



Civil Aviation Authority
**EMERGENCY MANDATORY
PERMIT DIRECTIVE**

Number: 2026-005-E

Issue date: 16 September 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 915 i (series) and 916 i (series) engines

Effective Date:	18 September 2026
TADS / AAN (as applicable):	N/A
Foreign AD (if applicable):	EASA EAD 2026-0178-E (certified engine variants)
Supersedure:	N/A

ATA 78 – Engine – Turbocharger Valve Housing – Replacement

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 915 iS2 A, Rotax 915 iS3 A, Rotax 915 iS2 C24, Rotax 915 iS3 C24, Rotax 916 iS2 A, Rotax 916 iS3 A, Rotax 916 iS2 C24 and Rotax 916 iS3 C24 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 Emergency MPD, the following definitions apply:

The Alert Service Bulletin (ASB): ASB_A-2026-002R01 (Revision 01, dated 11 September 2026).

Affected part(s): Valve housing, Part Number (P/N) 956492, installed on a turbocharger having a s/n as listed in Appendix 4.1 or 4.2 of the ASB, except those valve housings installed on a turbocharger that has been reidentified (marked with an engraved "C") after replacement of the affected part in accordance with the instructions of the SB.

Groups: Group 1 engines are those which have an affected part installed.

Group 2 engines are those with which do not have an affected part installed.

Reason:

An occurrence was reported, where during the final testing of a Rotax 916i engine on the production line, oil leakage was found in the area of the turbocharger valve housing. The following investigations revealed cracks in the wall of the valve housing, due to insufficient thickness. Further investigation determined that this discrepancy was caused by a non-conforming manufacturing process during production of the valve housing. The suspected production batches which might be affected have been identified.

This condition, if not detected and corrected, could lead to cracks in the valve housing and result in oil leakage during engine operation. Such an event could result in smoke generation or engine compartment fire, leading to in-flight engine shutdown, possibly resulting in loss of control of the aircraft.

To address this potential unsafe condition, BRP-Rotax published the ASB, as defined in this MPD, to provide the list of turbochargers delivered with an affected part, and instructions for replacement of the affected valve housings and for reidentification of the turbocharger.

For the reason described above, this MPD requires replacement of all affected parts and reidentification of the turbochargers.

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:

Replacement:

- (1) For Group 1 engines: Before next flight after the effective date of this MPD, replace the affected part in accordance with the instructions of the ASB.

Credit and Additional Work:

- (2) If, before the effective date of this MPD, the affected part has been replaced on an affected engine in accordance with the ASB at Revision 00, that action is an acceptable method to comply with the requirement of paragraph (1) of this MPD for that engine, provided that, within 30 days after the effective date of this MPD or at the time of removal of the turbocharger from that engine, whichever occurs first, the turbocharger is reidentified (marked with an engraved "C") in accordance with the instructions of the ASB.

Parts Installation:

- (3) For Group 1 and Group 2 engines: From the effective date of this MPD, do not install on any engine a turbocharger having an affected part installed, as defined in this MPD.

Reference Publications:

ASB_A-2026-002R01 (Revision 01, dated 1 September 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.