



Civil Aviation Authority

EMERGENCY MANDATORY PERMIT DIRECTIVE

Number: 2026-003-E

Issue date: 30 June 2026



In accordance with 41(1) of Air Navigation Order 2016 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.

Design Approval Holder's Name:

BRP-ROTAX GmbH & Co KG

Type/Model Designation(s):

Rotax 912, 912 i and 914 (series) engines

Effective Date:	07 July 2026
TADS / AAN (as applicable):	N/A
Foreign AD (if applicable):	EASA EAD 2026-0121-E (certified engine variants)
Supersedure:	N/A

ATA 72 – Engine – Propeller Gearbox – Inspection

Manufacturer(s):

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

Applicability:

Rotax 912 UL, 912 ULS, 912 iS Sport, and 914 UL series engines, all serial numbers (s/n).

These engines are known to be installed on various general aviation aeroplanes, microlights, and gyroplanes. Installation of these engines was done either by the respective aircraft manufacturers or amateur constructors or through a modification of the aircraft.

Definitions:

For the purpose of this MPD, the following definitions apply:

The Alert Service Bulletin (ASB) for Type Certified engines: BRP-Rotax Alert Service Bulletin (ASB) ASB-2026-001R00 (Initial issue, dated 22 June 2026).

The ASB for non-Type Certified engines: ASB_A-2026-001R00 (Initial issue, dated 22 June 2026).

Note: Although this MPD only covers non-type certified engines, further detail, instructions, and affected serial numbers are listed in the ASB for type certified engines.

Affected gearbox: Propeller gearbox having a Part Number (P/N) as listed in Chapter 1.1 (applicability) of the ASB and having a Serial Number (S/N) as listed in Chapter 2.1 or 2.2 (Appendix) of the ASB for non-Type Certified engines.

Affected engine(s): Engines which have an affected gearbox installed, as defined in this MPD.

Serviceable gearbox: Any propeller gearbox, eligible for installation in accordance with BRP-Rotax instructions, which is not an affected gearbox.

Groups: Group 1 engines are those with an affected gearbox installed, which on the effective date of this MPD, have accumulated less than 25 hours of operation since first installation on an engine.

Group 2 engines are those with an affected gearbox installed, which on the effective date of this MPD, have accumulated 25 hours or more of operation since first installation on an engine.

Group 3 engines are those which are not Group 1 and are not Group 2 (i.e. are not affected engine(s) as defined in this MPD).

Reason:

An occurrence was reported, where on a recently manufactured engine it was found that in the propeller gearbox, the oil spray nozzle and the M7x16 hexagon screws securing the propeller shaft bearing in the propeller gearbox were not installed as defined by the approved type design. Investigation has determined that this condition is the result of a deviation from the specified assembly process. The missing screws may allow axial displacement of the propeller shaft bearing. This condition can result in a loss of oil and in a potential in-flight engine shutdown; however, the propeller shaft cannot be pulled out of the gearbox housing.

This condition, if not detected and corrected, could lead to in-flight loss of engine oil and/or an uncommanded engine shutdown, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, BRP-Rotax published the ASBs for both type certified and non-type certified engines, as defined in this MPD, to provide instructions for inspection of the propeller gearbox and for corrective actions.

For the reason described above, this MPD requires a one-time inspection of the propeller gearbox and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated by this MPD, unless the action(s) required by this MPD have been already accomplished:

Inspection:

- (1) Within the compliance time specified in Table 1 of this MPD, accomplish an inspection of the propeller gearbox in accordance with the instructions of the ASB (as defined in this MPD).

	Threshold for Inspection
Group 1 Engines	Before next flight
Group 2 Engines	Within 5 flight hours after the effective date of this MPD.

Table 1 – Compliance Times

Corrective Action(s):

- (2) If, during the inspection, as required by paragraph (1) of this MPD, it is determined that the M7 x 16 hexagon screws and/or oil nozzle assembly are missing, before next flight, replace the gearbox with a serviceable gearbox (as defined in this MPD) in accordance with the instructions of the ASB.
- (3) Replacement of an affected propeller gearbox of an engine with a serviceable gearbox (as defined in this MPD) is an acceptable alternative method to comply with the requirements of the paragraphs (1) and (2) of this MPD, as applicable, for that engine.

Parts Installation:

- (4) For Group 1, Group 2 and Group 3 engines: From the effective date of this MPD, do not install an affected (suspect) gearbox, as defined in this MPD, on any engine.

Reference Publications:

ASB-2026-001R00 (Initial issue, dated 22 June 2026)

ASB_A-2026-001R00 (Initial issue, dated 22 June 2026).

The use of later approved revisions of the above-mentioned documents are acceptable for compliance with the requirements of this MPD.

Remarks:

1. The safety assessment has warranted immediate publication and notification without implementing the full consultation process.
2. If requested and appropriately substantiated, the CAA can approve Alternative Methods of Compliance for this MPD.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this MPD, and which may occur, or have occurred on a product, part or appliance not affected by this MPD, can be reported to the [CAA aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this MPD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed.
4. Enquiries regarding this MPD should be referred to: ga@caa.co.uk.
5. For any questions concerning the technical content of the requirements in this MPD, please contact: BRP-Rotax GmbH & Co KG, Telephone: +43 7246 601 0, Fax: +43 7246 601 9130, E-mail: airworthiness@brp.com, Website www.flyrotax.com.