



## Emergency Airworthiness Directive

**AD No.:** 2017-0101-E

**Issued:** 09 June 2017

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

**Design Approval Holder's Name:**

BRP-ROTAX GmbH & Co. KG

**Type/Model designation(s):**

Rotax 912 engines

**Effective Date:** 13 June 2017

**TCDS Number(s):** EASA.E.121

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 74 – Ignition – Ignition House Sealing Plug – Inspection

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**Manufacturer(s):**

BRP-Rotax GmbH & Co. KG (formerly BRP-Powertrain GmbH & Co. KG; Bombardier-Rotax GmbH & Co. KG; Bombardier-Rotax GmbH)

**Applicability:**

Rotax 912 iSc2 Sport and Rotax 912 iSc3 Sport engines, all serial numbers.

These engines are known to be installed on, but not limited to, Aero-East-Europe Sila 450C, Diamond Aircraft Industries DV-20 E, Pipistrel Virus SW 121, Flight Design CTLS-ELA, Diamond Aircraft Industries Inc. DA 20 and Aero AT SP z.o.o. AT-3 R100 aeroplanes, and Grob Aircraft G109 powered sailplanes.

The installation of these engines was either done by the respective aeroplane manufacturer or through modification of the aircraft by Supplemental Type Certificate.

**Reason:**

Ignition house sealing plugs have been found improperly installed. BRP-Rotax has determined the population of stator assemblies and ignition housings that may be affected.



This condition, if not detected and corrected, may lead to oil leakage, with consequent loss of lubrication, in-flight engine shutdown and forced landing, possibly resulting in damage to the aircraft and injury to occupants.

To address this potential unsafe condition, BRP-Rotax issued Alert Service Bulletin (ASB) ASB-912 i-007, providing inspection instructions.

For the reason described above, this AD requires a one-time inspection and, depending on findings, reseating of the sealing plug. This AD also requires an inspection each time an affected stator assembly or ignition housing is installed on an engine.

#### **Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

Note 1: The sealing plug of the ignition housing is hereafter referred to as “sealing plug” in this AD.

Note 2: BRP-Rotax ASB-912 i-007 is hereafter referred to as “the ASB” in this AD.

Note 3: For the purpose of this AD, stator assemblies having Part Number (P/N) 685062, and having serial number (s/n) 16.0540 up to s/n 16.0543 inclusive, s/n 16.0548, s/n 16.0549 and s/n 16.0552 up to s/n 16.0555 inclusive; and ignition housings having P/N 611594 (all s/n), if initially installed in service before 01 June 2016, are collectively referred to as “affected part” in this AD.

Note 4: For the purpose of this AD, an affected engine is an engine having has s/n 4 417 413 up to 4 417 424 inclusive; or an engine, having any s/n, that on the effective date of this AD is equipped with an affected part (see Note 3 of this AD).

- (1) For affected engines (see Note 4 of this AD): Within 10 flight hours or 2 months, whichever occurs first after the effective date of this AD, inspect the sealing plug in accordance with the instructions of the ASB.
- (2) From the effective date of this AD, it is allowed to install an affected part on an engine, provided that, before next flight after installation, the sealing plug is inspected in accordance with the instructions of the ASB.
- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, incorrect installation of a sealing plug is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.

#### **Ref. Publications:**

BRP Rotax ASB-912 i-007 original issue, dated 06 June 2017.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.



**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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, Telephone: +43 7246 601 0, Fax: +43 7246 601 9130, E-mail: [airworthiness@brp.com](mailto:airworthiness@brp.com), Website [www.flyrotax.com](http://www.flyrotax.com).

