


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No : 2007- 0060R1 - E</b></p> <p><b>Date: 20 April 2007</b></p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p><b>Type Approval Holder's Name :</b> BRP-Rotax GmbH &amp; Co. KG</p>	<p><b>Type/Model designation(s) :</b> Rotax 912 A series Rotax 912 F series Rotax 912 S series</p>	
<p>TCDS Number: EASA.E.121</p>		
<p>Foreign AD: N/A</p>		
<p>Supersedure: N/A</p>		
<b>ATA 73</b>	<b>Engine Fuel and Control - Fuel Pump - Replacement</b>	
<p>Manufacturer(s):</p>	<p>BRP-Rotax GmbH &amp; Co. KG; Bombardier-Rotax GmbH &amp; Co. KG; Bombardier-Rotax GmbH;</p>	
<p>Applicability:</p>	<p>All versions of the engine type Rotax 912 A, 912 F and 912 S all serial numbers if Fuel pump part no. 892230, 892232, 892540 (standard version) or part no. 892235, 892236, 892545 (version including flexible fuel line), are installed.</p> <p>These engines are known to be installed on, but not limited to, the following aircraft types:</p> <p>Skyfox CA-25, CA-25N; Diamond (formerly HOAC) HK-36R Super Dimona, DV 20 Katana; Aeromot AMT-200 Super Ximango; Diamond DA20-A1 Katana; Evektor-Aerotechnik EV-97 Eurostar; Issoire APM-20 Lionceau; EIS (Fournier) RF-9; Scheibe SF 36R, SF 25C; Technoflug TFK-2 Carat; WD D4 BK Fascination; III Sky Arrow 650 TC, 650 TCN and 650 TCNS; ABS RF-9 motor glider (Fournier design);</p>	
<p>Reason:</p>	<p>Due to high fuel pressure, caused by exceeding pressure in front of the mechanical fuel pump (e.g. due to an electrical fuel pump), in limited cases a deviation in the fuel supply could occur. This can result in exceeding of the fuel pressure and might cause engine malfunction and/or massive fuel leakage.</p>	

	<p>Non-compliance with these instructions could result in engine damages, personal injuries or death.</p> <p>This Airworthiness Directive has been revised to incorporate reference to BRP Rotax SB-912-053, which has been issued to replace BRP Rotax ASB-912-053.</p> <p>If the operator has shown compliance with BRP Rotax ASB-912-053, as mandated by EASA Airworthiness Directive 2007-0060-E, no further action is required.</p>
Effective Date:	24 April 2007
Compliance:	<p>At the next maintenance event, or within the next 25 hours of engine operation, but not later than 01 July 2007, whichever occurs first after the effective date of this directive:</p> <p>-replace the affected fuel pumps with part no. 892230, 892232, 892540 by part no. 892542 or replace fuel pumps with part no. 892235, 892236, 892545 by part no. 892546</p> <p>After the effective date of this AD no person may install a replacement engine on any aircraft unless fuel pump part no. 892542 or part no. 892546 are installed.</p>
Ref. Publications:	BRP Rotax Service Bulletin SB-912-053, dated 13 April 2007, or later approved revision
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOC) for this AD.</li> <li>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a> .</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact BRP-Rotax GmbH &amp; Co.KG Ph.: +43 7246 601 0; Fax: +43 7246 601 760</li> </ol>