



Civil Aviation Authority

EMERGENCY MANDATORY PERMIT DIRECTIVE



Number: 2012-001-E

Issue date: 20 February 2012

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 and 914 Series engines
Title:	Engine - Oil pump and attachment bolts -Inspection
Manufacturer:	BRP - Powertrain GmbH & Co. KG
Applicability:	Rotax 912UL engine serial number (S/N) 6,770.461 and 6,770.462 Rotax 912ULS engine S/N 6,778.908 to 6,778.932 inclusive 6,778.934 to 6,778.958 inclusive 6,779.478 to 6,779.502 inclusive 6,779.504 to 6,779.511 inclusive Rotax 914UL engine S/N 6,774.704 to 6,774.733 inclusive 6,774.861 to 6,774.869 inclusive
Reason:	<p>During a production quality review, a deviation in the assembly process of the oil pump attachment bolts has been detected, which may have resulted in a latent defect on a limited number of engines. The affected bolts may not have been tightened to the correct torque value.</p> <p>This condition, if not corrected, could lead to oil leaks and could lead to oil leaks and fluctuations in the oil supply, possibly resulting in uncommanded in-flight engine shutdown and forced landing, damage to the aircraft and injury to occupants.</p> <p>This MPD therefore instructs a one-time inspection of the oil pump installation, a torque check of the oil pump attachment bolts and, depending on findings, corrective action(s).</p> <p>This MPD also prohibits installation of an affected engine on an aircraft, unless the oil pump installation and the attachment bolts of that engine have passed the inspection and torque check.</p>
Effective Date:	21 February 2012

Compliance/Action:	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 4 flight hours or 30 days of the effective date of this MPD, whichever occurs first, accomplish an engine oil system inspection and a torque check of the oil pump attachment bolts, in accordance with the instructions of BRP-Powertrain Alert Service Bulletin (ASB) ASB-912-060UL or ASB-914-043UL, as applicable to engine type. (2) If, during the inspection as required by paragraph (1), discrepancies are detected, then before next flight accomplish all applicable follow-on inspections and corrective actions in accordance with the instructions of BRP-Powertrain ASB-912-060UL or ASB-914-043UL, as applicable to engine type. (3) From the effective date of this MPD, do not install an engine identified by S/N in the Applicability section of this MPD on an aircraft, unless that engine has been inspected as required by paragraph (1) above and, depending on findings, corrected as required by paragraph (2) above. 	
Ensure compliance with this MPD is recorded in the aircraft logbook		
Reference Publications:	<p>BRP-Powertrain ASB-912-060UL and ASB914-043UL (single document), dated 26 January 2012.</p> <p>The use of later revisions of this document is acceptable for compliance with 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. 	
	Tel: +44 (0)1293 573074	Fax: +44 (0)1293 573976
	E-mail: department.certification@caa.co.uk	