



Safety recommendation no. 534

Date of the publication	26.04.2018
Number of the final report	2313
Safety deficit	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.
Safety recommendation	The European Aviation Safety Agency (EASA) and the Federal Office of Civil Aviation (FOCA) should take appropriate measures to ensure that all aircraft with a type 914 Rotax engine are capable of early detection of regulator rectifier and generator failure and of battery drainage.
Addressees	BAZL Bundesamt für Zivilluftfahrt; EASA Europäische Agentur für Flugsicherheit
Stage of the implementation	<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. 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. For these reasons, EASA considers that no action is required with respect to this object.</p> <p>The FOCA partly agrees with the safety recommendation. Direct implementation by the FOCA is not possible. The design responsibility for the Rotax 914 lies on one side with EASA.</p>
Investigation report concerning the safety recommendation	<u>Rapporto finale</u> <u>Zwischenbericht</u> <u>Schlussbericht</u> <u>Final report</u>