



Airworthiness Directive

AD No.: 2025-0257

Issued: 21 November 2025

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

CONTINENTAL AEROSPACE TECHNOLOGIES GmbH

Type/Model designation(s):

CENTURION 3.0 engines

Effective Date: 28 November 2025

TCDS Number(s): EASA.E.104

Foreign AD: Not applicable

Supersedure: None

ATA 72 – Engine – Rear Engine Mount Screws – Inspection

Manufacturer(s):

Continental Aerospace Technologies GmbH (CG), formerly Technify Motors GmbH

Applicability:

Centurion 3.0 engines, having serial number (s/n) 06-01-00031, s/n 06-01-00032, s/n 06-01-00034 to 06-01-00052 inclusive, s/n 06-01-00054 to 06-01-00058 inclusive, s/n 06-01-00060 to 06-01-00067 inclusive, s/n 06-01-00069 to 06-01-00089 inclusive, s/n 06-01-00092 to 06-01-00096 inclusive, s/n 06-01-00098 to 06-01-00103 inclusive, s/n 06-01-00106 to 06-01-00164 inclusive, s/n 06-01-00175 and s/n 06-01-00176.

These engines are known to be installed on, but not limited to, Diamond DA 50 C aeroplanes.

Definitions:

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

The SB: CG Priority 1 - Safety Service Bulletin (SB) CG 300-1002 P1.

Reason:

An occurrence was reported, where loose and/or missing rear engine mount screws were found.



This condition, if not detected and corrected, could lead to disconnection of the engine from aeroplane structure, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, CG published the SB, as defined in this AD, providing instructions to inspect the tightening torque of and to re-tighten the (four) rear engine mount screws.

For the reason described above, this AD requires a one-time inspection of the rear engine mount screws and, depending on findings, applicable corrective action(s).

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

- (1) Within the compliance time as identified in Table 1 of this AD, as applicable, accomplish a one-time inspection and re-tightening of the (four) rear engine mount screws in accordance with the instructions of the SB.

Table 1 – Compliance Time

For engines on which, as of the effective date of this AD, no or only one 100-hour inspection has been accomplished	Within 5 flight hours (FH) after the effective date of this AD
For engines on which, as of the effective date of this AD, two or more 100-hour inspections have been accomplished	During the next maintenance inspection or within 5 FH, whichever occurs later after the effective date of this AD

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as defined in the SB, is detected, before next flight, contact CG for repair instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.

Parts Installation:

- (3) From the effective date of this AD, it is allowed to install an affected engine on an aeroplane provided that the inspection and corrective action(s) as required by paragraphs (1) and (2) of this AD, as applicable, have been accomplished on that engine before release to service of the aeroplane.

Ref. Publications:

CG Priority 1 Safety SB CG 300-1002 P1 original issue dated 07 November 2025.

The use of later approved revisions of the above-mentioned 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. 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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 19 December 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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, or E-Mail: support@continentaldiesel.com or airworthiness@continental.aero.



TRADUCTION DE COURTOISIE

de la DIRECTIVE de NAVIGABILITE de l'EASA de référence 2025-0257

CONTINENTAL AEROSPACE TECHNOLOGIES GmbH **Moteurs CENTURION 3.0**

Moteur – Vis de fixation arrière du moteur – Inspection

DATE D'ENTREE EN VIGUEUR :

28 novembre 2025

CONSTRUCTEUR(S) :

Continental Aerospace Technologies GmbH (CG), anciennement Technify Motors GmbH

APPLICABILITE :

Moteurs Centurion 3.0, numéros de série (n/s) 06-01-00031, n/s 06-01-00032, n/s 06-01-00034 à 06-01-00052 inclus, n/s 06-01-00054 à 06-01-00058 inclus, n° de série 06-01-00060 à 06-01-00067 inclus, n° de série 06-01-00069 à 06-01-00089 inclus, n° de série 06-01-00092 à 06-01-00096 inclus, n° de série 06-01-00098 à 06-01-00103 inclus, n° de série 06-01-00106 à 06-01-00164 inclus, n° de série 06-01-00175 et n° de série 06-01-00176.

Ces moteurs sont connus pour être installés, entre autres, sur les avions Diamond DA 50 C.

DEFINITIONS :

Les définitions suivantes s'appliquent dans le cadre de cette CN :

SB : Priorité CG 1 - Bulletin de sécurité (SB) CG 300-1002 P1.

RAISON :

Un incident a été signalé, au cours duquel des vis de fixation arrière du moteur ont été trouvées desserrées et/ou manquantes.

Si ce problème n'est pas détecté et corrigé, il pourrait entraîner la déconnexion du moteur de la structure de l'avion, ce qui pourrait entraîner une perte de contrôle de l'avion.

Pour remédier à cette situation potentiellement dangereuse, CG a publié le SB, tel que défini dans la CN, fournissant des instructions pour inspecter le couple de serrage et resserrer les (quatre) vis de fixation arrière du moteur.

Pour la raison décrite ci-dessus, la CN exige une inspection unique des vis de fixation arrière du moteur et, en fonction des résultats, la mise en œuvre des mesures correctives applicables.

ACTIONS ET DELAIS D'APPLICATION :

Requises telles que précisées dans cette CN, sauf si ces actions requises par cette CN ont déjà été réalisées :

Inspection(s) :

- (1) Dans les délais de conformité indiqués dans le tableau 1 de la CN, le cas échéant, procéder à une inspection unique et au resserrage des quatre vis arrière du support moteur conformément aux instructions du bulletin de service.

Tableau 1 – Temps de mise en conformité

Pour les moteurs sur lesquels, à la date d'entrée en vigueur de la CN, aucune inspection ou une seule inspection de 100 heures a été effectuée	Dans les 5 heures de vol (FH) suivant la date d'entrée en vigueur de la CN
Pour les moteurs sur lesquels, à la date d'entrée en vigueur de la CN, deux inspections de 100 heures ou plus ont été effectuées	Lors de la prochaine inspection de maintenance ou dans les 5 FH, selon la date la plus tardive après la date d'entrée en vigueur de la CN.

Mesures correctives :

- (2) Si, lors de l'inspection requise au paragraphe (1) de la CN, une anomalie, telle que définie dans le bulletin de service, est détectée, avant le prochain vol, contacter CG pour obtenir des instructions de réparation et, dans le délai de conformité spécifié dans ces instructions, exécuter ces instructions en conséquence.

Installation des pièces :

À compter de la date d'entrée en vigueur de la CN, il est permis d'installer un moteur concerné sur un avion à condition que l'inspection et les mesures correctives requises aux paragraphes (1) et (2) de cette CN, selon le cas, aient été effectuées sur ce moteur avant la remise en service de l'avion.

DOCUMENTS DE REFERENCE :

CG Priorité 1 Sécurité SB CG 300-1002 P1 version originale datée du 7 novembre 2025.

L'utilisation de révisions approuvées ultérieurement des documents susmentionnés est acceptable pour la conformité aux exigences de la présente CN.

REMARQUES :

[...]