EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0189 **Date: 21 September 2015** Note: This 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.

This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Change Approval Holder's Name:	**Type/Model designation(s):**
TECHNIFY MOTORS GmbH	TAE 125-02 engines

TCDS Number:	EASA.E.055
Foreign AD:	Not applicable
Supersedure:	None

ATA 05	**Time Limits / Maintenance Checks – Airworthiness Limitation Section – Amendment**

Manufacturer(s):	Technify Motors GmbH (TMG), formerly Thielert Aircraft Engines (TAE).
Applicability:	TAE 125-02-99 (commercial designation CD-135, formerly Centurion 2.0) and TAE 125-02-114 (commercial designation CD-155, formerly Centurion 2.0S) 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): - Cessna 172 and (Reims-built) F172 series (STC EASA.A.S.01527 or EASA 10014287). - Piper PA-28 series (STC EASA.A.S.01632 or STC EASA 10014364). - CEAPR (APEX, Robin) DR 400 series (STC EASA.A.S.01380 or STC EASA 10014219). - Diamond DA 40 and DA 42 series.
Reason:	In-flight shut down occurrences have been reported on aeroplanes equipped with TAE 125-02 engines. The initial results of the investigations showed that a defective fuel feed pump was the probable cause of the engine failure. This condition, if not detected and corrected, could lead to further cases of engine power loss, possibly resulting in loss of control of the aeroplane. To address this potential unsafe condition, TMG has reduced the inspection interval of fuel feed pumps P/N 05-7312-K0073xx, 05-7312-K0133xx (where "xx" can be any number). The approved Airworthiness Limitation Section (ALS), published in the applicable Operation & Maintenance Manual OM-02-02,

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	Chapter 5, Issue 4, Revision 4 (hereafter referred to as 'the ALS' in this AD), has been revised to reflect the new interval. For the reason described above, this AD requires accomplishment of all maintenance tasks and parts replacement as described in the ALS.
Effective Date:	05 October 2015
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) From the effective date of this AD, accomplish the actions required by paragraphs (1.1), (1.2) and (1.3) of this AD, as specified in the ALS: (1.1) Replace each component before exceeding the applicable life limit. (1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks. (1.3) Inspect fuel feed pumps, P/N 05-7312-K0073xx and P/N 05-7312-K0133xx, which, on the effective date of this AD, have reached or exceeded 600 operating hours (OH) since first installation on an aircraft or since last inspection, as applicable, within 110 OH after the effective date of this AD, and thereafter at intervals not exceeding the value as specified in the ALS. (2) If, during any maintenance task as required by paragraph (1.2) or (1.3) of this AD, as applicable, discrepancies are detected, within the compliance time specified in the ALS, accomplish the applicable maintenance procedures for corrective action(s) in accordance with the approved maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective actions before next flight. If a detected discrepancy is not identified in the ALS, before next flight, contact TMG for approved instructions and accomplish those instructions accordingly. (3) Within 12 months after the effective date of this AD, revise the approved aircraft maintenance programme (AMP), on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS. (4) For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks and life limitations as specified in TMG OM-02-02, Chapter 5, Issue 4, Revision 3, it is acceptable to incorporate the new and more restrictive tasks and limitations, as defined in the ALS, into the AMP to comply with paragraph (3) of this AD. (5) When the AMP of an aircraft has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures (see Note 1 of this AD) continued accomplishment of the tasks as required by paragraph (1) of this AD for that aircraft. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual tasks is recorded for demonstration of AD compliance on a continued basis. Note 1: For affected engines installed on aircraft registered in Europe, complying with the approved AMP as specified in paragraph (3) of this AD is required by Commission Regulation (EU) No 1321/2014, Part M.A.301, paragraph 3.
Ref. Publications:	Operation & Maintenance Manual OM-02-02, Chapter 5, Issue 4, Revision 4, dated 02 September 2015 The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve

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	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 Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Technify Motors GmbH Platanenstraße 14 D-09356 Sankt Egidien, Germany Telephone +49-37204-696-0; Fax +49-37204-696-55; E-mail info@centurion.aero.

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