



June 13, 2012

## **ADMINISTRATION OF ASB-912-061UL R1 REPLACEMENT OF PRESSURE SIDE FUEL HOSE FUEL PUMP PART NO. 893114**

**Attention: all OEMs and iSCs, please read this announcement and the attached ASB in full.  
Kindly have your accountable manager sign this document, and return to Kodiak promptly**

Please review the attached MANDATORY ALERT SERVICE BULLETIN ASB-912-061UL R1, (the ASB), which has been issued by the engine manufacturer as to the engines with the listed fuel pumps. All aircraft with engines using the listed fuel pumps must be grounded until the hose replacement is complied with under the ASB.

### **FAA requirements as to OEMs of SLSA Aircraft (may also apply in other countries)**

Each OEM who manufactures an SLSA under the FAA rules of 14 CFR part 91.190 must issue a "Safety Directive" for all aircraft with engines using the listed fuel pumps that requires the owner/operators to comply with the ASB before flying the aircraft again.

As an OEM who signed the FAA form 8130-15 for an SLSA aircraft you are responsible for issuing continued airworthiness notifications on safety matters. In your Safety Directive (you must use this term in order to make compliance mandatory) you must direct all owners and operators to comply with the ASB on all of the affected engines. Each OEM must evaluate what additional tasks, if any, are necessary to comply on the aircraft which they have manufactured and if additional tasks are needed must advise all owners and operators of those tasks as well.

### **OEM and iSC required notice to all purchasers of engines, parts and ELSA kit Aircraft**

For all ELSA kit aircraft which you have sold as an OEM, and for iSCs who have sold any of the listed parts or engines with those listed parts installed, the same practice should be followed to notify all owners and operators of the ASB and of the need for the affected aircraft to be grounded until the ASB is complied with.

### **Warranty coverage**

For OEMs a hose kit has been supplied for each serial number sold to you that was affected. These kits have been shipped to you. You must carry out the work on any affected engines still in your possession.

1. Remove the hose and exchange as per the ASB.
2. Clearly mark the log book that the ASB has been complied with.
3. Red Tag the hose and send it to your nearest iSC with a copy of the logbook entry.

For OEMs who have already delivered engines that are affected.

1. Advise the owners and operators of the ASB and send them the replacement hose kit.
2. The hose kit must be installed by a qualified iRMT or no labour for ASB compliance will be reimbursed.
3. Full compliance with the ASB must be recorded in the log book and a copy must be made of the log book entry.
4. The old part must be returned by the owner or operator to the OEM or the nearest iSC with a copy of the log book entry confirming compliance with the ASB to obtain a credit.
5. The OEM must then Red Tag the hose and send it to the nearest iSC with a copy of the log book entry, and retain a copy of the log book entry for its own records as well.

**NOTE:**

If engine is installed into an SLSA the hose must be installed by a correctly rated independent Rotax Maintenance Technician (iRMT) with a Maintenance or Heavy Maintenance rating.

If the hose is installed by an appropriately rated iRMT and the iRMT number is supplied then a labour and handling allowance will be given. The hose removed MUST be Red Tagged and returned with the copy of the log book entry confirming compliance with the ASB, no exceptions. Upon return with a written work order and all relevant data including the serial number of the engine and pump affected, a credit will be given to the OEM for the parts with a labour and handling allowance. Each OEM is responsible for issuing and delivering its own SLSA Safety Directive.

Labour per engine, including the inspection of the fuel system, will be 2 hours per engine serial number. Even new engines in stock must be checked for debris in the float bowl. The labour rate will be at the standard shop rate of the repair facility or technician. (They can only receive labour if they are an iRMT). Please submit a copy of the work order.

**OEM who comply by changing the complete pump assembly**

The OEM will return the old assembly with Red Tag to the nearest iSC, together with a copy of the work order attached and copy of the log book entry showing the engine corrected with the serial numbers of the pump removed and the pump installed. Each claim will be administered as a normal warranty claim. The OEM will be paid directly and not from the iSC. The iSC will gather all such pump and hose assemblies. The OEM is responsible for shipping to the iSC.

The OEM will send notification to Kodiak when the work is completed for a credit note to be issued to the OEM.

**Warranty credits**

1. The parts will be paid upon receipt of return with the correct data and the copy of the log book entry confirming compliance.
2. You will receive the cost of the part plus 35% for handling.
3. If the work was done by a qualified iRMT you will receive an additional credit of 2 hours. You must show the iRMT number on the work order and include a copy of the log book entry. This credit is per engine.

**Spare parts on 893114 pumps.**

1. Any spare parts are to be claimed via the iSC.
2. The iSC will order hoses via normal channels. All conditions remain the same for claims as above. A special warranty claim form has been posted for the iSC in their respective warranty folders. More information will be supplied from warranty administration.
3. Imported engines that are affected will have to claim via the iSC. The same conditions apply and credits for parts and handling are paid only on the return of the old parts with a copy of the log book entry confirming compliance and a copy of work order showing compliance has been completed.
4. No labour is paid if the parts are changed by persons who are not recognised by their iRMT status. This condition is as per the warranty policy from BRP-Powertrain (Rotax)

**iSC holding parts**

The iSC will hold all parts with Red Tags at their level until further notice. No return shipment is foreseen at this time. All affected parts must be quarantined and separated from any other spare parts with Red Tag.

I hereby acknowledge that I am the authorized accountable manager for this OEM or iSC, that I have read and understood this announcement and the attached ASB in full, and that this OEM or iSC will immediately and fully comply with this announcement and the ASB.

FLOAT PLANES AND AMPHIBS LLC  
 128 AUTHORITY LANE  
 SEBRING  
 33870  
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 Accountable Manager

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 Date