Airworthiness Directive Schedule

Engines

Rotax 275, 505, 535, 912 and 914 Series

18 April 2019

Notes:

1. This AD Schedule is applicable to the following type-certified Rotax engine series manufactured under EASA Type Certificate (TC) Numbers:

Type-certified Rotax Engine Series:	EASA TC No:
275	E.210
505	E.208
535	E.209
912	E.121
914	E.122

2. This AD Schedule is also applicable to the following non type-certified Rotax engines which may be installed in Light Sport Aircraft (LSA), microlights and amateur built aircraft:

Non Type-certified Rotax Engine Series:
505
535
912 i series
912 UL (80 HP)
912 ULS (100 HP)
914 UL (115 HP)
915 i A series

3. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Rotax engines. State of Design ADs can be obtained directly from the EASA website at http://ad.easa.europa.eu/

   UK Mandatory Permit Directives (MPDs) can be obtained directly from the UK CAA website at http://www.caa.co.uk/Commercial-Industry/Aircraft/Airworthiness/Continuing-airworthiness/Mandatory-Permit-Directives/

4. The date above indicates the amendment date of this schedule.

5. New or amended ADs are shown with an asterisk *

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From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) website. Links to NAA websites are available on the CAA website at http://www.caa.govt.nz/airworthiness-directives/states-of-design/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below. 19
2013-0055-E Cancelled - EASA AD 2013-0117-E refers 19
2013-0117-E Cylinder Head – Inspection 19
UK MPD 2013-003-E Cylinder Head – Inspection 19
2015-0240 Cylinder Head – Inspection 19
2016-0144 (Correction) Carburettor Float – Inspection 20
UK MPD 2017-001 Cylinder Head – Inspection 20
2017-0101-E Ignition Housing Sealing Plug – Inspection 20
UK MPD 2017-005-E Ignition Housing Sealing Plug – Inspection 20
2017-0208 (Correction) Valve Push Rod Assembly – Inspection 20
UK MPD 2018-001 Valve Push Rod Assembly – Inspection 20
2018-0265R1 (Correction) Exhaust Valves – Replacement 21
UK MPD 2019-001-E Exhaust Valves – Replacement 21
2019-0055-E (Correction) Fuel Pump Assembly – Inspection 21
* UK MPD 2019-004-E Fuel Pump Assembly – Inspection 21

DCA/ROTAX/1 Piston Pin Bearing - Replacement

Applicability: Models 501 and 505 with S/Ns up to 3,332.827, installed on but not limited to Glaser-Dirks DG-400, OY PIK-20E, PIK-20E II and Siren PIK-30.

Requirement: To prevent failure of the piston pin bearings caused by overheating and loss of hardness, replace bearings with improved P/N 832320 bearing per Rotax Technical Bulletin No. 505-05.

(Austrian AD 64 refers)

Compliance: Replace within next 100 hours TIS.

If the engine temperature limits have been exceeded, replace the bearings within next 3 hours TIS.

Effective Date: 28 February 1992

DCA/ROTAX/2 Camshaft - Inspection

Applicability: Model 912 A-series S/N 4,380.661 through 4,380.701

Model 912 UL-series S/N 4,153.383 through 4,153.500 and S/N 4,400.001 through 4,400.031.

Requirement: To prevent camshaft failure accomplish the following:-

1. Inspect the magnetic drain plug and oil filter per step 1 of Rotax Technical Bulletin 912-18 R1.

If steel chips are detected, rectify per Technical Bulletin 912-18 R1, <u>before further flight</u>.

2. Repair per step 2 of Technical Bulletin 912-18 R1.

(Austrian AD 92/1 refers)

Compliance: 1. Inspect within next 5 hours TIS and thereafter at intervals not to exceed 50 hours TIS.

2. Repair at 600 hours TTIS.

Effective Date: 6 June 1997

DCA/ROTAX/3 Crankcase - Inspection

Applicability: Model 912 A series S/N up to and including 4,410.471

Model 912 F series S/N up to and including 4,412.816

Model 912S series S/N up to and including 4,922.766

Model 914 F series S/N up to and including 4,420.313

Requirement: To prevent cracks in the crankcase from causing catastrophic engine failure, inspect per appropriate Rotax SB referenced below:

912 all variants:	SB-912-029 R1
914 F:	SB-914-018 R1

(Austrian AD No. 107 R3 refers)

Compliance: Inspect within 50 hours TIS or by 31 December 2003 whichever occurs first. Thereafter at intervals not exceeding 100hrs TIS or 12 months whichever occurs first.

Effective Date: 24 April 2003

DCA/ROTAX/4 Cancelled – Purpose Fulfilled

Effective Date: 30 September 2010

Effective Date: 24 April 2003

DCA/ROTAX/5 Engine Mount – Inspection

Applicability: Model 912 A series up to S/N 4,410.578

Model 912 F series engines up to S/N 4,412.836

Model 912 S series engines up to S/N 4,922.907

Model 914 F series engines up to S/N 4,420.377

Requirement: Inspect engine mount P/N 886567 for cracking IAW Rotax SB-912-028R1/SB-914-016R1. These engine mounts are fitted to 914 series engines and may be fitted to 912 series engines. Other P/N engine mounts are not affected. Replace cracked mounts with engine mount P/N 88658, IAW the above Rotax SB.

(Austrian AD No 105R1 refers)

Compliance: Inspect at next 100 hour or annual inspection, and thereafter at intervals not to exceed 100hrs TIS until mount P/N 88657 is replaced with mount P/N 88658.

Effective Date: 29 May 2003

DCA/ROTAX/6 Cancelled – Purpose Fulfilled

Effective Date: 30 July 2009

DCA/ROTAX/7 Engine Oil Dipstick – Replacement

Applicability: Model 912 A series up to and including S/N 4,410.606

Model 912 F series up to and including S/N 4,412.858

Model 912 S series up to and including S/N 4,922.971

Model 914 F series up to and including S/N 4,420.394

Requirement: To prevent the oil tank level from dropping below the inlet of the pump, leading to the entrainment of air in the oil system, which may cause damage to the engine, comply with Bombardier Rotax SB-912-040R1 or SB-914-026R1 as appropriate. This SB requires the replacement of the existing dipstick P/N 956150 with P/N 956151, which raises the minimum oil level.

(Austrian AD No 116 refers)

Compliance: Within next 50 hours TIS.

Effective Date: 30 October 2003

DCA/ROTAX/8 Cancelled – DCA/ROTAX/15 refers

Effective Date: 26 February 2009

DCA/ROTAX/9 Cancelled - DCA/ROTAX/13 refers

Effective Date: 22 February 2007

DCA/ROTAX/10A Cancelled – DCA/ROTAX/16 refers

Effective Date: 30 September 2010

DCA/ROTAX/11 Fuel Pump and Fuel Line - Replacement

Applicability: Model 912 A engines, S/Ns 4,410.122 through 4,410.252 fitted with fuel pumps P/N 996 592, S/Ns 95 0002 through 97 0702, and

Model 912 F engines, S/Ns 4,412.502 through 4,412.764 fitted with fuel pumps P/N 996 592, S/Ns 95 0002 through 97 0702.

Requirement: To detect fuel pump cracks and fuel line leaks inspect the fuel pump P/N 996 592 and the steel fuel line P/N 874 282, per the instructions in Bombardier Rotax Technical Bulletin (TB) No. 912-20 revision 1, dated 10 February 1998.

If cracks or fuel leaks are detected, replace the the fuel pump and the steel fuel line, per the instructions in TB No. 912-20, before further flight.

(Austrian AD Nr. 94/1 refers)

Note 1: Do not install fuel pumps P/N 996 592, S/Ns 95 0002 through 97 0702 or steel fuel line P/N 874 282 on model 912 A or 912 F engines.

Note 2: Compliance with daily inspection requirement of this AD can be accomplished by adding daily inspection to the aircraft's tech log.

Compliance: Inspect before first flight of the day, and replace affected pumps and steel fuel lines within the next 100 hours TIS.

Effective Date: 27 April 2006

DCA/ROTAX/12A Engine Magnetic Plug – Inspection

Note 1: This AD revised to limit the applicability to those engines <u>that do not have</u> hydraulic valve tappets <u>P/N 854.095 fitted</u>.

Applicability: Model 912 A series engines, S/N 4,410.681 through to 4,410.712

Model 912 F series engines, S/N 4,412.912 through to 4,412.921

Model 912 S series engines, S/N 4,923.263 through to 4,923.380

Model 914 F series engines, S/N 4,420.595 through to 4,420.637

And any S/N engine on which the camshaft and/or the hydraulic valve tappets have been replaced during engine repair or general overhaul between 1 January 2006 and 1 December 2007.

These engines are known to be installed on, but not limited to **3-i Sky Arrow** 650 TC, 650 TCN, 650 TCNS and 710 RG aircraft, **Aeromot** AMT-200 Super Ximango and AMT-300 Turbo Super Ximango aircraft, **Aircraft Philipp** (formerly Alpla-Werke, Nitsche) AVO 68 series Samburo aircraft, **Aquila** AT01 aircraft, **Cessna** 150 and A150 series aircraft, **Reims** F150 and FA150 series aircraft, **Diamond** (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana aircraft, **Evektor-Aerotechnik** EV-97 VLA aircraft, **Grob** G 109 aircraft, **Issoire** APM-20 Lionceau aircraft, **Scheibe** SF 36R and SF 25C aircraft, **Stemme** S10-VT aircraft, **Tecnam** P 92-J, P 92-JS and P2002-JF aircraft and **W.D. Aircraft** D4 Fascination aircraft.

Note 2: The engines were either installed by the aircraft manufacturer or by STC.

Note 3: Engines which have hydraulic valve tappets P/N 854.095 fitted at production and engines which have been fitted with spare parts kit P/N 881.831 (which includes hydraulic valve tappets P/N 854.095) during an engine repair or general overhaul, are not affected by this AD.

Note 4: Engines fitted with hydraulic valve tappets P/N 854.095 by BRP-Rotax prior to delivery can be identified by (minor) modification number references for each specific engine design: 85-05 for 912 A engines, F50-05 for 912 F engines, S34-04 for 912 S engines and F45-04 for 914 F engines. These modification reference numbers are documented in the engine release certificate.

Note 5: The following S/N engines were inspected by BRP-Rotax before first installation or first engine startup in accordance with section 1.5 compliance (a) of BRP-Rotax SB-912-051 or SB-914-034 (as applicable):

Rotax 912 A series engines, S/N 4,410.709 through to 4,410.712

Rotax 912 F series engines, S/N 4,412.920 through to 4,412.921

Rotax 912 S series engines, S/N 4,923.381 onwards

Rotax 914 F series engines, S/N 4,420.633 through to 4,420.637

Requirement: To prevent excessive wear of the camshaft and/or hydraulic valve tappets possibly causing a loss of engine power or engine failure, accomplish the following:

1. Inspect the magnetic plug per the instructions in BRP Rotax ASB-912-051 or ASB-914-034, as applicable.

If the quantity of metal particles on the magnetic plug exceeds a height of 3mm, the source of the wear must be identified and the cause eliminated before further flight. Accomplish these instructions per ASB-912-051 or ASB-914-034 as applicable.

2. Before installing an affected engine to any aircraft, inspect the magnetic plug per the requirements of this AD.

Note 6: The installation of spare parts kit P/N 881.831 (which includes hydraulic valve tappets P/N 854.095) is a terminating action to the requirements of this AD.

(EASA AD 2006-0316R1 refers)

Compliance: 1. Inspect the magnetic plug before the next engine start unless already accomplished at the last oil change, and thereafter at every engine oil change until spare parts kit P/N 881.831 which includes hydraulic valve tappets P/N 854.095 is fitted.

2. From the effective date of this AD.

Effective Date: DCA/ROTAX/12 - 21 October 2006
DCA/ROTAX/12A - 27 March 2008

DCA/ROTAX/13 Crankcase – Inspection

Applicability: Model 912 A series engines, S/Ns through 4,410.689,

Model 912 F series engines, S/Ns through 4,412.914,

Model 912 S series engines, S/Ns through 4,923.308,

Model 914 F series engines, S/Ns through 4,420.606, and

All model 912 and 914 series engines fitted with a crankcase S/N through 27811, including those supplied as a replacement parts.

These engines are installed on, but not limited to, the following aircraft types:

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 Alpla-Werke; Nitsche) AVO 68 series Samburo, **Aquila** AT01, **Cessna** 150 and A150 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, **Reims Aviation** F150 and FA150 series, **Scheibe** SF 36R and SF 25C, **Stemme** S10-VT, **Tecnam** P 92-J, P 92-JS and P2002-JF, and **W.D. Aircraft** D4 Fascination.

Note 1: The installation of these engines may have been accomplished by the respective aircraft manufacturer or by an aircraft modification through a STC.

Requirement: To prevent sudden loss of engine power due to a cracked crankcase that could lead to a hazardous situation during low level flight, inspect the engine crankcase for cracks and oil leaks per the instructions in BRP-Rotax Mandatory Service Bulletins SB-912-029 revision 3 or SB-914-018 revision 3.

If the crankcase is cracked or oil leaks are detected, accomplish a manufacturer approved repair, before further flight.

Note 2: If a review of the engine logbook or aircraft maintenance records cannot positively identify the crankcase S/N, then the engine crankcase assembly shall be inspected to identify the S/N.

(EASA AD 2007-0025 refers)

Compliance: Within the next 100 hours TIS unless already accomplished within the last 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 22 February 2007

DCA/ROTAX/14A Fuel Pump - Replacement

Applicability: All model 912 A, 912 F and 912 S series engines fitted with fuel pumps P/N 892230, 892232, 892540, 892235, 892236 or 892545.

These engines are fitted to, but not limited to, the following aircraft types:

Alphi Aviation Pioneer 200 and 300; Costruzioni Aeronautiche Tecnam P92-2000RG, P92 Echo Super, P92S Echo, P96 Golf and P2002-JF; Skyfox Aviation CA-25 and CA-25N Gazelle; and Zenair CH701 STOL and Zodiac 601 UL.

Note: No action required for aircraft already in compliance with DCA/ROTAX/14 and ASB-912-053. This AD revised to introduce BRP Rotax SB-912-053 which supersedes BRP Rotax ASB-912-053. Fuel pumps P/N 892230, 892232, 892540 are standard fuel pumps, and P/N 892235, 892236 and 892545 are fitted with a flexible fuel line.

Requirement: To prevent excessive fuel pressure possibly resulting in fuel leakage and/or engine failure, accomplish the following:

1. Replace fuel pumps P/N 892230, 892232 and 892540 with a fuel pump P/N 892542, and replace fuel pumps P/N 892235, 892236 and 892545 with a fuel pump P/N 892546, per BRP Rotax SB-912-053 dated 13 April 2007 or later approved revisions.

2. Fuel pumps P/N 892230, 892232, 892540, 892235, 892236 or 892545 shall not be installed on any engine.

(EASA AD 2007-0060R1-E refers)

Compliance:

1. Within the next 50 hours TIS or by 30 October 2010 whichever occurs sooner.

2. From 30 September 2010.

Effective Date: DCA/ROTAX/14 - 9 March 2007
DCA/ROTAX/14A - 30 September 2010

DCA/ROTAX/15 Exhaust Muffler – Inspection

Applicability: Model 914 F series engines, S/N 4,420.372 through to 4,420.406 fitted with exhaust muffler P/N 979402, S/N 02.0001 through to 02.0322 and S/N 03.0001 through to 03.0108 inclusve

Model 914 F series engines, S/N 4,420.407 through to 4,420.436 fitted with exhaust muffler P/N 979402, S/N 02.0001 through to 02.0322 and S/N 03.0001 through to 03.0108 inclusve, or P/N 979404, S/N 03.0200 through to 04.0799.

Note: This AD supersedes DCA/ROTAX/8 and introduces additional affected exhaust mufflers in the applicability.

Requirement: To prevent carbon monoxide entering the cabin due to possible cracks in the exhaust muffler which could result in loss of aircraft control, inspect the exhaust system per the instructions BRP-Rotax GmbH & CoKG MSB No. SB-914-028 revision 1 dated 8 November 2004 or later approved revisions. If any defects are found, accomplish corrective actions as required before further flight.

(EASA AD 2006-0127 refers)

Compliance: Within the next 50 hours TIS unless previously accomplished and thereafter at intervals not to exceed 50 hours TIS.

Effective Date: 26 February 2009

DCA/ROTAX/16 Coolant – Replacement

Applicability: Rotax 912 A, 912 F, 912 S and 914 F series engines, all S/N.

These engines are known to be installed on, but not limited to: 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 Alpla-Werke; Nitsche) AVO 68 series Samburo; Aquila AT01; Cessna 150 and A150 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; Reims Aviation F150 and FA150 series; Scheibe SF 36R and SF 25C; Stemme S10-VT; Tecnam P 92-J, P 92-JS and P2002-JF; W.D. Aircraft D4 Fascination.

Note 1: This AD supersedes DCA/ROTAX10A to introduce the mandatory use of waterless coolant and BRP SB-912-043 revision 2 for Rotax 912 series engines, and BRP SB-914-029 revision 2 for Rotax 914 series engines. A coolant mixture may be used if the aircraft is in compliance with the requirements in this AD per the instructions in the applicable BRP SB.

Requirement: To prevent engine failure due to possible boiling of conventional coolant with a mixing ratio of 50% coolant and 50% water, accomplishe the following:

Amend the coolant specification in the relevant documentation of the aircraft and introduce the mandatory use of waterless coolant.

As an alternative the conventional coolant mixture may be used, provided that the specified operating temperature limit (coolant temperature) per the applicable BRP SB is applied, and the following is accomplished:

- The radiator cap must be replaced, and
- The cooling system efficiency must be checked, and
- The maximum achievable coolant temperature must be determined, and
- The maximum achievable cylinder head temperature must also be determined.

These requirements must be accomplished per the instructions in BRP Rotax SB-912-043 revision 2 and SB-914-029 revision 2, as applicable, and before these measures can be introduced the effects of these measures on the powerplant installation and the aircraft must be reviewed, and approved by the affected aircraft manufacturer.

Note 2: The requirements of this AD must be accomplished per the instructions in BRP Rotax Service Bulletin SB-912-043 revision 2 and SB-914-029 revision 2, both dated 10 November 2006 or later approved revisions.

(EASA AD 2007-0155 refers)

Compliance: By 30 October 2010, unless previously accomplished.

Effective Date: 30 September 2010

DCA/ROTAX/17 Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue

Applicability: Model Rotax 505 series, 912 series and 914 series engines, all S/N

Requirement: Compliance with the following Austro Control (Austrian Aviation Authority) Airworthiness Directives (as applicable) is required:

Austro Control AD No:	Bombardier Rotax Service Information:	Subject:	AD Requirement:
69 (In German)	Rotax Technical Bulletin No. 505-06.	Ignition unit. Rotax 505 and 505A engines, S/N all through 3,332.888.	Ignition unit, change to electronic box Ducati 965675 per TB No. 505-06.
75	Rotax Technical Bulletin No. 912-02 rev 1 dated 25 Oct 93.	Ignition system - Corrosion between the stator and igniter housing. Rotax 912A series engines, S/N all through 4,076.022.	Accomplish the instructions in TB No. 912-02.
80	Rotax Technical Bulletin No. 912-06 dated 21 Nov 94.	Ignition system bonding. Rotax 912A series engines, S/N 4,076.062 through to 4,076.220.	Accomplish the instructions in TB No. 912-06.
82 (In German)	Rotax Technical Bulletin No. 912-07 dated 30 Jan 95.	Ignition system shielding. Rotax 912A series engines, S/N all through 4,076.064.	Improve the bonding of the ignition system shielding per TB No. 912-07.
84	Rotax Technical Bulletin No. 912-08 dated 16 August 95.	SMD electronic modules. Rotax 912A series engines, S/N 4,076.064 through to 4,380.752.	Accomplish the instructions in TB No. 912-08.
88	Rotax Technical Bulletin No. 914-03 dated 3 July 97.	Mixture enrichment jet. Rotax 914F series engines, S/N 4,420.002 through to 4,420.029, and S/N 4,420.032 all through 4,420.044.	Accomplish the instructions in TB No. 914-03.
89	Rotax Technical Bulletin No. 912-19 dated 30 June 97.	Gearbox. Rotax 912 A3 engines, S/N 4,076.065 through to 4,380.663 fitted with a constant speed hydraulic propeller.	Accomplish the instructions in TB No. 912-19.
90	Rotax Technical Bulletin No. 914-04	Turbocharger oil supply banjo bolt.	Accomplish the instructions in TB

	dated 27 Aug 97.	Rotax 914 F series engines, S/N 4,420.011 through to 4,420.058.	No. 914-04.
95 (In German)	Rotax Technical Bulletin No. 914-07 dated 5 Jun 98.	Turbocharger oil supply line. Rotax 914 F series engines, S/N 4,420.002 through to 4,420.127.	Accomplish the instructions in TB No. 914-07.
98 (In German)	Rotax Service Bulletins No. SB-912-026R3 and SB-914-014R3 both dated Dec 99.	Ignition system stator. Rotax 912 A series engines, S/N 3,792.541 through to 4,410.366, and Rotax 912 F series engines, S/N 4,412.502 through to 4,412.791, and Rotax 914 F series, S/N 4,420.002 through to 4,420.157.	Accomplish the instructions in SB No. SB-912-026R3 and SB-914-014R3 as applicable.
101	Rotax SB No. 912-027R1 and 914-010R1 both dated Feb 2000.	Gearbox. Rotax 912 A series engines, S/N 4,410.330 through to 4,410.366, and Rotax 912 F series engines, S/N 4,412.781 through to 4,412.791, and Rotax 914 F series, S/N 4,420.128 through to 4,420.156, and Propeller gearboxes S/N 15081, 15139, 15341, 15559 all through 15562.	Accomplish the instructions in SB No. 912-027R1 and SB-914-010R1 as applicable.
108	Rotax SB No. SB-912-022 and SB-914-011.	Valve spring retainers. Rotax 912 A series engines, S/N 4,410.204 through to 4,410.421, and Rotax 912 F series engines, S/N 4,412.757 through to 4,412.807 excluding 4,412.795, and Rotax 912 S series engines, S/N 4,922.501 all through 4,922.636 excluding 4,922.535, 4,922.553 and 4,922.578, and Rotax 914 F series, S/N 4,420.039 through to 4,420.253 excluding 4,420.049, 4,420.068, 4,420.083, 4,420.098, 4,420.115 and 4,420.156.	Accomplish the instructions in SB No. SB-912-022 and SB-914-011 as applicable.

Note 1: Each part of this AD (each individual Austro Control AD) shall be certified in the aircraft log book separately. Copies of the Austro Control ADs can be obtained from

http://www.austrocontrol.at/en/content/lfa/Luftfahrzeuge/Lufttuechtigkeit_und_Zertifizierung/b_LTA/lta.shtml

Note 2: Manufacturer service information at later approved revisions is acceptable to comply with the requirements of this AD.

Compliance: Before issue of a New Zealand Certificate of Airworthiness, or at the next ARA inspection after the effective date of this AD whichever is the sooner, unless previously accomplished.

Effective Date: 30 September 2010

DCA/ROTAX/18 Carburettor Float Chamber – Inspection

Applicability: Model Rotax 912 A series engines, S/N all through 4,076.244

Requirement: To prevent fuel starvation and loss of engine power, accomplish the following:

Accomplish the requirements in Bombardier Rotax Technical Bulletin No. 912-09 dated 30 August 1995 or later approved revisions.

(Austro Control AD 83 refers)

Compliance: Within the next 50 hours TIS, or by 30 October 2010 whichever occurs sooner, unless previously accomplished, and thereafter before further flight if rough engine operation is experienced.

Effective Date: 30 September 2010

DCA/ROTAX/19 Engine Components – Inspection

Applicability: Model Rotax 914 F series engines, all S/N.

These engines are installed on, but not limited to Diamond HK 36 TTS aircraft, all S/N; Diamond HK 36 TTC aircraft, all S/N; Diamond HK 36 TTC-ECO aircraft, all S/N; Diamond DV 22, S/N 22001 and 22002, and Diamond DA 40-V1 aircraft, S/N 40001.

Requirement: To prevent engine failures due to possible cracks in engine component/parts, accomplish the following:

1. Accomplish a detailed visual inspection of the crankcase in the area below the cylinders and the welding points of the ring-engine mounts per the instructions in Diamond Aircraft Industries (DAI) MSB36-70 and DAI SI36-003 or later approved revisions.

If any cracks are found the affected parts must be renewed or repaired per the instructions in DAI MSB36-70 and DAI SI36-003 before further flight.

2. Accomplish a detailed visual inspection of the exhaust tubes between the cylinder-head and the exhaust per the instructions in DAI MSB36-70 and DAI SI36-003.

If any cracks are found the affected parts must be renewed or repaired per the instructions in DAI MSB36-70 and DAI SI36-003 before further flight.

(Austro Control AD 103 refers)

Compliance:

1. Within the next 50 hours TIS or by 30 October 2010 whichever occurs sooner, unless previously accomplished, and thereafter at every maintenance inspection until an approved modification has been embodied.

2. Within the next 50 hours TIS or by 30 October 2010 whichever occurs sooner, unless previously accomplished, and thereafter at intervals not to exceed 50 hours TIS until an approved modification has been embodied.

Effective Date: 30 September 2010

DCA/ROTAX/20 Exhaust System – Inspection

Applicability: Rotax 914 F series engines, S/N 4,420.001 all through to 4,420.363 fitted with Rotax exhaust bends P/N 979420/421/422, 979430/431/432, 979440/441/442 and 979450/451/452.

Requirement: To prevent exhaust failure due to possible cracks in exhaust bends between the cylinder-head and exhaust, accomplish the following:

Accomplish a detailed visual inspection of the exhaust system per the instructions in Bombardier Rotax Service Bulletin SB-914-017 revision 1 or later approved revisions.

If any cracks are found the affected parts must be renewed or repaired per the instructions in SB-914-017 before further flight

(Austro Control AD 106R1 refers)

Compliance: Within the next 50 hours TIS unless previously accomplished, and thereafter at intervals not to exceed 50 hours TIS.

Effective Date: 30 September 2010

DCA/ROTAX/21 Fuel Pump – Inspection

Applicability: Model Rotax 912 A series engines, S/N 4,410.419 all through 4,410.465, and

Model Rotax 912 F series engines, S/N 4,412.808 all through to 4,412.815, and

Model Rotax 912 S series engines, S/N 4,922.504 all through to 4,922.743, and

Fitted with fuel pump assembly P/N 996 596.

Requirement: To prevent fuel pump failure due to possible fuel pump leaks, which can result in loss of engine power and fire, accomplish the following:

Accomplish a detailed visual inspection of the fuel pump system and hose connections per the instructions in Bombardier Rotax Service Bulletin SB-912-031 or later approved revisions.

If any defects are found accomplish all corrective actions per the instructions in Rotax SB-912-031 before further flight.

(Austro Control AD 109 refers)

Compliance: Within the next 50 hours TIS or by 30 October 2010 whichever occurs sooner, unless previously accomplished, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 30 September 2010

DCA/ROTAX/22 Magneto Flywheel Hub Washer – Replacement

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, S/N 4,410.888 through to 4,410.899

Rotax 912 F3 engines, S/N 4,412.986 and 4,412.987

Rotax 912 S2, 912 S3 and 912 S4 engines, S/N 4,924.087 through to 4,924.139 and 4,924.141 through to 4,924.166

Rotax 914 F2, 914 F3 and 914 F4 engines, S/N 4,420.970 through to 4,420.990, 4,420.997 and 4,421.001 through to 4,421.003.

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 Alpla-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.

Note 1: The installation of these engines was either embodied by the respective aeroplane manufacturer or through a modification by STC.

Requirement: To prevent ignition system failure due to possible cracks in the magneto flywheel hub washer which could result in loss of engine power, accomplish the following:

1. Replace washer P/N 944072 and associated gasket ring P/N 950141 on the magneto ring flywheel hub per the instructions in paragraph 3 of BRP-Powertrain Mandatory SB-912-058 or SB-914-041 as applicable. Return the defective washer to the manufacturer per the instructions in paragraph 1.13 of SB-912-058 or SB-914-041 as applicable.

2. An engine affected by the requirements of this AD may not be installed on any aircraft unless washer P/N 944072 and associated gasket ring P/N 950141 have been replaced per the requirements in this AD.

Note 2: BRP-Powertrain Mandatory SB-912-058 and SB-914-041 (same document) dated 15 April 2011 or later approved revisions of this document is acceptable for compliance with the requirements of this AD.

(EASA AD 2011-0067-E refers)

Compliance:

1. Within the next 10 hours TIS or by 19 August 2011 whichever occurs sooner.

2. From 19 April 2011.

Effective Date: 19 April 2011

DCA/ROTAX/23 Fuel Pressure Regulator – Inspection

Applicability: Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

These engines are known to be installed on, but not limited to **Aeromot** AMT-300 Turbo Super Ximango aircraft, **Aircraft Philipp** (formerly Alpla-Werke; Nitsche) AVO 68 series Samburo aircraft, **Diamond** (formerly HOAC) HK 36 series Super Dimona aircraft, **Scheibe** SF 25C and **Stemme** S10-VT aircraft.

Note 1: The installation of these engines was either done by the respective **aeroplane manufacturer** or through modification of the aeroplane by STC.

Requirement: To prevent fuel leaks from the pressure regulator which could result in an in-flight fire, loss of engine power and a forced landing, accomplish the following:

1. Review the aircraft logbooks or inspect the aircraft and determine the S/N of the fuel pressure regulator P/N 887130 installed on the aircraft engine.

If a fuel pressure regulator P/N 887130 with a S/N listed in table 1 of this AD is found fitted to the aircraft, replace the fuel pressure regulator with a serviceable unit with a S/N not listed in table 1 of this AD per the instructions in BRP-Powertrain MSB SB-914-040 dated 10 March 2011 or later approved revisions.

2. An affected fuel pressure regulator P/N 887130 with S/N listed in table 1 of this AD shall not be fitted to any engine, and a Rotax 914 F series engine fitted with an affected fuel pressure regulator P/N 887130 with S/N listed in table 1 of this AD shall not be installed on any aircraft.

Table 1:

S/N of affected fuel pressure regulators P/N 887130:	
100200 through to 100246	100248 through to 100280
100282 through to 100293	100295 through to 100314
100316 and 100317	100319 through to 100326
100330	100332 and 100333
100338 through to 100340	100342 through to 100345
100348	100350 through to 100355
100357 through to 100363	100365 through to 100368
100371 and 100372	100374 through to 100376
100379 and 100380	100395 and 100396

Note 2: Some of the listed affected S/N fuel pressure regulators have been delivered as spares. Other S/N are known to be currently installed on 914 UL2 engines which are non-certified engines and intended for installation on non-certified aircraft, e.g. microlights and amateur built aircraft.

(EASA AD 2011-0082 refers)

Compliance: 1. Within the next 100 hours TIS or by 26 November 2011 whichever occurs sooner.

2. From 26 May 2011.

Effective Date: 26 May 2011

DCA/ROTAX/24 Magneto Flywheel Hub Washer – Replacement

Applicability: Model 912UL engines, S/N 6,770.178 through to 6,770.241, 6,770.245 through to 6,770.251.

Model 912ULS engines, S/N 6,777.699 through to 6,777.716, 6,777.718 through to 6,777.832, 6,777.861 through to 6,777.885, 6,777.896 through to 6,777.967, 6,777.973 through to 6,778.025, 6,778.031 through to 6,778.107, 6,778.115 through to 6,778.139, 6,778.179 through to 6,778.196.

Model 912ULSFR engines, S/N 6,778.108

Model 914UL engines, S/N 6,774.240 through to 6,774.261, 6,774.263 through to 6,774.269, 6,774.271 through to 6,774.308, 6,774.313 through to 6,774.321, 6,774.327 through to 6,774.386, 6,774.396 through to 6,774.425.

Requirement: To prevent ignition system failure due to possible cracks in the magneto flywheel hub washer which could result in loss of engine power, accomplish the following:

1. Replace washer P/N 944072 and associated gasket ring P/N 950141 on the magneto ring flywheel hub with serviceable parts with the same P/N per the instructions in BRP-Powertrain Mandatory SB-912-058UL or SB-914-041UL as applicable. (These SBs refer to SB-912-058 or SB-914-041 for the corrective actions.)

2. An engine affected by the requirements of this AD may not be installed on any aircraft unless the washer and associated gasket ring have been replaced per the requirements in this AD

(UK MPD 2011-003-E refers)

Compliance: 1. Within the next 10 hours TIS or by 31 August 2011 whichever occurs sooner, unless previously accomplished.

2. From 26 May 2011.

Effective Date: 26 May 2011

DCA/ROTAX/25A Cancelled – DCA/ROTAX/26 refers

Effective Date: 28 November 2011

DCA/ROTAX/26 Crankshaft – Inspection

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N, and
Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N, and
Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N, and
Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N, and

Rotax 912 UL engines, all S/N, and
Rotax 912 ULS engines, all S/N, and
Rotax 912 ULSFR engines, all S/N, and
Rotax 914 UL engines, all S/N.

These engines are known to be installed on, but not limited to, the following types of aircraft: 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 Alpla-Werke; Nitsche) AVO 68 series Samburo; Aquila AT01; 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.

Note 1: This AD supersedes DCA/ROTAX/25A to expand the applicability to include additional affected P/N 888164 crankshafts. The expanded crankshaft S/N range is listed in table 1 of this AD.

Note 2: Engines that are known to have an affected crankshaft installed (as delivered by BRP-Powertrain) are listed by engine S/N in BRP-Powertrain ASB-912-059 and ASB-914-042 dated 15 November 2011, and ASB-912-059UL and ASB-914-042UL dated 15 November 2011 as applicable to the engine type.

Note 3: Affected P/N 888164 crankshafts have also been supplied as replacement parts.

Requirement: To prevent failure of the crankshaft due to possible cracks in the power take-off side of the crankshaft journal which could result in loss of engine power, accomplish the following:

1. Review the aircraft records and determine the S/N of the engine installed on the aircraft.

If the engine S/N is listed in BRP-Powertrain ASB-912-059 and ASB-914-042, or ASB-912-059UL and ASB-914-042UL, inspect the crankshaft for cracks per the instructions in section 3 of BRP-Powertrain ASB-912-059 and ASB-914-042, or ASB-912-059UL and ASB-914-042UL as applicable to the engine type.

If any cracks are found, contact the engine manufacturer for further instructions and accomplish the manufacturer approved instructions before further flight.

2. Review the aircraft records and determine if the P/N 888164 crankshaft has been replaced since engine manufacture. If the crankshaft has been replaced since engine manufacture, determine if a P/N 888164 crankshaft with a S/N listed in table 1 of this AD is fitted.

If a crankshaft P/N 888164 with a S/N listed in table 1 of this AD is found fitted, inspect the crankshaft for cracks per the instructions in section 3 of BRP-Powertrain ASB-912-059 and ASB-914-042, or ASB-912-059UL and ASB-914-042UL as applicable to the engine type.

If any cracks are found, contact the engine manufacturer for further instructions and accomplish the manufacturer approved instructions before further flight.

3. A P/N 888164 crankshaft with an affected S/N listed in table 1 of this AD shall not be installed in any engine unless the crankshaft complies with the requirements of this AD.

4. An engine with an affected P/N 888164 crankshaft shall not be installed on any aircraft unless the crankshaft complies with the requirements of this AD.

Table 1 – Affected P/N 888164 crankshafts:

Affected S/N:
40232 through to 40267
40293 through to 40374
40408 through to 40433
40435 through to 40507

Note 4: BRP-Powertrain ASB-912-059 and ASB-914-042 (same document), dated 15 November 2011, and BRP-Powertrain ASB-912-059UL and ASB-914-042UL (same document), dated 15 November 2011 or later approved revisions of these documents are acceptable to comply with the requirements of this AD. Copies of these BRP-Powertrain Alert Service Bulletin can be obtained from http://www.rotax-aircraft-engines.com/desktopdefault.aspx

(EASA AD 2011-0224-E and UK MPD 2011-009-E refer)

Compliance:

1. Within the next 4 hours TIS or by 28 December 2011 whichever occurs sooner.
2. Within the next 4 hours TIS or by 28 December 2011 whichever occurs sooner.
3. From 28 November 2011.
4. From 28 November 2011.

Effective Date: 28 November 2011

DCA/ROTAX/27A Oil Pump Attach Bolts – Inspection

Applicability: Rotax 912 S2 and 912 S3 engines, S/N 4,924.287 all through to 4,924.295, 4,924.300 all through to 4,924.304, 4,924.342 all through to 4,924.350, 4,924.352 and 4,924.353. Rotax 914 F2 engines, S/N 4,421.079, 4,421.080 and 4,421.081.

Rotax 912UL engines, S/N 6,770.461 and 6,770.462

Rotax 912ULS engines, S/N 6,778.908 through to 6,778.932, 6,778.934 through to 6,778.958, 6,779.478 through to 6,779.502 and 6,779.504 through to 6,779.511.

Rotax 914UL engines, S/N 6,774.704 through to 6,774.733 and 6,774.861 through to 6,774.869.

These engines are known to be installed on, but not limited to the following types of aircraft: **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 Alpla-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.

Note 1: This AD revised to expand the applicability to include non-Type Certificated Rotax 912 and 914 series engines and introduce BRP-Powertrain ASB-912-060UL and ASB914-043UL (the same document) dated 26 January 2012. No further AD action required for those Type Certificated Rotax 912 and 914 series engines already in compliance with DCA/ROTAX/27.

Note 2: The installation of these engines may have been accomplished by the respective aircraft manufacturer or by an aircraft modification through a STC.

Requirement: To prevent oil pump failure due to possible oil pump leaks which could result in loss of oil pressure and loss of engine power, accomplish the following:

1. Inspect the engine oil system and check the torque of the oil pump attachment bolts per the instructions in section 2 of BRP-Powertrain ASB-912-060 and ASB-914-043 or ASB-912-060UL and ASB-914-043UL as applicable to the engine model, all dated 26 January 2012 or later approved revisions.

If any defects are found accomplish all the applicable follow-on inspections and corrective actions per the instructions in section 3 of BRP-Powertrain ASB-912-060 and ASB-914-043 or ASB-912-060UL and ASB-914-043UL as applicable.

2. An engine affected by this AD shall not be installed on any aircraft unless the engine is in compliance with the requirements of this AD.

(EASA AD 2012-0019-E and UK MPD 2012-001-E refer)

Compliance: 1. <u>For affected Type Certificated Rotax 912 and 914 series engines</u>:

Within the next 4 hours TIS or 30 days from 28 January 2012 (the effective date of DCA/ROTAX/27) whichever occurs sooner, unless previously accomplished.

<u>For affected non-Type Certificated Rotax 912 and 914 series engines</u>:

Within the next 4 hours TIS or by 23 March 2012 whichever occurs sooner.

2. From 23 February 2012.

Effective Date: DCA/ROTAX/27 - 28 January 2012
DCA/ROTAX/27A - 23 February 2012

DCA/ROTAX/28 Fuel Pump – Inspection

Applicability: Model 912 A engines, S/N 4,410.956, and

Model 912 F engines, S/N 4,413.000 through to 4,413.002 and 4,413.005 through to 4,413.007, and

Model 912 S engines, S/N 4,924.331 through to 4,924.334, 4,924.354 through to 4,924.358 and 4,924.366 through to 4,924.402, and

Fitted with fuel pump P/N 893114, S/N 11.3117 through to 11.3325, 11.4036 through to 11.4595 and 12.0251 through to 12.0270.

Model 912 UL and 912 ULS engines listed in Rotax ASB-912-061UL fitted with fuel pump P/N 893114 with S/N listed in Rotax ASB-912-061UL.

Requirement: To prevent failure of the pressure side fuel hose on fuel pump P/N 893114 accomplish the instructions in EASA AD 2012-0093-E.

Note 1: A copy of EASA AD 2012-0093-E can be obtained from the EASA AD website at http://www.easa.eu.int/certification/airworthiness-directives.php

Note 2: A copy of Rotax ASB-912-061 and ASB-912-061UL both dated 26 May 2012 can be obtained from Rotax at http://www.flyrotax.com/desktopdefault.aspx

Note 3: Rotax ASB-912-061 and ASB-912-061UL both dated 26 May 2012 or later approved revisions of these documents are acceptable to comply with the requirements of this AD.

(EASA AD 2012-0093-E refers)

Compliance: Before further flight.

Effective Date: 31 May 2012

DCA/ROTAX/29A Fuel Pump Pressure Side Hose – Inspection

Applicability: Model 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N, and

Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N, and

Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N, and

Fitted with fuel pump P/N 893114, S/N 11.3117 through to 11.3325, 11.4036 through to 11.4355, 11.4516 through to 11.4595, and 12.0251 through to 12.0270.

Model 912 UL and 912 ULS engines listed in Rotax ASB-912-061UL revision 1 fitted with fuel pump P/N 893114 with S/N listed in Rotax ASB-912-061UL revision 1.

Note 1: This AD supersedes DCA/ROTAX/29 to expand the AD applicability to S/N 11.4036 through to 11.4355 for affected fuel pump P/N 893114. Superseded DCA/ROTAX/29 listed S/N 11.4036 through to 11.4335.

Requirement: To prevent failure of the pressure side fuel hose on fuel pump P/N 893114 accomplish the requirements in EASA AD 2012-0097R1 dated 01 June 2012 and the instructions in the applicable Rotax ASB.

Note 2: A copy of EASA AD 2012-0097R1 can be obtained from the EASA AD website at http://www.easa.eu.int/certification/airworthiness-directives.php

Note 3: A copy of Rotax ASB-912-061 and ASB-912-061UL both at revision 1, dated 31 May 2012 can be obtained from Rotax at http://www.flyrotax.com/desktopdefault.aspx

Note 4: Rotax ASB-912-061 and ASB-912-061UL both at revision 1 or later approved revisions of these documents are acceptable to comply with the requirements of this AD.

(EASA AD 2012-0097R1 and UK CAA MPD 2012-002-E refer)

Compliance: Before further flight.

Effective Date: DCA/ROTAX/29 - 2 June 2012
DCA/ROTAX/29A - 6 June 2012

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) website. Links to NAA websites are available on the CAA website at http://www.caa.govt.nz/airworthiness-directives/states-of-design/
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

2013-0055-E Cancelled - EASA AD 2013-0117-E refers

Effective Date: 31 May 2013

2013-0117-E Cylinder Head – Inspection

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines,
Rotax 912 F2, 912 F3 and 912 F4 engines,
Rotax 912 S2, 912 S3 and 912 S4 engines, and
Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

These engines are known to be installed on, but not limited to, the following types of aircraft: 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 Alpla-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, P2002-JR, P2002-JS and P2006T; W.D. Aircraft D4 Fascination.

The installation of these engines was either embodied by the respective aircraft manufacturer, or through modification of the aircraft by STC.

Effective Date: 31 May 2013

UK MPD 2013-003-E Cylinder Head – Inspection

Applicability: Non type-certified Rotax 912UL, 912ULS and 914UL series engines, all S/N.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Effective Date: 7 June 2013

2015-0240 Cylinder Head – Inspection

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, all S/N up to 4 411 086 inclusive,
Rotax 912 F2, 912 F3 and 912 F4 engines, all S/N up to 4 413 044 inclusive,
Rotax 912 S2, 912 S3 and 912 S4 engines, all S/N up to 4 924 910 inclusive, and
Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N up to 4 421 444 inclusive.

These engines are known to be installed on, but not limited to the aircraft listed in Appendix 1 of this AD. The installation of these engines was either embodied by the respective aircraft manufacturer, or through modification of the aircraft by STC.

Effective Date: 4 January 2016

2016-0144 (Correction) **Carburettor Float – Inspection**

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines,
Rotax 912 F2, 912 F3 and 912 F4 engines,
Rotax 912 S2, 912 S3 and 912 S4 engines, and
Rotax 914 F2, 914 F3 and 914 F4 engines, all serial numbers.

These engines are known to be installed on, but not limited to the aircraft listed in Appendix 1 of the EASA AD. The installation of these engines was either embodied by the respective aircraft manufacturer, or through modification of the aircraft by STC.

Effective Date: EASA AD 2016-0144 - 26 July 2016
EASA AD 2016-0144 (Correction dated 25 July 2016) - 26 July 2016

UK MPD 2017-001 **Cylinder Head – Inspection**

Applicability: Non type-certified Rotax 912UL, 912ULS and 914UL series engines, all S/N.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: EASA AD 2015-0240 is applicable to type-certified engines.

Effective Date: 11 February 2017

2017-0101-E **Ignition Housing Sealing Plug – Inspection**

Applicability: Rotax 912 iSc2 Sport and 912 iSc3 Sport engines, all S/N.

Effective Date: 13 June 2017

UK MPD 2017-005-E **Ignition Housing Sealing Plug – Inspection**

Applicability: Non type-certified Rotax Rotax 912 iS and 912 iS Sport engines, all S/N.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: EASA AD 2017-0101-E is applicable to type-certified engines.

Effective Date: 9 August 2017

2017-0208 (Correction) **Valve Push Rod Assembly – Inspection**

Applicability: Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines,
Rotax 912 F2, 912 F3 and 912 F4 engines,
Rotax 912 S2, 912 S3 and 912 S4 engines,
Rotax 912 iSc2 Sport and 912 iSc3 Sport engines, and
Rotax 914 F2, 914 F3 and 914 F4 engines, all serial numbers.

These engines are known to be installed on, but not limited to aircraft listed in Appendix 1 of the EASA AD. The installation of these engines was either embodied by the respective aircraft manufacturer, or through modification of the aircraft by STC.

Effective Date: EASA AD 2017-0208 - 27 October 2017
EASA AD 2017-0208 (Correction dated 22 December 2017) - 27 October 2017

UK MPD 2018-001 **Valve Push Rod Assembly – Inspection**

Applicability: Non type-certified Rotax 912 iS Sport, 912UL, 912ULS, 914UL engines with S/N listed in Rotax SB-912 i-008iS / SB-912-070UL / SB-914-052UL, at the latest revision.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: EASA AD 2017-0208 (correction) is applicable to type-certified engines.

Effective Date: 22 February 2018

2018-0265R1 (Correction) **Exhaust Valves – Replacement**

Applicability: Rotax 914 F2, 914 F3 and 914 F4 engines, all S/N.

Rotax 915 iSc3 A and 915 iSc3 B engines, all S/N.

These engines are known to be installed on, but not limited to, the aeroplane types and models as listed in Appendix 1 of this AD. The installation of these engines was either done by the respective aircraft manufacturer, or through modification of the aircraft by Supplemental Type Certificate (STC).

Effective Date: EASA AD 2018-0265 - 11 December 2018
EASA AD 2018-0265R1 (Correction dated 10 January 2019) - 31 January 2019

UK MPD 2019-001-E **Exhaust Valves – Replacement**

Applicability: Non type-certified Rotax 914 UL nd 915 iS A engines, all S/N.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: EASA AD 2018-0265R1 (Correction) is applicable to type-certified engines.

Effective Date: 31 January 2019

2019-0055-E (Correction) **Fuel Pump Assembly – Inspection**

Applicability: Rotax 912 iSc2 Sport, 912 iSc3 Sport and 915 iSc3 A engines, all S/N.

These engines are known to be installed on, but not limited to, various general aviation aeroplane types and models. The installation of these engines was either done by the respective aeroplane manufacturer, or through modification of the aircraft by Supplemental Type Certificate (STC).

Effective Date: EASA AD 2019-0055-E - 20 March 2019
EASA AD 2019-0055-E (Correction dated 19 March 2019) - 20 March 2019

*** UK MPD 2019-004-E** **Fuel Pump Assembly – Inspection**

Applicability: Non type-certified Rotax 912 i series and 915 i A series engines, all S/N.

These engines are known to be installed on Light Sport Aircraft (LSA), microlights and amateur built aircraft.

Note: EASA AD 2019-0055-E (Correction) is applicable to type-certified engines.

Effective Date: 12 April 2019