



## Airworthiness Directive

**AD No.:** 2026-0006

**Issued:** 13 January 2026

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:

Diamond Aircraft Industries GmbH

### Type/Model designation(s):

H 36 and HK 36 powered sailplanes

**Effective Date:** 27 January 2026

**TCDS Number(s):** EASA.A.065 and EASA.A.066

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 52 – Doors – Canopy Jettison System - Inspection/Replacement

### Manufacturer(s):

Diamond Aircraft Industries GmbH (DAI); HOAC Austria GesmbH; Hoffmann Flugzeugbau Friesach Gesellschaft mbH; Hoffmann Aircraft Flugzeugproduktion und Entwicklung GmbH

### Applicability:

H 36 powered sailplanes, serial numbers (s/n) 36.221 and subsequent.

HK 36, HK 36 R, HK 36 TC, HK 36 TS, HK 36 TTC, HK 36 TTS and HK 36 TTC – ECO powered sailplanes, all s/n.

### Definitions:

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

**The SB:** DAI Service Bulletin (SB) MSB 36-117.

**The WI:** DAI Working Instruction (WI) WI-MSB 36-117.

### The AMM-TR:

DAI Airplane Maintenance Manual (AMM) Temporary Revision (TR) AMM-TR-MÄM 36-504, or DAI Wartungshandbuch (WHB) TR WHB-TR-MÄM 36-504, as applicable.



**Reason:**

An occurrence of a broken release bolt of the canopy jettison system was reported. This condition, if not detected or corrected, could lead to an improper function of the canopy jettison mechanism, possibly preventing the emergency egress from the cockpit.

To address this potential unsafe condition, DAI updated the maintenance instructions for the canopy and canopy jettison system, and issued the SB providing instructions for a one-time inspection of the canopy jettison system.

For the reason described above, this AD requires a one-time inspection of the canopy jettison system, replacement of parts, depending on findings, and adjustment of the canopy jettison system.

**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:**

- (1) Within 100 flight hours or 12 months, whichever occurs first after the effective date of this AD, remove the canopy and inspect the canopy jettison system in accordance with the instructions of the WI.

For H 36 model (English):

Where the WI refers to AMM sections 4.7.1 and 4.7.2, this AD requires to refer to the AMM-TR sections 4.7.1 and 4.7.2, respectively. Using an AMM revision which includes the content of the AMM TR is acceptable to comply with this requirement of the AD.

For H 36 model (German):

Where the WI refers to WHB Blatt 4.18 and 4.21, this AD requires to refer to the WHB-TR Blatt 4.18 and 4.21, respectively. Using a WHB revision which includes the content of the WHB-TR is acceptable to comply with this requirement of the AD.

For HK 36 models (English and German):

Where the WI refers to AMM sections 4.8.6 and 4.8.7, this AD requires to refer to the AMM-TR sections 4.8.6, and 4.8.7, respectively. Using an AMM revision which includes the content of the AMM TR is acceptable to comply with this requirement of the 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, accomplish the applicable corrective action in accordance with the instructions of the WI.

Where the WI provides instructions to “contact DAI for further instructions”, this AD requires to contact DAI before next flight for approved instructions and, within the compliance time specified therein, to accomplish those instructions accordingly.



**Adjustment:**

- (3) Before next flight after the accomplishment of the inspection and corrective actions, as applicable, as required by paragraphs (1) and (2) of this AD, adjust the canopy jettison system in accordance with the instructions of the WI.

Where the WI provides instructions to “contact DAI for further instructions”, this AD requires to contact DAI before next flight for approved instructions and, within the compliance time specified therein, to accomplish those instructions accordingly.

For H 36 model (English):

Where the WI refers to AMM section 4.7.3, this AD requires to refer to the AMM-TR section 4.7.3. Using an AMM revision which includes the content of the AMM-TR is acceptable to comply with this requirement of the AD.

For H 36 model (German):

Where the WI refers to WHB Blatt 4.22, this AD requires to refer to the WHB-TR Blatt 4.22, respectively. Using an WHB revision which includes the content of the WHB-TR is acceptable to comply with this requirement of the AD.

For HK 36 models (English and German):

Where the WI refers to AMM section 4.8.8, this AD requires to refer to the AMM-TR section 4.8.8. Using an AMM revision which includes the content of the AMM-TR is acceptable to comply with this requirement of the AD.

**Ref. Publications:**

DAI MSB 36-117 original issue, dated 02 December 2025.

DAI WI-MSB 36-117 original issue, dated 02 December 2025.

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

DAI AMM-TR-MÄM 36-504, dated 27 November 2025.

DAI WHB-TR-MÄM 36-504, dated 27 November 2025.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 15 December 2025 as PAD 25-190 for consultation until 12 January 2026. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety 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: Diamond Aircraft Industries GmbH, Nikolaus-August-Otto-Straße 5, 2700 Wiener Neustadt, Austria. E-Mail: [airworthiness-austria@diamondaircraft.com](mailto:airworthiness-austria@diamondaircraft.com).

