flight after the inspection as required by paragraph (1) of this AD, replace any affected float with a serviceable float (see Note 2 and Appendix 2 of this AD) in accordance with the instructions of Evektor SB RTC-022a.

(3) From the effective date of this AD, do not install on any aeroplane an affected float, as defined in Note 2 of this AD.

(4) From the effective date of this AD, it is allowed to install on any aeroplane a carburetor equipped with a float P/N 861185, or an engine with a carburetor equipped with a float P/N 861185, provided that, before installation, it is determined that the float is a serviceable part, as defined in Note 2 of this AD. A review of the applicable maintenance records is acceptable to accomplish this determination, provided that the maintenance history of the carburetor and/or of the engine, as applicable, can be conclusively determined from that review.

(5) From the effective date of this AD, it is allowed to install on any aeroplane an affected engine (see Note 1 of this AD), provided that, prior to installation, engine has passed an inspection in accordance with the instructions of Evektor SB RTC-022a.

Ref. Publications:
Evektor SB RTC-022a, original issue, dated 26 July 2016.

The use of later approved revisions of this 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. For any question concerning the technical content of the requirements in this AD, please contact:
   Evektor, spol. s r.o,
   Jiří Duda, Head of Office of Airworthiness,
   Letecka 1008, 686 04 Kunovice, Czech Republic
   Telephone: +420 572 537 442, Fax: +420 572 537 901, E-mail: jduda@evektor.cz.

Appendix 1

Table 1 – Affected Engines

Engine type	S/N
912 ULS	from S/N 6 786 001 up to S/N 6 786 013 inclusive, from S/N 6 786 017 up to S/N 6 786 037 inclusive

Table 2 – Affected Carburetors

Engine Type	Cylinder position(s)	Carburetor P/N and S/N
912ULS	1/3	**P/N 892530** - from S/N 161528 up to 161531 inclusive, S/N 161534, 161535, 161537, 161542, 161558, 161560, 161567, 161568, 161570, 161937, 161938 and 161939, from S/N 161941 up to 161951 inclusive, from S/N 161953 up to 161980 inclusive, from S/N 161982 up to 161989 inclusive, from S/N 161992 up to 162042 inclusive, from S/N 162044 up to 162051 inclusive, S/N 162053, 162054 and 162055, from S/N 162235 up to 162250 inclusive, from S/N 162252 up to 162275 inclusive, from S/N 162277 up to 162282 inclusive, S/N 162294 and 162298.
	2/4	**P/N 892535** - S/N 161583, 161585, 161586 and 161587, from S/N 161837 up to 161868 inclusive, from S/N 161870 up to 161873 inclusive, from S/N 161875 up to 161919 inclusive, from S/N 161921 up to 161936 inclusive, from S/N 162102 up to 162120 inclusive, from S/N 162122 up to 162143 inclusive, S/N 162145 and 162146, from S/N 162400 up to 162411 inclusive, from S/N 162413 up to 162430 inclusive, from S/N 162432 up to 162435 inclusive, from S/N 162437 up to 162440 inclusive, S/N 162442, 162444, 162445, 162449 and 162450.

Appendix 2 – Float with 3 dots