


EASA	PROPOSED AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 07 - 073</p> <p>Date: 04 May 2007</p>
Type Approval Holder's Name:	Type/Model designation(s):
Thielert Aircraft Engines	TAE125-01 engines
TCDS Numbers: EASA E.055	
Foreign AD: Not applicable	
Supersedure: Not applicable	
ATA 71	Power Plant – Engine Installation – Inspection & Manual Update
Manufacturer:	Thielert Aircraft Engines
Applicability:	TAE125-01 engines, all serial numbers, if installed in Diamond Aircraft Industries DA42 aircraft.
Reason:	<p>Recently, a double in-flight engine shut down incident occurred on a DA42 aircraft equipped with TAE125-01 engines. The BFU (German Accident Investigation Body) found the root cause to be a violation of the AFM procedures (take-off with an insufficiently charged main aircraft battery) and momentary low voltage in the electrical system of the aircraft when retracting the main landing gear. This has been the subject of Diamond Service Information (SI) 42-040 and a subsequent EASA Safety Information Notice, SIN 2007-08, issued on 18 April 2007.</p> <p>The TAE125-01 engines are FADEC controlled and are not totally independent from the aircraft electrical power supply. A significant drop of the voltage causes a reset of the FADEC on both engines, automatically moving the propeller blades into the feathered position. This condition, if not corrected, could lead to further cases of in-flight engine shutdown and subsequent loss of control of the aircraft.</p> <p>Following the described incident, the Engine TC holder, Thielert Aircraft Engines (TAE), has reviewed and revised the Engine Installation Manual, specifically Chapter 13 (02-IM13-01) dealing with the Electrical System. Since an unsafe condition has been identified that is likely to exist or develop on other engine installations of this type design, this Airworthiness Directive requires an update of the Engine Installation Manual for all future engine installations and an inspection of the engines already installed.</p> <p>Note: Concurrent with this Proposed AD (PAD), PAD 07-074 has been</p>

	issued to address the necessary modification on the Diamond DA42 aircraft, in accordance with Diamond Aircraft Industries GmbH Mandatory Service Bulletin MSB-42-042 (to be issued). It is recommended to accomplish both actions at the same time.
Effective Date:	TBD [14 days after final AD issue date]
Compliance	<ol style="list-style-type: none"> 1. Not later than 31 August 2007: <ul style="list-style-type: none"> - inspect the engine installation to verify that the electrical system conforms to the instructions contained in Chapter 13 (02-IM-13-01) of TAE125-01 Installation Manual IM-02-01 Issue 4, Revision 1; and - amend the TAE125-01 Installation Manual IM-02-01 Issue 4 to include Revision 1. 2. For engine installations that are found non-conforming as a result of the inspection as required by paragraph 1 of this directive, contact TAE, address indicated in the 'Remarks' section of this directive, for further instructions. 3. After 31 August, 2007, no person may install a TAE125-01 engine on any aircraft, unless in accordance with the instructions contained in TAE125-01 Installation Manual IM-02-01 Issue 4, Revision 1.
Ref. Publications:	TAE Installation Manual IM-02-01 Issue 4, Revision 1 or later approved revisions.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOC) for this AD. 2. Closing date for comments is 18 May 2007. 3. Enquiries regarding this Proposed Airworthiness Directive Cancellation should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions concerning the content of this Airworthiness Directive, please contact: Thielert Aircraft Engines Platanenstraße 14 D-09350 Lichtenstein