EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2008-0100-E **Date: 23 May 2008** Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Type Approval Holder's Name :	**Type/Model designation(s) :**
Thielert Aircraft Engines GmbH	TAE125-02-99 engines

TCDS Number :	EASA E.055
Foreign AD :	Not applicable
Supersedure :	None

ATA 72	**Engine – Clutch Assembly – Inspection / Replacement**
Manufacturer(s):	Thielert Aircraft Engines GmbH
Applicability:	TAE125-02-99 (commercial designation Centurion 2.0) engines, all serial numbers, except those with clutch Part Number (P/N) 05-7211-K006001 installed. These engines are known to be installed on, but not limited to, Cessna 172 and (Reims-built) F172 series (EASA STC Nr. EASA.A.S.01527), Piper PA-28 series (EASA STC Nr. EASA.A.S.01632), APEX (Robin) DR 400 series (EASA STC Nr. EASA.A.S.01380) and Diamond DA40 and DA42 aircraft.
Reason:	In-flight engine shutdown incidents have been reported on aircraft equipped with TAE125-02-99 engines. Investigation showed that this was mainly the result of cracked disc springs in the clutch. This condition, if not corrected, could result in further cases of engine in-flight shutdown and the consequent loss of control of the aircraft. To correct the unsafe condition, Thielert Aircraft Engines GmbH (TAE) recommends repeat inspections until a new clutch P/N 05-7211-K006001 is installed. For the reasons stated above, this EASA AD requires the inspection of the clutch on all affected TAE125-02-99 engines and, in case of a broken disc spring, the replacement of the clutch with a serviceable part.
Effective Date:	27 May 2008

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

Required as indicated, unless accomplished previously:

(1) At the time indicated in Table 1 below, inspect the clutch in accordance with the instructions of TAE Service Bulletin (SB) TM TAE 125-1006 P1:

Table 1

Flight hours (FH) accumulated on the effective date of this AD since last clutch inspection:	**Required Compliance time**:
More than 100 FH	Within 10 FH after the effective date of this AD
Between 50 and 100 FH	At the next scheduled 100 FH maintenance after the effective date of this AD
Less than 50 FH	Prior to accumulating 50 FH since the last clutch inspection, or within 10 FH after the effective date of this AD, whichever occurs later

(2) Thereafter, at intervals not to exceed 100 FH (+/- 10 FH), inspect the clutch in accordance with the instructions of TAE SB TM TAE 125-1006 P1.

(3) When a broken disk spring is found during any inspection as required by paragraph (1) or (2) of this AD, before further flight, replace the clutch with a serviceable part and, within 7 days after replacement, report to TAE in accordance with the instructions of TAE SB TM TAE 125-1006 P1.

Ref. Publications:

Thielert Aircraft Engines GmbH SB TM TAE 125-1006 P1, Initial Issue, dated 22 May 2008.

The use of later approved revisions of this 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 safety assessment has requested not to implement the full consultation process and an immediate publication and notification.
3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail: ADs@easa.europa.eu.
4. For any questions concerning the technical content of the requirements in this AD, please contact:
   Thielert Aircraft Engines**,** Platanenstraße 14, D-09350 Lichtenstein, Federal Republic Germany; telephone +49-37204-696-0; fax +49-37204-696-55;
   E-mail info@centurion-engines.com