Emergency Airworthiness Directive

AD No.: 2026-0121-E

Issued: 24 June 2026

Note: This Emergency 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

BRP-ROTAX GmbH & Co KG

Type/Model designation(s):

Rotax 912, 912 i and 914 (series) Engines

Effective Date:	26 June 2026
TCDS Number(s):	EASA.E.121 and EASA.E.122
Foreign AD:	Not applicable
Supersedure:	None

ATA 72 – Engine – Propeller Gearbox – Inspection

Manufacturer(s):

BRP-Rotax GmbH & Co KG (BRP-Rotax), formerly BRP-Powertrain GmbH & Co. KG, Bombardier-Rotax GmbH & Co. KG, Bombardier-Rotax GmbH

Applicability:

Rotax 912 A1, Rotax 912 A2, Rotax 912 A3, Rotax 912 A4, Rotax 912 F2, Rotax 912 F3, Rotax 912 F4, Rotax 912 S2, Rotax 912 S3 and Rotax 912 S4 engines, all serial numbers (s/n);
Rotax 912 iSc2 Sport and Rotax 912 iSc3 Sport engines, all s/n; and
Rotax 914 F2, Rotax 914 F3 and Rotax 914 F4 engines, all s/n.

These engines are known to be installed on various general aviation aircraft. Installation of these engines was done by either the respective aircraft manufacturers or through a modification of the aircraft by Supplemental Type Certificate (STC).

Definitions:

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

The ASB: BRP-Rotax Alert Service Bulletin (ASB) ASB-2026-001R00.

Affected gearbox: Propeller gearbox having a Part Number (P/N) as listed in Chapter 1.1 (Applicability) of the ASB and having a s/n as listed in Chapter 4.1 or 4.2 (Appendix) of the ASB, except those which have passed (no discrepancy found; or applicable corrective actions accomplished) the inspection in accordance with the instructions of the ASB and those which are manufactured or overhauled after the effective date of this AD.

Affected engine(s): Engines having installed an affected gearbox, as defined in this AD.

Note 1: Chapter 4.1 (Appendix) of the ASB provides, for information only, the s/n of engines on which affected gearboxes listed in Chapter 4.1 (Appendix) of the ASB are latest known to be installed.

Serviceable gearbox: Any propeller gearbox, eligible for installation in accordance with BRP-Rotax instructions, which is not an affected gearbox.

Groups:
Group 1 engines are those which have installed an affected gearbox, which, on the effective date of this AD, has accumulated less than 25 hours of operation since first installation on an engine.
Group 2 engines are those which have installed an affected gearbox , which, on the effective date of this AD, has accumulated 25 hours or more of operation since first installation on an engine.
Group 3 engines are those which are not Group 1 and are not Group 2.

Reason:

An occurrence was reported, where on a recently manufactured engine it was found that in the propeller gearbox the oil spray nozzle and the M7 x 16 hexagon screws, securing the propeller shaft bearing in the propeller gearbox were missing. Further investigation determined that those parts had not been installed during production, and that the missing screws may allow axial displacement of the propeller shaft bearing during operation, which could cause the propeller shaft and its front bearing to slightly move into of the gearbox housing.

This condition, if not detected and corrected, could lead to in-flight loss of engine oil and/or an uncommanded engine shutdown, possibly resulting in loss of control of the aeroplane, although it is unlikely that the propeller shaft will be pulled out of the gearbox in flight.

To address this potential unsafe condition, BRP-Rotax published the ASB, as defined in this AD, to provide instructions for inspection of the propeller gearbox and for corrective actions.

For the reason described above, this AD requires a one-time inspection of the propeller gearbox and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated by this AD, unless the action(s) required by this EAD have been already accomplished:

Inspection:

(1) Within the compliance time specified in Table 1 of this AD, inspect the propeller gearbox for presence of the oil spray nozzle assembly and the M7 x 16 hexagon screws in accordance with the instructions of the ASB.

Table 1 – Compliance Times

	Threshold for Inspection
Group 1 Engines	Before next flight
Group 2 Engines	Within 5 flight hours after the effective date of this AD

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, it is found that the M7 x 16 hexagon screws and/or oil nozzle assembly are missing in the propeller gearbox, before next flight, replace the gearbox with a serviceable gearbox, as defined in this AD, in accordance with the instructions of the ASB.

(3) Replacement of an affected gearbox of an engine with a serviceable gearbox is an acceptable method to comply with the requirements of the paragraphs (1) and (2) of this AD, as applicable, for that engine.

Parts Installation:

(4) For Group 1, Group 2 and Group 3 engines: From the effective date of this AD, it is allowed to install on any engine a propeller gearbox, provided it is a serviceable gearbox.

Ref. Publications:

BRP-Rotax ASB ASB-2026-001R00 original issue dated 22 June 2026.

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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.

3. Enquiries regarding this AD should be referred to the EASA Safety 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. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or

may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), STC or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: BRP-Rotax GmbH & Co KG, Telephone: +43 7246 601 0, Fax: +43 7246 601 9130, E-mail: airworthiness@brp.com, Website www.flyrotax.com.