



## Safety recommendation no. 533

<b>Date of the publication</b>	26.04.2018
<b>Number of the final report</b>	2313
<b>Safety deficit</b>	Fuel in the MCR-ULC with Rotax 914 engine is supplied by two electric fuel pumps. In the event of a generator or regulator rectifier failure, the fuel pumps can continue to operate on a fully charged battery for a maximum of 30 minutes before they fail and the engine shuts down. For this reason, a warning lamp should light up if the generator or the regulator rectifier fails.
<b>Safety recommendation</b>	The European Aviation Safety Agency (EASA) and the Federal Office of Civil Aviation (FOCA) should take appropriate measures to ensure that operators and owners of aircraft with a Rotax engine of type 914 are informed of the described safety deficiency and that the electrical system in their aircraft is free of defects.
<b>Addressees</b>	BAZL Bundesamt für Zivilluftfahrt; EASA Europäische Agentur für Flugsicherheit
<b>Stage of the implementation</b>	<p>EASA position paper of 19 November 2019: According to European Directives 2018/1139 Annex 1, EASA is not responsible for the category of the aircraft involved in the accident. It is therefore not within its powers to take measures to detect the failure in question as soon as it occurs.</p> <p>In addition, the technical monitoring of the fleet of aircraft equipped with the Rotax 914 engine under the responsibility of EASA does not mention a single engine shutdown due to the failure of the two electric pumps.</p> <p>For these reasons, EASA considers that no action is required with respect to this object.</p> <p>The FOCA generally agrees with the safety recommendation. The FOCA has launched an information campaign on this subject.</p>
<b>Investigation report concerning the safety recommendation</b>	<p><a href="#">Rapporto finale</a> <a href="#">Zwischenbericht</a> <a href="#">Schlussbericht</a> <a href="#">Final report</a></p>