EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0087-E **Date: 12 May 2011** 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

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].

Type Approval Holder's Name :	**Type/Model designation(s) :**
Thielert Aircraft Engines GmbH	TAE 125 engines

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

ATA 72	**Engine – Friction Disk – Replacement**
Manufacturer(s):	Thielert Aircraft Engines GmbH
Applicability:	TAE 125-02-99 (commercial designation Centurion 2.0) and TAE 125-02-114 (commercial designation Centurion 2.0S), 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), - Piper PA-28 series (STC EASA.A.S.01632), - CEAPR (APEX, Robin) DR 400 series (STC EASA.A.S.01380), and - Diamond DA 40 and DA 42 series.
Reason:	In-flight engine shutdown incidents have been reported on aeroplanes equipped with TAE 125 engines. Preliminary investigations showed that it was mainly the result of the sensitivity of friction disk Part Number (P/N) 05-7211-K010201 against possible misalignment of gearbox and core engine during assembly. This condition, if not corrected, could result in further cases of engine in-flight shutdown and consequent loss of control of the aeroplane. To address this unsafe condition, Thielert Aircraft Engines GmbH have developed a new friction disk. For the reasons described above, this AD requires replacement of affected friction disk(s) by new friction disk P/N 05-7211-K012301.
Effective Date:	16 May 2011

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within the compliance time(s) indicated in table 1 and 2 of this AD, depending on aeroplane and clutch installed on engine(s) configuration, as applicable, replace the friction disk(s) P/N 05-7211-K010201 with P/N 05-7211-K012301 in accordance with the instructions of Thielert Aircraft Engines (TAE) Service Bulletin (SB) TM TAE 125-0013 P1.

Table 1 – Single engine aeroplanes

Flight Hours (FH) accumulated by the clutch at the effective date of this AD	**Compliance time for friction disk replacement**
100 FH or more	Within 10 FH after the effective date of this AD
Less than 100 FH	Upon accumulating 100 FH or within 10 FH after the effective date of this AD, whichever occurs later

Table 2 – Twin engine aeroplanes

Engines configuration and FH accumulated by the clutches at the effective date of this AD	**Compliance time for friction disk(s) replacement**
Only one of the 2 clutches affected, irrespective of FH accumulated	Upon accumulating 300 FH by the clutch
2 clutches are affected and both clutches have accumulated more than 100 FH	Within 10 FH after the effective date of this AD for the clutch that has accumulated more FH, and upon accumulating 300 FH for the other clutch
2 clutches are affected and one of the two clutches has accumulated less than 100 FH	Upon accumulating 100 FH or within the next 10 FH after the effective date of this AD, whichever occurs later, for the clutch that has accumulated more FH, and upon accumulating 300 FH for the other clutch

(2) After modification of an engine as required by paragraph (1) of this AD, do not install a friction disk P/N 05-7211-K010201 on that engine.

(3) From the effective date of this AD, do not install a TAE 125-02-99 or TAE 125-02-114 engine equipped with a friction disk P/N 05-7211-K010201 on an aeroplane.

Ref. Publications:	Thielert Aircarft Engines GmbH Service Bulletin TM TAE 125-1013 P1 dated 10 May 2011. 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 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 question 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- 2912; E-mail info@centurion-engines.com