


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0112</p> <p>Date: 22 June 2012</p> <p>Note: This 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.</p>
<p>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].</p>	
<p>Design Approval Holder's Name:</p> <p>Thielert Aircraft Engines GmbH</p>	<p>Type/Model designation(s):</p> <p>TAE 125-02-99 and TAE 125-02-114 engines</p>
TCDS Number:	EASA.E.055
Foreign AD:	Not applicable
Supersedure:	None
ATA 79	Engine Oil – Gearbox Oil Filling Plug – Inspection
Manufacturer(s):	Thielert Aircraft Engines (TAE)
Applicability:	<p>TAE 125-02-99 (commercial designation Centurion 2.0) and TAE 125-02-114 (commercial designation Centurion 2.0S) engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, the following aeroplane types, mostly through application of a Supplemental Type certificate (STC):</p> <ul style="list-style-type: none"> - Cessna 172 and (Reims-built) F172 series (STC EASA.A.S.01527), - Piper PA-28 series (STC EASA.A.S.01632), - CEAPR (APEX, Robin) DR 400 series (STC EASA.A.S.01380), and - Diamond DA 40 and DA 42 series.
Reason:	<p>An engine in-flight shutdown has been reported on an aeroplane equipped with a TAE 125-02-99 engine. The results of the investigation showed that this was due to blockage of the gearbox oil filling plug vent hole, which caused pressurisation in the gearbox, resulting in oil leakage and a slipping clutch.</p> <p>This condition, if not corrected, could result in further cases of engine in-flight shutdown and consequent loss of control of the aeroplane.</p> <p>For the reasons described above, this AD requires a one-time check of the oil filler plug vent hole and, depending on findings, corrective action.</p>
Effective Date:	06 July 2012

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 110 flight hours, or during the next scheduled engine maintenance, whichever occurs first after the effective date of this AD, accomplish the following actions concurrently: <ol style="list-style-type: none"> (1.1) Determine the serial number (s/n) of the gearbox installed on the engine. (1.2) If the gearbox s/n is listed in TAE Service Bulletin (SB / TM) TAE 125-1015 P1, inspect the oil filling plug in accordance with the instructions of TAE SB TM TAE 125-1015 P1. (2) If, during the inspection as required by paragraph (1) of this AD, discrepancies are found, before next flight, accomplish the applicable corrective actions (depending on findings) in accordance with the instructions of TAE SB TM TAE 125-1015 P1. (3) From the effective date, do not install a gearbox having a s/n listed in TAE SB TM TAE 125-1015 P1 on an engine, unless the oil filling plug has passed the inspection as required by paragraph (1) of this AD.
<p>Ref. Publications:</p>	<p>TAE SB TM TAE 125-1015 P1 dated 27 April 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 22 May 2012 as PAD 12-050 for consultation until 19 June 2012. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question 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- 2912, E-mail info@centurion-engines.com.