



Emergency Airworthiness Directive

AD No.: 2025-0267-E

Issued: 28 November 2025

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

BRP-ROTAX GmbH & Co KG

Type/Model designation(s):

Rotax 915 i and 916 i (series) engines

Effective Date: 02 December 2025

TCDS Number(s): EASA.E.121

Foreign AD: Not applicable

Supersedure: None

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 915 iSc2 A, Rotax 915 iSc3 A, Rotax 915 iSc2 C24, Rotax 915 iSc3 C24, Rotax 916 iSc2 A, Rotax 916 iSc3 A, Rotax 916 iSc3 B, Rotax 916 iSc2 C24 and Rotax 916 iSc3 C24 engines, all serial numbers (s/n).

These engines are known to be installed on various general aviation (EASA CS-23, CS-LSA, CS-VLA or CS-22 certified) aeroplanes and powered sailplanes. Installation of these engines was done by either the respective aeroplane manufacturers or through a modification of the aeroplane by Supplemental Type Certificate (STC).

Definitions:

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

The ASB: BRP-Rotax Alert Service Bulletin (ASB) ASB-915 i-021 / ASB-916 i-009 Revision 1.



Serviceable gearbox: A propeller gearbox, having Part Number (P/N) 686810 (916 i series engines) or P/N 686790 (915 i series engines), that has passed (no discrepancy found; or applicable corrective action(s) accomplished) the inspection in accordance with the instructions of the ASB, as defined in this AD; or that has been manufactured after 18 November 2025; or that has been overhauled after 18 November 2025; or that has a s/n that is not listed in Chapter 4, Appendix, of the ASB, or a later approved revision hereof.

Affected (suspect) gearbox: A propeller gearbox that is not a serviceable gearbox, as defined in this AD.

Groups: Group 1 engines are those having installed a propeller gearbox having a s/n listed in Chapter 4, Appendix, of the ASB. Group 2 engines are those which are not Group 1.

Reason:

An occurrence was reported, where on a recently manufactured engine it was found that the M40 x 1.5 collar nut had not been installed on the propeller gearbox; a deficiency, which (in the worst case) may result in the propeller shaft being pulled out of the gearbox housing during operation.

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

To address this potential unsafe condition, BRP-Rotax published the ASB, as defined in this AD, to provide instructions for inspection of the propeller gearbox and applicable corrective action(s).

For the reason described above, this Emergency AD requires inspection of the propeller gearbox and, depending on findings, accomplishment of corrective action(s).

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

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

Inspection:

- (1) For Group 1 engines: Before next flight after the effective date of this AD, accomplish an inspection of the propeller gearbox in accordance with the instructions of the ASB (as defined in this AD).

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, it is determined that the collar nut M40 x 1.5 is missing, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.
- (3) Replacement of an affected (suspect) propeller gearbox of an engine with a serviceable gearbox (as defined in this AD) is an acceptable alternative method to comply with the requirements of the paragraphs (1) and (2) of this AD, as applicable, for that engine.



Parts Installation:

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

Ref. Publications:

BRP-Rotax Alert Service Bulletin (ASB) ASB-915 i-021 / ASB-916 i-009 Revision 01, published as a single document on 27 November 2025.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), STC or other modification.
5. For any question concerning the technical content of the requirements in this AD, 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.

