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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2007-0182 R1
Datum účinnosti: 16. července 2007
Datum vydání revize: 6. listopadu 2007
Thielert Aircraft Engines
motory TAE 125-01, TAE 125-02-99


Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU, na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

EASA	AIRWORTHINESS DIRECTIVE
	<p style="text-align: center;">AD No.: 2007-0182 R1</p> <p style="text-align: center;">Date: 06 November 2007</p>
Type Approval Holder's Name:	Type/Model designation(s):
Thielert Aircraft Engines	TAE125-01 and TAE125-02-99 engines
TCDS Numbers: EASA E.055	
Foreign AD: Not applicable	
Revision: This Airworthiness Directive (AD) revises and replaces EASA AD 2007-0182 dated 02 July 2007.	
ATA 71	Power Plant – Engine Installation – Inspection
Manufacturer:	Thielert Aircraft Engines
Applicability:	TAE125-01 and TAE125-02-99 engines, all serial numbers, installed in Diamond Aircraft Industries DA42 aircraft.
Reason:	<p>Recently, a double in-flight engine shut down incident occurred on a DA42 aircraft equipped with TAE125-01 engines. The BFU (German Accident Investigation Body) found the root cause to be a violation of the AFM procedures (take-off with an insufficiently charged main aircraft battery) and momentary low voltage in the electric system of the aircraft. This situation can occur when the aircraft electrical system is not in the certified condition (battery failure or other failure case) and significant electric loads (for example the hydraulic motor of the landing gear) are switched on the aircraft system. This has been the subject of Diamond Service Information (SI) 42-040 and a subsequent EASA Safety Information Notice, SIN 2007-08, issued on 18 April 2007. The TAE125 engines are FADEC controlled and are not totally independent from the aircraft electrical power supply. A significant drop of the voltage causes a reset of the FADEC on both engines, automatically moving the propeller blades into the feathered position. This condition, if not corrected, could lead to further cases of in-flight engine shutdown and subsequent loss of control of the aircraft.</p> <p>Following the described incident, the Engine TC holder, Thielert Aircraft Engines (TAE), has reviewed and revised the Engine Installation Manuals IM-02-01 and IM-02-02, specifically Chapter 13 (02-IM-13-01 and 02-IM-13-02, respectively) dealing with the Electrical System and FDEC Installation. Since an unsafe condition has been identified that is likely to exist or develop on other engine installations of this type design, this Airworthiness Directive requires an inspection of the engines already installed.</p>

	<p>Note: Concurrent with this AD, AD 2007-0183 has been issued to address the necessary modification on the Diamond DA42 aircraft, in accordance with Diamond Aircraft Industries GmbH Mandatory Service Bulletin MSB-42-042. It is recommended to accomplish both actions at the same time.</p> <p>This AD has been revised to extend the compliance time by one month, to 30 November 2007. Related AD 2007-0183 has been revised accordingly.</p>
Effective Date:	16 July 2007
Compliance	<p>(1) Not later than 30 November 2007, inspect the engine installation to verify that the electrical system conforms to the instructions contained in</p> <ul style="list-style-type: none"> - Chapter 13 (02-IM-13-01) of TAE125-01 Installation Manual IM-02-01 Issue 4, Revision 1; or - Chapter 13 (02-IM-13-02) of TAE125-02 Installation Manual IM-02-02 Issue 1, Revision 3, <p>as applicable to engine variant installed.</p> <p>(2) For engine installations that are found non-conforming as a result of the inspection as required by paragraph (1) of this directive, contact TAE, address indicated in the 'Remarks' section of this directive. The unsafe condition on the DA42 will be rectified by accomplishing MSB 42-042. See AD 2007-0183 which is an alternative method of compliance with the requirements of this AD for the TAE 125 installation in the DA42.</p>
Ref. Publications:	<p>TAE Installation Manual IM-02-01 Issue 4, Revision 1, Chapter 13 (02-IM-13-01); and TAE Installation Manual IM-02-02 Issue 1, Revision 3, Chapter 13 (02-IM-13-02).</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 original issue of this AD was posted on 04 May 2007 as PAD 07-073 for consultation until 18 May 2007. The Comment Response Document (CRD) can be found at http://ad.easa.europa.eu/. 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 Airworthiness Directive, please contact: Thielert Aircraft Engines Platanenstraße 14 D-09350 Lichtenstein Tel.: +49 (40) 696950 48 Fax: +49 (40) 696950 50 E-Mail: airworthiness@thielert.com