


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2008-0106-E</p> <p>Date: 30 May 2008</p> <p>Note: This Emergency Airworthiness Directive (AD) 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>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>Thielert Aircraft Engines GmbH</p>	<p>Type/Model designation(s) :</p> <p>TAE125-02-99 engines</p>
TCDS Number :	EASA E.055
Foreign AD :	Not applicable
Supersedure:	This Airworthiness Directive (AD) supersedes AD 2008-0100-E dated 23 May 2008.
ATA 72	Engine - Clutch Assembly - Replacement
Manufacturer(s):	Thielert Aircraft Engines GmbH
Applicability:	<p>All TAE125-02-99 (commercial designation Centurion 2.0) engines having the clutch assembly P/N 05-7211-K000304 installed.</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>
Reason:	<p>In-flight engine shutdown incidents have been reported on aircraft equipped with TAE125-02-99 engines. Preliminary investigations showed that it was mainly the result of cracked disc springs in the clutch. This condition, if not corrected, could result in further cases of engine in-flight shutdown and the consequent loss of control of the aircraft.</p> <p>To address this unsafe condition, AD 2008-0100-E was published to mandate repetitive inspections until a new clutch P/N 05-7211-K006001 is installed.</p> <p>Since that publication, data collected from the performed inspections revealed that sole the clutch assembly P/N 05-7211-K000304 was subject to failure.</p> <p>For the reasons stated above, this EASA AD supersedes AD 2008-0100-E and requires the removal of the affected clutch assemblies P/N 05-7211-K000304 on all TAE125-02-99 engines and their replacement by new clutches of an improved design.</p>

Effective Date:	03 June 2008
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For engines that have accumulated, on the effective date of this AD, less than 50 Flight Hours (FH) since the last clutch inspection:</p> <p style="padding-left: 40px;">Upon the accumulation of 50 FH since last clutch inspection, replace the clutch in accordance with the instructions of Thielert Aircraft Engines Service Bulletin TM TAE 125-1006 P1, Revision 1.</p> <p>(2) For engines that have accumulated, on the effective date of this AD, between 50 FH and 300 FH since the last clutch inspection:</p> <p style="padding-left: 40px;">Before further flight, replace the clutch in accordance with the instructions of Thielert Aircraft Engines Service Bulletin TM TAE 125-1006 P1, Revision 1.</p> <p>For the purpose of this AD, one Ferry Flight to a Maintenance Station is allowed to accomplish the engine clutch replacement required by paragraph (1) and (2) of this AD. The maximum flight duration shall be not more than 2 hours and be limited to VFR conditions.</p>
Ref. Publications:	<p>Thielert Aircraft Engines GmbH SB TM TAE 125-1006 P1 Revision 1 dated 30 May 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 approve 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 Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail: ADs@easa.europa.eu. 4. For any questions concerning the technical content of the requirements in this AD, please contact: Thielert Aircraft Engines, Platanenstraße 14, D-09350 Lichtenstein, Federal Republic Germany; telephone +49-37204-696-0; fax +49-37204-696-55; E-mail info@centurion-engines.com