

## Airworthiness Directive

**AD No.:** 2020-0228

**[Correction: 03 December 2020]**

**Issued:** 20 October 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Change Approval Holder's Name:

CONTINENTAL AEROSPACE TECHNOLOGIES GmbH

### Modification(s):

Installation of TAE 125-02 diesel engine

**Effective Date:** 27 October 2020

**STC Number(s):** EASA Supplemental Type Certificate (STC) 10014287 (formerly EASA.A.S.01527, LBA EMZ SA1295) and STC 10014364 (formerly EASA.A.S.01632, LBA EMZ SA1377)

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 72 – Engine – Turbocharger Hose – Replacement

### Manufacturer:

Continental Aerospace Technologies GmbH

### Applicability:

Cessna F172F, F172G, F172H, F172K, F172L, F172M, F172N, F172P, 172F, 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172R and 172S aeroplanes, all serial numbers (s/n) which have a TAE 125-02-99 or TAE 125-02-114 engine installed through EASA STC 10014287, engine s/n 02-02-02793, 02-02-11120, 02-02-11424, 02-02-11426, 02-02-11494, 02-02-11497, 02-02-11498, 02-02-11514, 02-02-11574, 02-02-11576, 02-02-11579, 02-02-11580, 02-02-11581, 02-02-11582 and 02-02-11606, and

Piper PA-28-140 (Cherokee Cruiser), PA-28-150 (Cherokee), PA-28-151 (Cherokee Warrior), PA-28-160 (Cherokee), PA-28-161 (Cadet), PA-28-161 (Warrior II), PA-28-161 (Warrior III), PA-28-180 (Archer), PA-28-180 (Cherokee) and PA-28-181 (Archer III) aeroplanes, all s/n which have a TAE 125-02-114 engine installed through EASA STC 10014364, engine s/n 02-02-11425, 02-02-11500 and 02-02-11553.

**Definitions:**

For the purpose of this AD, the following definitions apply:

**The applicable SB:** Continental Aerospace Technologies Service Bulletin (SB) SB CG 601-1014 P1 (for Cessna (F)172, EASA STC 10014287) or SB CG 651-1009 P1 (for Piper PA-28, EASA STC 10014364), as applicable.

**Affected part:** Turbocharger hoses, having Part Number (P/N) TAE EPA 40-7520-H0131 01, manufactured by 'BOOST products' and having batch number '3101-001'.

**Serviceable part:** Any turbocharger hose, eligible for installation, which is not an affected part.

**Groups:** Group 1 aeroplanes are those that have an affected part installed on the engine.  
Group 2 aeroplanes are those that do not have an affected part installed on the engine.

**Reason:**

During a pre-flight check, a defect turbocharger hose was found on an aeroplane. Investigation determined that a manufacturing defect exists on turbocharger hoses of a certain batch from one manufacturer. These turbocharger hoses are not pressure stable and it was determined that they could fail completely.

This condition, if not corrected, could lead to significant loss of engine power which, in certain phases of flight and under certain operational conditions, could result in a hazardous condition.

To address this potential unsafe condition, Continental Aerospace Technologies issued the applicable SB (original issue and Revision 01) to provide instructions for turbocharger hose identification and replacement.

For the reason described above, this AD requires removal of affected parts from engines installed on Cessna (F)172 and Piper PA-28 aeroplanes, and prohibits (re-)installation.

This AD is republished to correct and clarify the list of aeroplane models which may have a TAE 125-02-99 or TAE 125-02-114 engine installed through EASA STC 10014287 or EASA STC 10014364, as applicable. This AD also adds SB CG 601-1014 P1 Revision 02 (correcting the 'Type affected') to the reference publications.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Replacement:**

- (1) For Group 1 aeroplanes: Within 20 flight hours or 30 days, whichever occurs first after the effective date of this AD, replace the affected part with a serviceable part in accordance with the instructions of the applicable SB.

**Parts Installation:**

- (2) Do not install an affected part on any engine, or an engine with an affected part on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable.



(2.1) For Group 1 aeroplanes: After replacement of the affected part on an aeroplane as required by paragraph (1) of this AD.

(2.2) For Group 2 aeroplanes: From the effective date of this AD.

#### Ref. Publications:

Continental Aerospace Technologies SB CG 601-1014 P1 original issue dated 05 October 2020, or Revision 01 dated 15 October 2020, or Revision 02 dated 24 November 2020.

Continental Aerospace Technologies SB CG 651-1009 P1 original issue dated 05 October 2020 or Revision 01 dated 15 October 2020.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

#### Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: Continental Aerospace Technologies GmbH, Platanenstrasse 14, 09356 Sankt Egidien, Germany; Telephone: +49 37204 696 0; Fax: +49 37204 696 2912; E-Mail: [support@continentaldiesel.com](mailto:support@continentaldiesel.com) or [airworthiness@continental.aero](mailto:airworthiness@continental.aero).

