



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 18-067**

**Issued: 08 May 2018**

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AUSTRO ENGINE GmbH

**Type/Model designation(s):**

E4 engines

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.E.200

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2017-0250 dated 18 December 2017.

## ATA 72 – Engine – Turbocharger Waste Gate Controller and Control Rod Circlip – Life Limit / Modification

**Manufacturer(s):**

Austro Engine GmbH

**Applicability:**

Model E4 and E4P engines, all serial numbers.

These engines are known to be installed on, but not limited to, Diamond Aircraft Industries DA 40 NG, DA 42 NG, DA 42 M-NG and DA 62 aeroplanes.

**Definitions:**

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

**The MSB:** Austro Engine Mandatory Service Bulletin MSB-E4-022 revision 3 dated 16 April 2018.

**Circlip:** Waste gate control rod circlips.



**Groups:** Group 1 engines have configuration “-B” or “-C”, and are installed on DA 42 M-NG aeroplanes with external containers; or have configuration “-A”. Group 2 engines are those in any other configuration than those in Group 1.

**Reason:**

Occurrences were reported where, on some engines, turbocharger waste gate control rods were found broken and/or disconnected. Investigation results indicate that these failures were due to insufficient fatigue life or improper handling of the waste gate control rod and improper installation of the non-spring-loaded circlip.

These conditions, if not corrected, could lead to improper operation of the waste gate with consequent engine power loss, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Austro Engine designed a new spring loaded circlip and published MSB-E4-022 (later revised), introducing a life limit for the affected waste gate controllers and circlips. Consequently, EASA issued AD 2017-0250, requiring implementation of those life limits, and prohibiting reinstallation of non-spring-loaded circlips.

Since that AD was issued, Austro Engine developed a modification, which allows replacing the waste gate controller and the circlip on condition, and issued the MSB accordingly.

For the reason stated above, this AD retains the requirements of EASA AD 2017-0250, which is superseded, and requires an engine modification by installing a waste-gate control-rod fail-safe bridge and a new circlip, which cancels the life limitations.

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

Required as indicated, unless accomplished previously:

**Re-statement of the requirements of EASA AD 2017-0250:**

**Replacement:**

- (1) Within the compliance time as identified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 250 flight hours (FH), replace the waste gate controller and the circlip in accordance with the instructions of Austro Engine MSB-E4-022, revision 2.

Table 1 – Initial replacement compliance time

Group	Compliance Time (A or B, whichever occurs later)	
1	<b>A</b>	Within 50 FH or 2 months, whichever occurs first after 01 January 2018 [the effective date of EASA AD 2017-0250]
	<b>B</b>	Within 250 FH since first installation on an engine
2	<b>A</b>	Within 100 FH or 5 months, whichever occurs first after 01 January 2018 [the effective date of EASA AD 2017-0250]
	<b>B</b>	Within 250 FH since first installation on an engine



**Parts Installation:**

- (2) From 01 January 2018 [the effective date of EASA AD 2017-0250], do not install on any engine a non-spring-loaded circlip Part Number DIN6799-5.

**New requirements of this AD:**

**Modification:**

- (3) Within 200 FH or 6 months, whichever occurs first after the effective date of this AD, modify the engine in accordance with the instructions of the MSB.

**Terminating Action:**

- (4) Modification of an engine, as required by paragraph (3) of this AD, cancels the replacement requirement of paragraph (1) of this AD for that engine.

**Ref. Publications:**

Austro Engine MSB MSB-E4-022 revision 2 dated 27 November 2017, and revision 3 dated 16 April 2018.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. This Proposed AD will be closed for consultation on 05 June 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of the requirements in this PAD, please contact: Austro Engine GmbH, Rudolf-Diesel-Str. 11, A-2700 Wiener Neustadt, Austria Telephone +43-2622-23000-2525, E-mail [service@austroengine.at](mailto:service@austroengine.at).

The referenced publication can be downloaded directly from the Austro Engine GmbH [Service Bulletin](#) webpage.

