

## TECHNISCHE INFORMATION NR. SI 36-084/1

Ersetzt Technische Information NR. SI 36-084

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1) Informationen von DAI an unsere Kunden weiterzugeben.  
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## SERVICE INFORMATION NO. SI 36-084/1

SUPERSEDES SERVICE INFORMATION NO. SI 36-084

**NOTE:** SI's are used **only**:  
1) To distribute information from DAI to our customers.  
2) To distribute applicable information / documents from our suppliers to our customers with additional information.  
Typically there is no revision service for SI's. Each new information or change of that will be send along with a new SI.

### I. TECHNISCHE ANGABEN

#### 1.1 Betroffene Flugzeuge:

Alle HK 36 TC mit Rotax 912 S3 Motor.

#### 1.2 Gegenstand

ATA Code: 73-00

FAA AD 2012-16-13

#### 1.3 Anlass

Die FAA hat die Lufttüchtigkeitsanweisung AD 2012-16-13, betreffend Rotax Alert Service Bulletin ASB-912-061R1 datiert am 31 Mai 2012, am 24 Aug. 2012 herausgegeben und am 06

### I. TECHNICAL DETAILS

#### 1.1 Airplanes affected:

All HK 36 TC with Rotax 912 S3 engine.

#### 1.2 Subject

ATA Code: 73-00

FAA AD 2012-16-13

#### 1.3 Reason

FAA has issued its Airworthiness Directive 2012-16-13 on 24-Aug-2012 and corrected on 06-Nov-2012 covering Rotax Alert Service Bulletin ASB-912-061R1 dated on 31-May-2012

Nov. 2012 korrigiert, welches den Austausch des druckseitigen Kraftstoffschlauches an der Kraftstoffpumpe und Inspektion des Vergasers auf Kontamination bei einer bestimmten Teilenummer innerhalb von 5 Flugstunden nach Inkrafttreten der LTA vorschreibt.

#### **1.4 Information**

Weitere technische Informationen sind im FAA AD 2012-16-13 enthalten, welches ohne weitere Ergänzungen und Einschränkungen anwendbar ist.

### **II. SONSTIGES**

Bei etwaigen Fragen kontaktieren Sie bitte BRP-Powertrain GmbH & Co. KG.

Das korrigierte FAA AD 2012-16-13 liegt dieser Technischen Information bei.

and prescribing replacement of the pressure side fuel hose and Inspection of the Carburetor for contamination at fuel pumps with a certain part number within 5 flight hours after the effective date of the AD.

#### **1.4 Information**

For detailed technical information refer to FAA AD 2012-16-13, which is applicable without any further additions or restrictions.

### **II. OTHER INFORMATION**

In case of doubt contact BRP-Powertrain GmbH & Co. KG

The corrected FAA AD 2012-16-13 is attached to this Service Information.

[Federal Register Volume 77, Number 215 (Tuesday, November 6, 2012)]  
[Rules and Regulations]  
[Pages 66534-66535]  
From the Federal Register Online via the Government Printing Office [www.gpo.gov]  
[FR Doc No: 2012-26772]

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

**[Docket No. FAA-2012-0603; Directorate Identifier 2012-NE-17-AD; Amendment 39-17160; AD 2012-16-13]**

**RIN 2120-AA64**

#### **Airworthiness Directives; BRP-Powertrain GmbH & Co KG Rotax Reciprocating Engines**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

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**SUMMARY:** The FAA is correcting an airworthiness directive (AD) that was published in the Federal Register. That AD applies to BRP-Powertrain GmbH & Co KG Rotax 912 F2; 912 F3; 912 F4; 912 S2; 912 S3; and 912 S4 reciprocating engines. The word "not" was improperly omitted from the Installation Prohibition section of the AD, thereby changing the prohibition in the AD. This correction reinserts "not" into the paragraph to correct the omission. In all other respects, the original document remains the same.

**DATES:** This final rule is effective November 6, 2012. The effective date for AD 2012-16-13 (77 FR 51462, August 24, 2012) remains September 10, 2012.

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: [alan.strom@faa.gov](mailto:alan.strom@faa.gov); phone: 781-238-7143; fax: 781-238-7199.

**SUPPLEMENTARY INFORMATION:** Airworthiness Directive 2012-16-13, amendment 39-17160 (77 FR 51462, August 24, 2012), currently requires replacing the pressure side fuel hose on certain fuel pumps and inspecting the carburetors connected to those fuel pumps for contamination

within 5 flight hours after the effective date of this AD for BRP-Powertrain GmbH & Co KG Rotax 912 F2; 912 F3; 912 F4; 912 S2; 912 S3; and 912 S4 reciprocating engines.

As published, the text of paragraph (g)(3), Installation Prohibition, is incorrect.

No other part of the preamble or regulatory information is in error; therefore, only the changed portion of the final rule is being published in the Federal Register.

The effective date of this AD remains September 10, 2012.

### **Correction of Regulatory Text**

#### **§ 39.13 [Corrected]**

In the Federal Register of August 24, 2012, on page 51464, in the 1st column, paragraph (g)(3) of AD 2012-16-13 is corrected to read as follows:

\* \* \* \* \*

(3) After the effective date of this AD, do not approve for return to service any product or article with a fuel hose removed from a P/N 893114 fuel pump with an S/N listed in Table 1 to paragraph (c) of this AD.

\* \* \* \* \*

Issued in Burlington, Massachusetts, on October 24, 2012.

Colleen M. D'Alessandro,  
Assistant Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.

[Federal Register Volume 77, Number 165 (Friday, August 24, 2012)]  
[Rules and Regulations]  
[Pages 51462-51464]  
From the Federal Register Online via the Government Printing Office [www.gpo.gov]  
[FR Doc No: 2012-20748]

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

**[Docket No. FAA-2012-0603; Directorate Identifier 2012-NE-17-AD; Amendment 39-17160; AD 2012-16-13]**

**RIN 2120-AA64**

#### **Airworthiness Directives; BRP-Powertrain GmbH & Co KG Rotax Reciprocating Engines**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; request for comments.

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**SUMMARY:** We are adopting a new airworthiness directive (AD) for BRP-Powertrain GmbH & Co KG Rotax 912 F2; 912 F3; 912 F4; 912 S2; 912 S3; and 912 S4 reciprocating engines. This AD requires replacing the pressure side fuel hose on certain fuel pumps and inspecting the carburetors connected to those fuel pumps for contamination within 5 flight hours after the effective date of this AD. This AD was prompted by reports of fuel pumps having pressure side fuel hoses not meeting the design specification. We are issuing this AD to prevent pressure side fuel hose deterioration and contamination of the carburetor, which could result in an in-flight engine shutdown, forced landing and damage to the airplane.

**DATES:** This AD becomes effective September 10, 2012.

We must receive comments on this AD by October 9, 2012.

The Director of the Federal Register approved the incorporation by reference of BRP-Powertrain GmbH & Co KG, Rotax Aircraft Engines Alert Service Bulletin No. ASB-912-061R1, dated May 31, 2012, listed in the AD as of September 10, 2012.

**ADDRESSES:** You may send comments by any of the following methods:

- Federal eRulemaking Portal: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.
- Mail: U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.
- Hand Delivery: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- Fax: 202-493-2251.

For service information identified in this AD, contact BRP-Powertrain GmbH & Co KG, Welser Strasse 32, A-4623 Gunskirchen, Austria, or go to: <http://www.rotax-aircraft-engines.com>. You may

view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7125.

### **Examining the AD Docket**

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (phone: 800-647-5527) is the same as the Mail address provided in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: [alan.strom@faa.gov](mailto:alan.strom@faa.gov); phone: 781-238-7143; fax: 781-238-7199.

### **SUPPLEMENTARY INFORMATION:**

#### **Discussion**

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA AD 2012-0097-E, dated May 31, 2012, and AD 2012-0097R1, dated June 1, 2012 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states:

Reports from the field confirmed a non-compliance of the pressure side fuel hoses installed on certain P/N 893114 fuel pumps, which may have resulted in a latent defect on a limited number of engines. The affected hoses may not be fuel resistant in accordance with the specification. This condition, if not corrected, could lead to detachment of particles from the fuel hose and irregularities in the carburetor function, possibly resulting in in-flight engine shutdown, and forced landing, damage to the aeroplane and injury to occupants.

You may obtain further information by examining the MCAI in the AD docket.

#### **Relevant Service Information**

BRP-Powertrain GmbH & Co KG has issued Alert Service Bulletin No. ASB-912-061R1, dated May 31, 2012. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

#### **FAA's Determination and Requirements of This AD**

This product has been approved by the aviation authority of Austria, and is approved for operation in the United States. Pursuant to our bilateral agreement with the European Community, EASA has notified us of the unsafe condition described in the MCAI and service information referenced above. We are issuing this AD because we evaluated all information provided by EASA and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design. This AD requires replacing the pressure side fuel hose on certain fuel pumps and inspecting the carburetors connected to those fuel pumps for contamination within 5 flight hours after the effective date of the AD.

## **FAA's Determination of the Effective Date**

An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because the compliance time in this AD is within 5 flight hours after the effective date of the AD. Therefore, we determined that notice and opportunity for public comment before issuing this AD are impracticable and that good cause exists for making this amendment effective in fewer than 30 days.

## **Comments Invited**

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the ADDRESSES section. Include "Docket No. FAA-2012-0603; Directorate Identifier 2012-NE-17-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD because of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this AD. Using the search function of the Web site, anyone can find and read the comments in any of our dockets, including, if provided, the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the Federal Register published on April 11, 2000 (65 FR 19477-78).

## **Authority for This Rulemaking**

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. "Subtitle VII: Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII, Part A, Subpart III, Section 44701: General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

## **Regulatory Findings**

We determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this AD:

1. Is not a "significant regulatory action" under Executive Order 12866;
2. Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
3. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

## **List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### **Adoption of the Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

#### **PART 39—AIRWORTHINESS DIRECTIVES**

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

#### **§ 39.13 [Amended]**

2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):





**CORRECTION:** Federal Register Volume 77, Number 215 (Tuesday, November 6, 2012); Pages 66534-66535.

**2012-16-13 BRP-Powertrain GmbH & Co. KG (formerly BRP-Rotax GmbH & Co KG, Bombardier-Rotax GmbH & Co. KG, and Bombardier-Rotax GmbH):** Amendment 39-17160; Docket No. FAA-2012-0603; Directorate Identifier 2012-NE-17-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective September 10, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to BRP-Powertrain GmbH & Co KG Rotax 912 F2; 912 F3; 912 F4; 912 S2; 912 S3; and 912 S4 reciprocating engines, with a fuel pump part number (P/N) 893114 having a serial number (S/N) listed in Table 1 to paragraph (c) of this AD:

**Table 1 to Paragraph (c)–Affected Fuel Pump S/Ns**

11.3117 through 11.3325 inclusive.
11.4036 through 11.4355 inclusive.
11.4516 through 11.4595 inclusive.
12.0251 through 12.0270 inclusive.

**(d) Reason**

This AD was prompted by reports of fuel pumps having pressure side fuel hoses not meeting the design specification. We are issuing this AD to prevent pressure side fuel hose deterioration and contamination of the carburetor, which could result in an in-flight engine shutdown, forced landing and damage to the airplane.

**(e) Actions and Compliance**

Unless already done, within 5 flight hours after the effective date of the AD do the following:

- (1) Replace the pressure side fuel hose on the fuel pump with a fuel hose eligible for installation on the pressure side of the fuel pump.
- (2) Inspect the carburetors for contamination. Use paragraph 3.1.2 of BRP-Powertrain GmbH & Co KG, Rotax Aircraft Engines Alert Service Bulletin No. ASB-912-061R1, dated May 31, 2012, to perform your inspection.

## **(f) Definition**

For the purpose of this AD, a fuel hose eligible for installation is one that was not from any of the affected fuel pumps with an S/N listed in Table 1 to paragraph (c) of this AD.

## **(g) Installation Prohibition**

(1) After the effective date of this AD, do not install a P/N 893114 fuel pump with an S/N listed in Table 1 to paragraph (c) of this AD onto any engine, unless the pressure side fuel hose has been replaced as required by this AD.

(2) After the effective date of this AD, do not install a Rotax 912 engine with a P/N 893114 fuel pump with an S/N listed in Table 1 to paragraph (c) of this AD in any airplane unless it has been inspected and the pressure side fuel hose replaced as required by this AD.

(3) After the effective date of this AD, do not approve for return to service any product or article with a fuel hose removed from a P/N 893114 fuel pump with an S/N listed in Table 1 to paragraph (c) of this AD.

## **(h) Alternative Methods of Compliance (AMOCs)**

The Manager, Engine Certification Office, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

## **(i) Related Information**

(1) For more information about this AD, contact Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: alan.strom@faa.gov; phone: 781-238-7143; fax: 781-238-7199.

(2) Refer to European Aviation Safety Agency AD 2012-0097-E, dated May 31, 2012, and AD 2012-0097R1, dated June 1, 2012, for related information.

## **(j) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) BRP-Powertrain GmbH & Co KG, Rotax Aircraft Engines Alert Service Bulletin No. ASB-912-061R1, dated May 31, 2012.

(ii) Reserved.

(3) For BRP-Powertrain GmbH & Co KG service information identified in this AD, contact BRP-Powertrain GmbH & Co KG, Welser Strasse 32, A-4623 Gunskirchen, Austria, or go to: <http://www.rotax-aircraft-engines.com>.

(4) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(5) You may view this service information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on July 30, 2012.  
Peter A. White,  
Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.