


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 10-007</p> <p>Date: 08 January 2010</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p>Type Approval Holder's Name :</p> <p>Thielert Aircraft Engines GmbH</p>	<p>Type/Model designation(s) :</p> <p>TAE125-01 engines</p>
<p>TCDS Number : EASA E.055</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None.</p>	
ATA 72	Engine - Blow-by Oil Separator - Replacement
Manufacturer(s):	Thielert Aircraft Engines GmbH.
Applicability:	<p>TAE125-01, all serial numbers, unless already equipped with blow-by oil separator P/N 02-7250-18310R1, 02-7250-18310R2, 02-7250-18100R6, 02-7250-18100R7.</p> <p>These engines are known to be installed on, but not limited to, Diamond DA 40, Cessna C172 and Piper PA28.</p> <p>Engines installed on Diamond Aircraft Industries DA 42 and DA 42M aircraft are not affected.</p>
Reason:	<p>Service experience has shown that the small outlet of the blow-by separators P/N 02-7250-18100R1, 02-7250-18100R2, 02-7250-18100R3, 02-7250-18100R4, 02-7250-18300R1, 02-7250-18300R2, 02-7250-18300R3, 02-7250-18300R4, 02-7250-18300R5 may cause a blow-by gas pressure increase inside the crankcase of the engine in excess of the oil seal design pressure limits. Leaking engine oil may adversely affect the gearbox clutch or the engine lubrication system. This condition, if not corrected, could lead to in-flight cases of engine power loss or ultimately shut down.</p> <p>To address and correct this situation, TAE has developed a blow-by separator of larger diameter and published the Service Bulletin (SB) TM TAE 125-0019 for the installation of the improved blow-by oil separator.</p> <p>For the reasons described above, this AD requires the accomplishment of the corrective actions in accordance with SB TM TAE 125-0019.</p>

Effective Date:	[TBD: 14 days after final AD issue date]
Required action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Within the next 110 flight hours after the effective date of this AD, replace the blow-by oil separator in accordance with SB TM TAE125-0019.
Ref. Publication:	Thielert Aircraft Engines SB TM TAE125-0019 initial issue dated 12 November 2008. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 05 February 2010. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any questions concerning the technical content of the requirements in this PAD, please contact: Thielert Aircraft Engines GmbH Platanenstraße 14 D-09350 Lichtenstein, Germany Telephone +49-37204-696-0; Fax +49-37204-696-55; E-mail info@centurion-engines.com