

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0093-E</p> <p>Date: 26 May 2012</p> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name: BRP-Powertrain GmbH & Co. KG</p>	<p>Type/Model designation(s): Rotax 912 series engines</p>
TCDS Number: EASA.E.121	
Foreign AD: Not applicable	
Supersedure: None	
ATA 73	Engine - Fuel and Control – Fuel Pump – Replacement
Manufacturer(s):	BRP-Powertrain GmbH & Co. KG, BRP-Rotax GmbH & Co. KG; Bombardier-Rotax GmbH & Co. KG; Bombardier-Rotax GmbH.
Applicability:	<p>Rotax 912 A serial numbers (s/n) 4,410.956.</p> <p>Rotax 912 F s/n 4,413.000 through 4,413.002 inclusive and s/n 4,413.005 through 4,413.007 inclusive.</p> <p>Rotax 912 S s/n 4,924.331 through 4,924.334 inclusive, 4,924.354 through 4,924.358 inclusive, and 4,924.366 through 4,924.402 inclusive.</p> <p>These engines are known to be installed on, but not limited to, the following types of aeroplanes: 3-i Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; Aeromot AMT-200 Super Ximango and AMT-300 Turbo Super Ximango; Aircraft Philipp (formerly Alpa-Werke; Nitsche) AVO 68 series Samburo; Aquila AT01; Cessna 150 and A150 series and (Reims) F150 and FA150 series; Diamond (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; Evektor-Aerotechnik EV-97 VLA; Grob G 109; Issoire APM-20 Lionceau; Scheibe SF 36R and SF 25C; Stemme S10-VT; Tecnam P 92-J, P 92-JS and P2002-JF; W.D. Aircraft D4 Fascination.</p> <p>Note: The installation of these engines was either done by the respective aeroplane manufacturer or through modification of the aeroplane by Supplemental Type Certificate.</p>

Reason:	<p>Reports from the field confirmed a non-compliance of the installed pressure side fuel hose part of fuel pump P/N 893114 which may have resulted in a latent defect on a limited number of engines. The affected fuel hoses may not have been fuel resistant in accordance with the specification.</p> <p>This condition, if not corrected, could lead to detachments of particles from the fuel hose and irregularities in the carburetor function, possibly resulting in in-flight engine shutdown and forced landing, damage to the aeroplane and injury to occupants.</p> <p>For the reasons described above, this AD requires to replace the pressure side fuel hose of fuel pump P/N 893114.</p> <p>This AD also prohibits installation of an affected engine on an aeroplane, unless the fuel pump installation of that engine has passed the action as required by this AD.</p>			
Effective Date:	28 May 2012			
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) From the effective date of this AD, before next flight accomplish the following actions concurrently:</p> <p>(1.1) Identify the s/n of the P/N 893114 fuel pump installed on the engine. The affected P/N 893114 fuel pump are identified by s/n in Table 1 of this AD. A review of engine installation - or maintenance records is acceptable to identify the s/n of the fuel pump as specified in this paragraph, provided those records can be relied upon for that purpose, and the s/n of the fuel pump can be conclusively identified from that review. Engines that are known to have had an affected fuel pump installed, as delivered by BRP-Powertrain, are also identified by engine s/n in BRP-Powertrain Alert Service Bulletin (ASB) ASB-912-061, as applicable to engine type.</p> <p>Table 1 - Affected P/N 893114 fuel pumps</p> <table><tr><td>11.3117 thru 11.3325</td></tr><tr><td>11.4036 thru 11.4595</td></tr><tr><td>12.0251 thru 12.0270</td></tr></table> <p>(1.2) If the s/n of the fuel pump, identified as required by paragraph (1.1) of this AD, is listed in Table 1 of this AD, replace the pressure side fuel hose in accordance with the instructions of Section 3) of BRP-Powertrain ASB-912-061, as applicable to engine type.</p> <p>(2) From the effective date of this AD, do not install an engine, identified by s/n in the Applicability of this AD, on an aeroplane, unless that engine has been inspected as required by paragraph (1.1) of this AD and, depending on findings, corrected as required by paragraph (1.2) of this AD.</p>	11.3117 thru 11.3325	11.4036 thru 11.4595	12.0251 thru 12.0270
11.3117 thru 11.3325				
11.4036 thru 11.4595				
12.0251 thru 12.0270				
Ref. Publications:	<p>BRP-Powertrain ASB-912-061, dated 26 May 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>			
Remarks:	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</p> <p>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.</p>			

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| | <p>4. For any question concerning the technical aspects of the requirements in this AD, please contact: BRP-Powertrain GmbH & Co. KG.
Telephone: +43 7246 601 0; Fax: +43 7246 601 9130;
E-mail: airworthiness@brp.com, Website: www.rotax-aircraft-engines.com.</p> |
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