


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>EAD No.: 2008-0056R1 – E</p> <p>Date: 11 March 2008</p>	
<p>Type Approval Holder's Name:</p> <p>Thielert Aircraft Engines</p>	<p>Type/Model designation(s):</p> <p>TAE125-02-99 engines</p>	
<p>TCDS Numbers: EASA E.055</p>		
<p>Foreign AD: None</p>		
<p>Supersedure: This Airworthiness Directive supersedes EASA AD 2008-0027-E, dated 13 February 2008.</p>		
<p>ATA 73</p>	<p>Engine Fuel Injection System – High-Pressure Fuel Line Bracket – Installation</p>	
<p>Manufacturer:</p>	<p>Thielert Aircraft Engines</p>	
<p>Applicability:</p>	<p>TAE125-02-99 (CENTURION 2.0) engines, all serial numbers (s/n) from 02-02-1500, up to and including s/n 02-02-2279.</p> <p>These engines are known to be installed on, but not limited to, Cessna 172 and (Reims-built) F172 series (EASA STC Nr. EASA.A.S.01527); Piper PA-28 series (EASA STC Nr. EASA.A.S.01632), APEX (Robin) DR 400 series (EASA STC Nr. EASA.A.S.01380); and Diamond DA40 and DA42 aircraft.</p>	
<p>Reason:</p>	<p>In-flight engine shutdown incidents were reported on aircraft equipped with a TAE125-02-99 engine.</p> <p>This was found to be mainly the result of a cracked high pressure fuel line between high-pressure pump and fuel rail. These cracks were caused by vibration.</p> <p>For the reasons stated above, this Airworthiness Directive (AD) requires the installation of a supporting bracket on all affected TAE125-02-99.</p> <p>This AD has been issued, superseding EASA AD 2008-0027-E, to require a compliance time reduction.</p> <p>This AD has been revised to confirm that for engines which have already been modified as required by EASA Emergency AD 2008-0027-E, no further action is required</p>	
<p>Effective Date:</p>	<p>10 March 2008</p>	
<p>Compliance</p>	<p>Required as indicated, unless accomplished previously:</p>	

	<p>Before next flight, install supporting high pressure fuel line bracket in accordance with the instructions of Thielert Aircraft Engines Service Bulletin TM TAE 125-1005 P1, Revision 2</p> <p>Note: Further operation is allowed only as Ferry Flight to the next Maintenance Station with a maximum flight duration of 2 hours, limited to VFR conditions.</p> <p>Corrective actions done before the effective date of this AD, in accordance with the accomplishment instructions of Thielert Aircraft Engines Service Bulletin TM TAE 125-1005 P1, Revision 1, dated 11 February 2008 are acceptable for compliance with the requirements of the present AD.</p>
Ref. Publications:	<p>Thielert Aircraft Engines Service Bulletin TM TAE 125-1005 P1, Revision 1 dated 11 February 2008.</p> <p>Thielert Aircraft Engines Service Bulletin TM TAE 125-1005 P1, Revision 2 dated 06 March 2008.</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. If requested and appropriately substantiated EASA can accept Alternative Methods of Compliance for this AD 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD 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 PAD, please contact: Thielert Aircraft Engines Platanenstraße 14 D-09350 Lichtenstein, Germany Telephone +49-37204-696-0; Fax +49-37204-696-55; E-mail info@centurion-engines.com