



Emergency Airworthiness Directive

AD No.: 2026-0178-E

Issued: 14 September 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 915i (series) and 916i (series) engines

Effective Date: 16 September 2026

TCDS Number(s): EASA.E.121

Foreign AD: Not applicable

Supersedure: None

ATA 78 – Engine – Turbocharger Valve Housing – Replacement

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 915 iSc2 A, Rotax 915 iSc3 A, Rotax 915 iSc2 C24, Rotax 915 iSc3 C24, Rotax 916 iSc2 A, Rotax 916 iSc3 A, Rotax 916 iSc3 B, Rotax 916 iSc2 C24, Rotax 916 iSc3 C24, all serial numbers (s/n).

These engines are known to be installed on, but not limited to, various general aviation aeroplanes and powered sailplanes. Installation of these engines was done by either the respective aeroplane manufacturers or through a modification of the aeroplane 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-2026-002, Revision 01.

Affected part(s): Valve housing, Part Number (P/N) 956492, installed on a turbocharger having a s/n as listed in Appendix 4.1 or 4.2 of the ASB, except those valve housings installed on a turbocharger



that has been reidentified (marked with an engraved "C") after replacement of the affected part in accordance with the instructions of the ASB.

Groups:

Group 1 engines are those which have an affected part installed.

Group 2 engines are those which do not have an affected part installed.

Reason:

An occurrence was reported where, during the final testing of a Rotax 916i engine on the production line, oil leakage was found in the area of the turbocharger valve housing. The following investigations revealed cracks in the wall of the valve housing, due to insufficient thickness. Further investigation determined that this discrepancy was caused by a non-conform manufacturing process during production of the valve housing. The suspected production batches which might be affected have been identified.

This condition, if not detected and corrected, could lead to cracks in the valve housing and result in oil leakage during engine operation. Such an event could result in smoke generation or engine compartment fire, leading to an in-flight engine shutdown, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, BRP-Rotax published the ASB to provide the list of turbochargers delivered with an affected part, and instructions for replacement of the affected valve housings and for reidentification of the turbocharger.

For the reason described above, this Emergency AD requires replacement of all affected parts and reidentification of the turbochargers.

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:

Replacement:

- (1) For Group 1 engines: Before next flight after the effective date of this AD, replace the affected part in accordance with the instructions of the ASB.

Credit and Additional Work:

- (2) If, before the effective date of this AD, the affected part has been replaced on an affected engine in accordance with the instructions of the ASB at Revision 00, that action is an acceptable method to comply with the requirement of paragraph (1) of this AD for that engine, provided that, within 30 days after the effective date of this AD or at time of removal of the turbocharger from that engine, whichever occurs first, the turbocharger is reidentified (marked with an engraved "C") in accordance with the instructions of the ASB.

Parts Installation:

- (3) For Group 1 and Group 2 engines: From the effective date of this AD, do not install on any engine a turbocharger having an affected part installed.



Ref. Publications:

BRP-Rotax ASB ASB-2026-002 original issue (Revision 00) dated 03 September 2026, or Revision 01 dated 11 September 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, or Website www.flyrotax.com.

