



Emergency Airworthiness Directive

AD No.: 2023-0183-E

Issued: 19 October 2023

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:

BRM AERO s.r.o.

Type/Model designation(s):

Bristell B23 aeroplanes

Effective Date: 23 October 2023

TCDS Number(s): EASA.A.642

Foreign AD: Not applicable

Supersedure: None

ATA 71 – Powerplant – Engine Mass Ballast – Removal / Modification

Manufacturer(s):

BRM Aero s.r.o.

Applicability:

Bristell B23 aeroplanes equipped with Rotax 912 engine, except those on which design change ADxC-73-DC-061 (including design change ADxC-73-DC-061 with ADxC-73-DC-092) has/have been installed in production or in retrofit.

Definitions:

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

The SB: Aircraft Design Certification GmbH (ADC) Service Bulletin (SB) No. ADxC-73-SB-029.

Affected parts: Mass ballast 71B200201N issue B or C, and its bolts M10x20.

Serviceable parts: Mass ballast 71B200201N issue E, ballast bolt 71B200206N issue B, and washer 71B200208N issue B.

Groups: Group 1 aeroplanes are those that have an affected part installed.

Group 2 aeroplanes are those that do not have an affected part installed.



Reason:

An occurrence was reported of in-flight loss of the engine ballast mass. Relevant investigations identified that insufficient attachment bolt torque, resulting in pounding vibration, could lead to excessive wear on attachment bolt shaft and cracks of attachment lugs.

This condition, if not corrected, could lead to engine ballast in flight detachment, possibly resulting in injury to persons on ground and/or damage to the aircraft.

To address this potential unsafe condition, ADC has developed a design change ADxC-73-DC-061 and further ADxC-73-DC-092, and issued the SB, which provides instructions for removal or replacement of the affected parts.

For the reason described above, this AD requires removal of the affected parts or their replacement with the serviceable parts, and prohibits (re)installation of the affected parts.

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

Required as indicated, unless accomplished previously:

Removal / Replacement:

- (1) For Group 1 aeroplanes: Before exceeding 5 flight hours or 5 flight cycles, whichever occurs first after the effective date of this AD, remove the affected parts in accordance with the instructions of the SB.
- (2) Replacement of the affected parts with the serviceable parts on an aeroplane in accordance with the instructions of the SB, is acceptable to comply with the requirement of paragraph (1) of this AD for that aeroplane.

Part(s) Installation:

- (3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not (re)install the affected parts on any aeroplane.

Ref. Publications:

ADC SB ADxC-73-SB-029 issue B dated 17 October 2023.

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: BRM AERO, s.r.o., Letecká 255, 686 04 Kunovice, Czech Republic
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