


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 11-033R1</b></p> <p><b>Date: 04 April 2011</b></p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>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 closing date indicated.</p>	
<b>Type Approval Holder's Name:</b> BRP-Powertrain GmbH & Co. KG	<b>Type/Model designation(s):</b> Rotax 914 F series engines
TCDS Number: EASA.E.122	
Foreign AD: Not applicable	
Supersedure : None	
<b>ATA 73</b>	<b>Engine Fuel &amp; Control – Fuel Pressure Regulator – Identification / Replacement</b>
Manufacturer(s):	BRP-Powertrain GmbH & Co. KG, BRP-Rotax GmbH & Co. KG; Bombardier-Rotax GmbH & Co. KG; Bombardier-Rotax GmbH
Applicability:	<p>Rotax 914 F2, 914 F3 and 914 F4 engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, the following types of aeroplanes (mostly powered sailplanes): <b>Aeromot</b> AMT-300 Turbo Super Ximango, <b>Aircraft Philipp</b> (formerly Alpla-Werke; Nitsche) AVO 68 series Samburo, <b>Diamond</b> (formerly HOAC) HK 36 series Super Dimona, <b>Scheibe</b> SF 25C and <b>Stemme</b> S10-VT.</p> <p><b>Note:</b> The installation of these engines was either done by the respective <b>aeroplane manufacturer</b> or through modification of the aeroplane by Supplemental Type Certificate.</p>
Reason:	<p>Isolated manufacturing deviations have been reportedly found on the threads of a certain batch of Fuel pressure Regulators, Part Number (P/N) 887130.</p> <p>This condition, if not corrected, could lead to a fuel leak and in-flight fire which would necessitate an engine shut-down, possibly resulting in a forced landing, with consequent damage to the aeroplane and injury to occupants.</p> <p>For the reasons describe above, this AD requires the replacement of all affected P/N 887130 Fuel Pressure Regulators with serviceable parts.</p> <p>This PAD has been revised to make some changes in the Required Action</p>

	section, and to amend Appendix 1 of the AD, adding serial numbers of affected P/N 887130 Fuel pressure Regulators, known to have been installed, prior to delivery or installation of the engine on an aeroplane, in the engines identified by serial number in BRP-Powertrain Mandatory Service Bulletin (SB) SB-914-040, or on non-certified Rotax 914 UL2 engines.
Effective Date:	[TBD: 14 days after Final AD issue date]
Required Action(s) and Compliance Time(s)	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 100 flight hours or 6 months, whichever occurs first after the effective date of this AD, accomplish the following actions: <ol style="list-style-type: none"> <li>(1.1) Identify the serial number (s/n) of the P/N 887130 Fuel Pressure Regulator installed on the aeroplane.</li> <li>(1.2) If the s/n of the P/N 887130 Fuel Pressure Regulator, identified as required by paragraph (1.1) of this AD, is listed in Appendix 1 of this AD, replace the P/N 887130 Fuel Pressure Regulator, in accordance with the instructions of BRP-Powertrain Mandatory SB-914-040, with a serviceable unit, having a s/n not listed in Appendix 1 of this AD.</li> </ol> </li> <li>(2) From the effective date of this AD, do not install a P/N 887130 Fuel Pressure Regulator on an engine, unless it has been determined that the s/n is not listed in Appendix 1 of this AD.</li> <li>(3) From the effective date of this AD, do not install a Rotax 914 F series engine on an aeroplane, unless it has been determined that the s/n of the P/N 887130 Fuel Pressure Regulator installed on that engine is not listed in Appendix 1 of this AD.</li> </ol>
Ref. Publications:	<p>BRP-Powertrain Mandatory SB-914-040 dated 10 March 2011.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 21 April 2011.</li> <li>2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical aspects of the requirements in this PAD, please contact: BRP-Powertrain GmbH &amp; Co. KG Telephone: +43 7246 601 0; Fax: +43 7246 601 9130; E-mail: <a href="mailto:airworthiness@brp.com">airworthiness@brp.com</a>, Website <a href="http://www.rotax-aircraft-engines.com">www.rotax-aircraft-engines.com</a>.</li> </ol>

## Appendix 1 – Serial Numbers of affected P/N 887130 Fuel Pressure Regulators

Note: Some of the listed components have been delivered as spares; others are known to be currently installed on 914 UL2 engines, which are non-certified and intended for installation on non-certified aeroplanes, e.g. Microlight- or Kit (i.e. home-built) aeroplanes.

100200 through 100246 inclusive
100248 through 100280 inclusive
100282 through 100293 inclusive
100295 through 100314 inclusive
100316 and 100317
100319 through 100326 inclusive
100330
100332 and 100333
100338 through 100340 inclusive
100342 through 100345 inclusive
100348
100350 through 100355 inclusive
100357 through 100363 inclusive
100365 through 100368 inclusive
100371 and 100372
100374 through 100376 inclusive
100379 and 100380
100395 and 100396