



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2007-0025

Datum účinnosti: 1. října 2004

Datum vydání: 1. února 2007

**Vydáním tohoto AD se nahrazuje AD Austro
Control A-2004-01 a současně se ruší CAA-AD-
092/2004**

BRP-Rotax GmbH & Co. KG

Motor Rotax 912, 914

Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA


Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU na které se daný PZZ vztahuje.

Vysvětlení: vydáním EASA AD 2007-0025 je nahrazeno původní A-2004-01 vydané Austro Control GmbH v roce 2004. Současně se také ruší české AD CAA-AD-092/2004, které bylo v roce 2004 vydáno právě na základě výše zmíněného Austro Control AD A-2004-01 a které je vyvěšeno na internetových stránkách ÚCL z roku 2004.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No : 2007-0025</p> <p>Date: 01 February 2007</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>Type Approval Holder's Name : BRP-Rotax GmbH & Co. KG</p>	<p>Type/Model designation(s) : Rotax 912 series and Rotax 914 series</p>	
<p>TCDS Number : Austria TW8/89, TW9-ACG, TW10-ACG</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : Austro Control GmbH A-2004-01 (EASA Approval No 2004-9379)</p>		
ATA 72	Engine – Crankcase – Inspections	
<p>Manufacturer(s):</p>	<p>BRP-Rotax GmbH & Co. KG; Bombardier-Rotax GmbH & Co. KG; Bombardier-Rotax GmbH;</p>	
<p>Applicability:</p>	<p>Rotax 912 A series engines up to serial number (s/n) 4,410.689 inclusive; Rotax 912 F series engines up to s/n 4,412.914 inclusive; Rotax 912 S series engines up to s/n 4,923.308 inclusive; Rotax 914 F series engines up to s/n 4,420.606 inclusive; and any other Rotax type 912 and 914 series engine whose crankcase assembly has been replaced by a crankcase having a serial number up to s/n 27811 inclusive.</p> <p>These engines are known to be installed on, but not limited to, the following aircraft types:</p> <p>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; 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;</p>	

	<p>Stemme S10-VT; Tecnam P 92-J, P 92-JS and P2002-JF; W.D. Aircraft D4 Fascination.</p> <p>Note: installation of these engines may have been done either by the respective aircraft manufacturer or by an aircraft modification through a Supplemental Type Certificate.</p>
Reason:	<p>This Airworthiness Directive (AD) results from reports of cracks in the engine crankcase. Austro Control GmbH (ACG) addressed the problem by issuing AD No 107R3 which was superseded by ACG AD A-2004-01.</p> <p>The present AD supersedes the ACG AD A-2004-01. On one hand, introduction by Rotax of an optimized crankcase assembly has permitted to reduce applicability of the new AD, when based on engines' serial numbers (s/n). On the other hand, applicability is extended for some engines that may have been fitted with certain crankcase s/n, supplied as spare parts.</p> <p>In addition, accomplishment instructions given through the relevant Service Bulletins (SB) have been detailed to better locate engine's areas that are to be scrutinised.</p> <p>The aim of this AD is to ensure that the requested engine power is available at any time to prevent a sudden loss of power that could lead to a hazardous situation in a low altitude phase of flight.</p>
Effective Date:	01 October 2004 [the effective date of AD A-2004-01]
Compliance:	<p>From the last inspection date, as requested by ACG AD A-2004-01, repeat thereafter not to exceed 110 hours, Time In Service, Inspection of the engine crankcase for cracks and oil leaks as detailed in the accomplishment instructions of the corresponding Service Bulletins given as Reference Publications.</p> <p>Note: In lieu of inspecting the engine crankcase assembly, a review of the engine logbook or maintenance records is acceptable if the crankcase serial number can be definitely identified from that review.</p>
Ref. Publications:	BRP-Rotax Mandatory Service Bulletins, SB-912-029 R3 and SB-914-018 R3 or later approved revisions.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. Required actions and the risk allowance have granted publication and notification of an immediate AD, ruling out the public consultation process. 3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA; E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact BRP-Rotax GmbH & Co.KG Ph.: +43 7246 601 0; Fax: +43 7246 601 760