



Civil Aviation Authority

EMERGENCY MANDATORY PERMIT DIRECTIVE



Number: 2013-003-E

[Correction: 30 July 2013]

Issue date: 7 June 2013

In accordance with 22(1) of Air Navigation Order 2009 as amended the following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

Type Approval Holder's Name:

BRP - Powertrain GmbH & Co. KG

Type/Model Designation(s):

Rotax 912, 914

Title:

Cylinder Head Inspection/Replacement

Manufacturer:

BRP - Powertrain GmbH & Co. KG

Applicability:

Rotax 912UL, 912ULS and 914UL series engines

Reason:

A possible deviation in the manufacture of certain number 2 and number 3 cylinder heads has been identified.

This condition, if not detected and corrected, could lead to an oil leak in the area of the valve guide and subsequent in-flight engine shutdown, forced landing, damage to the aircraft and injury to occupants.

This MPD therefore instructs inspection of potentially affected engines, as identified on the following page, to check the integrity of the number 2 and number 3 cylinder heads and replacement of any unit which fails inspection.

This MPD also prohibits installation of an engine with an affected cylinder head on an aircraft, unless the cylinder heads have satisfied the requirements of this MPD.

This MPD supersedes MPD No. 2013-001 and is raised because more engines than initially identified may have affected cylinder head assemblies fitted. In addition, affected cylinder head assemblies may have been supplied as spares between 31 January 2013 and 28 May 2013.

This MPD was republished to correct typographical errors made with regard to SB References.

Effective Date:

7 June 2013

Compliance/Action:	<p>1. Within 5 flight hours or 20 days from the effective date of this MPD, whichever limit is reached first, accomplish the following actions unless accomplished previously :</p> <p>1.1 Inspect the head assemblies of no. 2 and 3 cylinders of engines with serial numbers (S/N) listed below in accordance with the instructions of ASB-912-062UL Revision 2 or ASB-914-044UL Revision 2 as applicable. <u>Note</u>: serial number ranges quoted are <u>inclusive</u>.</p> <p>912UL S/N. 6,770.826 to 6,770.936</p> <p>912ULS S/N. 6,780.435 to 6,780.436 6,780.706 to 6,780.735 6,780.761 to 6,780.917 6,780.919 to 6,781.409</p> <p>914UL S/N. 7,682.341 to 7,682.360 7,682.389 to 7,682.403 7,682.425 to 7,682.717 7,682.724 to 7,682.741</p> <p>1.2 For all other Rotax 912UL, 912ULS and 914UL engines, determine whether a cylinder head assembly Part No 623682 or 623687 supplied between 31 January 2013 and 28 May 2013 inclusive has been installed on the engine as a replacement part. A review of maintenance records is acceptable for making this determination provided the supply date and Part No for the cylinder head assembly can be conclusively identified from the review. If such a replacement cylinder head assembly is found to be installed, inspect the cylinder head assembly in accordance with the instructions of ASB-912-062UL Revision 2 or ASB 914-044UL Revision 2 as applicable.</p> <p>Replace any cylinder head assembly which fails inspection before next flight with a serviceable unit in accordance with the instructions of the above referenced bulletins</p>
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Compliance/Action:	<ol style="list-style-type: none"> 2. From the effective date of this MPD, do not install any affected engine with S/N listed above on any aircraft unless the inspection of paragraph 1.1 or 1.2 as applicable has been carried out and the cylinder head declared serviceable or replaced. 3. From the effective date of this MPD do not fit any cylinder head assembly P/N 623682 or 623687 supplied as a spare between 31 January 2013 and 28 May 2013 inclusive unless the part passes inspection in accordance with the instructions of ASB-912-062UL Revision 2 or ASB 914-044UL Revision 2 as applicable. <p>Note: For engines previously inspected under superseded MPD 2013-001 and found to be satisfactory, compliance with paragraph 1.1 of this MPD may be regarded as being satisfied provided the original cylinder head has not been changed since compliance with MPD 2013-001 was established.</p>
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Ensure compliance with this MPD is recorded in the aircraft logbook					
Reference Publications:	<p>BRP-Powertrain ASB-912-062ULR2, ASB-914-044ULR2 dated 29 May 2013. (Associated bulletins ASB-912-062R2, ASB-914-044R2 containing inspection criteria are referenced in these bulletins).</p> <p>The use of later revisions of these documents is acceptable for compliance with this MPD. A subsequent re-issue of this document as "SB" rather than an "ASB" document may also be used to satisfy the requirements of this MPD.</p>				
Remarks:	<ol style="list-style-type: none"> 1. This MPD was not posted for consultation because of the urgency of the requirement. 2. Enquiries regarding this Mandatory Permit Directive should be referred to: Airworthiness Evaluation and Surveillance, Civil Aviation Authority, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex RH6 0YR. 				
	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">Tel: +44 (0)1293 573074</td> <td style="width: 50%;">Fax: +44 (0)1293 573976</td> </tr> <tr> <td colspan="2">E-mail: department.certification@caa.co.uk</td> </tr> </table>	Tel: +44 (0)1293 573074	Fax: +44 (0)1293 573976	E-mail: department.certification@caa.co.uk	
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