

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-056</p> <p>Date: 18 April 2013</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.</p> <p>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>	
Design Approval Holder's Name: THIELERT AIRCRAFT ENGINES GmbH	Type/Model designation(s): TAE 125-01 engines
TCDS Number:	EASA.E.055
Foreign AD:	Not applicable
Supersedure:	None
ATA 72	Engine – Crankcase Assembly Opening – Sealing
Manufacturer(s):	Thielert Aircraft Engines (TAE)
Applicability:	<p>TAE 125-01 (commercial designation Centurion 1.7) engines, all serial numbers. 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>A power loss event was reported on an aeroplane equipped with a TAE 125-01 engine. The investigation results showed that the probable cause was contamination of the engine clutch by coolant spillage during the last maintenance operation. The contamination penetrated the clutch housing through an opening located under the coolant tank that was only closed by a not fluid-tight plastic cover.</p> <p>This condition, if not corrected, could lead to further engine power loss events, possibly resulting in loss of control of the aeroplane.</p> <p>To address this potential unsafe condition, TAE have issued Technische Mitteilung (TM) / Service Bulletin (SB) No. TAE 125-0022.</p> <p>For the reasons described above, this AD requires sealing of the crankcase assembly opening.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 110 flight hours, or during the next scheduled engine maintenance, whichever occurs first after the effective date of this AD, seal the crankcase assembly opening in accordance with the instructions of TAE TM/SB No. TAE 125-0022.</p>
Ref. Publications:	<p>TAE TM/SB No. TAE 125-0022, Initial Issue, dated 08 August 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 16 May 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question 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.