EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0020 **Date: 08 February 2010** 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 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	TAE125-01 engines

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

ATA 72	**Engine - Blow-by Oil Separator - Replacement**
Manufacturer(s):	Thielert Aircraft Engines GmbH.
Applicability:	TAE125-01, all serial numbers, unless already equipped with blow-by oil separator P/N 02-7250-18310R1, 02-7250-18310R2, 02-7250-18100R6, 02-7250-18100R7. These engines are known to be installed on, but not limited to, Diamond DA 40, Cessna C172 and Piper PA28. Engines installed on Diamond Aircraft Industries DA 42 and DA 42M aircraft are not affected.
Reason:	Service experience has shown that the small outlet of the blow-by separators P/N 02-7250-18100R1, 02-7250-18100R2, 02-7250-18100R3, 02-7250-18100R4, 02-7250-18300R1, 02-7250-18300R2, 02-7250-18300R3, 02-7250-18300R4, 02-7250-18300R5 may cause a blow-by gas pressure increase inside the crankcase of the engine in excess of the oil seal design pressure limits. Leaking engine oil may adversely affect the gearbox clutch or the engine lubrication system. This condition, if not corrected, could lead to in-flight cases of engine power loss or ultimately shut down. To address and correct this situation, TAE has developed a blow-by separator of larger diameter and published the Service Bulletin (SB) TM TAE 125-0019 for the installation of the improved blow-by oil separator. For the reasons described above, this AD requires the accomplishment of the corrective actions in accordance with SB TM TAE 125-0019.

Effective Date:	22 February 2010
Required action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Within the next 110 flight hours after the effective date of this AD, replace the blow-by oil separator in accordance with SB TM TAE125-0019.
Ref. Publication:	Thielert Aircraft Engines SB TM TAE125-0019 initial issue dated 12 November 2008. The use of later approved revisions of these 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. This AD was posted on 08 January 2010 as PAD 10-007 for consultation until 05 February 2010. No comments were received during the consultation period. 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 GmbH Platanenstraße 14 D-09350 Lichtenstein, Germany Telephone +49-37204-696-0; Fax +49-37204-696-55; E-mail info@centurion-engines.com