


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>	
	<p><b>PAD No.: 12-050</b></p> <p><b>Date: 22 May 2012</b></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>		
<b>Design Approval Holder's Name:</b> Thielert Aircraft Engines GmbH		<b>Type/Model designation(s):</b> TAE 125-02-99 and TAE 125-02-114 engines
TCDS Number: EASA.E.055		
Foreign AD: Not applicable		
Supersedure: None		
<b>ATA 79</b>	<b>Engine Oil – Gearbox Oil Filling Plug – Inspection</b>	
<b>Manufacturer(s):</b>	Thielert Aircraft Engines (TAE)	
<b>Applicability:</b>	<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"> <li>- Cessna 172 and (Reims-built) F172 series (STC EASA.A.S.01527),</li> <li>- Piper PA-28 series (STC EASA.A.S.01632),</li> <li>- CEAPR (APEX, Robin) DR 400 series (STC EASA.A.S.01380), and</li> <li>- Diamond DA 40 and DA 42 series.</li> </ul>	
<b>Reason:</b>	<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>	
<b>Effective Date:</b>	[TBD: 14 days after final AD issue date]	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(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"> <li>(1.1) Determine the serial number (s/n) of the gearbox installed on the engine.</li> <li>(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.</li> </ol> </li> <li>(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.</li> <li>(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.</li> </ol>
<p>Ref. Publications:</p>	<p>TAE SB TM <a href="#">TAE 125-1015 P1</a> 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"> <li>1. This Proposed AD will be closed for consultation on 19 June 2012.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, 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 <a href="mailto:info@centurion-engines.com">info@centurion-engines.com</a>.</li> </ol>