
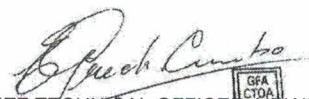


EASA AD No.: 2011-0067-E		<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
		<b>GFA AD 670 Issue 1</b> <i>CANCELLED 13/09/2018</i> <b>Date: 8 June 2011</b> <i>REFER EASA EAD 2011-0067-E</i> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>			
<b>Type Approval Holder's Name:</b> BRP-Powertrain GmbH & Co. KG		<b>Type/Model designation(s):</b> Rotax 912 and 914 series engines	
<b>TCDS Numbers :</b> EASA.E.121, EASA.E.122			
<b>Foreign AD :</b> Not applicable			
<b>Supersedure :</b> None			
<b>ATA 74</b>		<b>Ignition – Magneto Flywheel Hub Washer – Replacement</b>	
<b>Manufacturer(s):</b>		BRP-Powertrain GmbH & Co. KG	
<b>Applicability:</b>		Rotax 912 A1, 912 A2, 912 A3 and 912 A4 engines, serial numbers (s/n) 4,410.888 through 4,410.899 inclusive. Rotax 912 F3 engines, s/n 4,412.986 and 4,412.987. Rotax 912 S2, 912 S3 and 912 S4 engines, s/n 4,924.087 through 4,924.139 inclusive, and s/n 4,924.141 through 4,924.166 inclusive. Rotax 914 F2, 914 F3 and 914 F4 engines, s/n 4,420.970 through 4,420.990 inclusive, s/n 4,420.997, and s/n 4,421.001 through 4,421.003 inclusive. These engines are known to be installed on, but not limited to, the following types of aeroplanes: <b>3-i</b> Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG; <b>Aeromot</b> AMT-200 Super Ximango and AMT-300 Turbo Super Ximango; <b>Aircraft Philipp</b> (formerly Alpha-Werke; Nitsche) AVO 68 series Samburo; <b>Aquila</b> AT01; <b>Cessna</b> 150 and A150 series; and <b>(Reims)</b> F150 and FA150 series; <b>Diamond</b> (formerly HOAC) H 36 Dimona, HK 36 series Super Dimona, DV 20 Katana and DA20-A1 Katana; <b>Evektor-Aerotechnik</b> EV-97 VLA; <b>Grob</b> G 109; <b>Issoire</b> APM-20 Lionceau; <b>Scheibe</b> SF 36R and SF 25C; <b>Stemme</b> S10VT; <b>Tecnam</b> P 92-J, P 92-JS and P2002-JF; <b>W.D. Aircraft</b> D4 Fascination. <b>Note:</b> The installation of these engines was either done by the respective <b>aeroplane manufacturer</b> or through modification of the aeroplane by Supplemental Type Certificate.	

<b>SIGNED:</b>  CHIEF TECHNICAL OFFICER AIRWORTHINESS		<b>For and on behalf of:</b> © THE GLIDING FEDERATION OF AUSTRALIA	
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