European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2026-0067R1

Issued: 08 May 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 Change Approval Holder's Name:
ACC COLUMBIA Jet Service GmbH

Modification(s):
DA42 Engine Retrofit

Effective Date:	Revision 1: 15 May 2026 Original issue: 10 April 2026
STC Number(s):	EASA STC 10048730 up to Rev. 7
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2026-0067 dated 27 March 2026.

ATA 78 – Engine Exhaust – Exhaust Pipes – Modification / Inspection

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Manufacturer(s):
Diamond Aircraft Industries GmbH (Austria) (DAI); Diamond Aircraft Industries Inc. (Canada); CETC Wuhu Diamond Aircraft Manufacture Co. (People's Republic of China).

Applicability:
DA 42 aeroplanes, if modified by EASA STC 10048730 Revision (Rev.) 7, or any previous revision.

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

Exhaust clamp assemblies: Engine exhaust clamp assemblies Part Number (P/N) EPA 97513838.

Exhaust pipe: Engine exhaust pipes P/N EPA 97507363 and P/N EPA 97507364.

The SB: ACC COLUMBIA Jet Service GmbH (ACC COLUMBIA) Service Bulletin (SB) ACJ_SB_2025-07 Rev. 3.

Group 1 aeroplanes: Aeroplanes equipped with engine exhaust pipes as identified in Note 1 or Note 2 of EASA AD 2017-0254.

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Reason:

Following two cases of uncommanded engine in-flight shutdown (IFSD) on DA 42 aeroplanes, EASA issued various ADs, each one superseding the previous, and last one being AD 2017-0254, to require modification and inspections of certain DA 42 aeroplanes equipped with TAE 125-02-114 engines. Due to similarity of design, the same potential unsafe condition addressed by EASA AD 2017-0254 could affect DA 42 aeroplanes if modified by EASA STC 10048730.

Consequently, to address this potential unsafe condition, ACC COLUMBIA incorporated exhaust clamp assemblies and updated the Airworthiness Limitations Section (ALS) of the Maintenance Manual Supplement (MMS) to introduce repetitive inspections of the exhaust clamp assemblies and of the exhaust pipes; these changes have been included in the EASA STC 10048730 Rev. 8.

For aeroplane modified by EASA STC 10048730 up to Rev. 7, ACC COLUMBIA published the SB to provide instructions for retrofit installation of the exhaust clamp assemblies and for repetitive inspections of the engine, and EASA issued AD 2026-0067 to require modification of the aeroplane to install the exhaust clamp assemblies and accomplishment of repetitive inspections.

After that AD was issued, it has been determined that early revisions of EASA STC 10048730 do not include replacement of the engine exhaust pipes. Consequently, on those aeroplanes, the engine exhaust pipes are still those pertaining to the original DAI design, and ACC COLUMBIA revised the SB, clarifying that, for the engine exhaust pipes of those aeroplanes, the instructions for continued airworthiness issued by DAI are applicable.

For the reason described above, this AD is revised to clarify that, for certain aeroplanes, accomplishment of actions as per EASA AD 2017-0254 is an acceptable method of compliance with the requirements of this AD.

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:

Modification:

(1) For aeroplanes not equipped with exhaust clamp assemblies, as defined in this AD: Before any exhaust pipe exceeds 1 500 flight hours (FH) since first installation on an aeroplane, or within 10 FH after 10 April 2026 [the effective date of the original issue of this AD], whichever occurs later, install exhaust clamp assemblies in accordance with the instructions of the SB (see Note 1 of this AD).

Note 1: If the FH accumulated since its first installation by an exhaust pipe are not known, the FH accumulated by the aeroplane since EASA STC 10048730 embodiment apply instead.

Inspection(s):

(2) Before an exhaust clamp assembly exceeds 50 FH since first installation on an aeroplane, or within 10 FH after 10 April 2026 [the effective date of the original issue of this AD], whichever occurs later, and, thereafter, at intervals not to exceed 50 FH, inspect that exhaust clamp assembly in accordance with the instructions of the SB.

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(3) Before an exhaust pipe exceeds 1 500 FH since first installation on an aeroplane, or within 200 FH after 10 April 2026 [the effective date of the original issue of this AD], whichever occurs later, and, thereafter, at intervals not to exceed 500 FH, inspect that exhaust pipe in accordance with the instructions of the SB (see Note 1 of this AD).

Corrective Action(s):

(4) If, during the inspection as required by paragraph (2) of this AD, any discrepancy, as identified in the SB, is detected on an exhaust clamp assembly, before next flight, replace that exhaust clamp assembly in accordance with the instructions of the SB.

(5) If, during the inspection as required by paragraph (3) of this AD, any discrepancy, as identified in the SB, is detected on an exhaust pipe, before next flight, replace that exhaust pipe in accordance with the instructions of the SB.

Acceptable Method of Compliance:

(6) Revising the approved Aircraft Maintenance Program (AMP) of an aeroplane by incorporating the maintenance task and relevant thresholds and intervals as specified in the ALS of the ACC COLUMBIA MMS_23-90562 Rev. 5 is an acceptable method to comply with the requirements of paragraphs (2) to (5) of this AD, as applicable, for that aeroplane.

(7) When the AMP of an aeroplane has been revised as specified in paragraph (6) of this AD, that action ensures continued accomplishment of the maintenance tasks as required by paragraphs (2) to (5) of this AD, as applicable, for that aeroplane. Consequently, after revising the AMP, as specified in paragraph (6) of this AD, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Terminating Action:

(8) None (see Note 2 of this AD).

Note 2: Replacing an exhaust clamp assembly or an exhaust pipe of an aeroplane with a part having the same P/N does not constitute terminating action for the repetitive inspection as required by this AD for that aeroplane. Next inspection of the part to be installed has to be planned depending on the FH accumulated by that part before installation. If the FH accumulated by that part are unknown, an inspection must be accomplished before next flight.

Credit:

(9) Modification of an aeroplane accomplished before 10 April 2026 [the effective date of the original issue of this AD] in accordance with the instructions of ACC COLUMBIA SB ACJ_SB_2025-07 original issue, Rev. 01 or Rev. 02 is acceptable for compliance with the requirements of paragraph (1) of this AD for that aeroplane.

(10) Inspection and corrective actions, accomplished on an aeroplane before 10 April 2026 [the effective date of the original issue of this AD] in accordance with the instructions of ACC COLUMBIA SB ACJ_SB_2025-07 original issue, Rev. 01 or Rev. 02 are acceptable for compliance with the requirements of paragraphs (2) to (5) of this AD, as applicable, for that aeroplane.

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Acceptable Method of Compliance:

(11) For Group 1 aeroplanes: Accomplishment on an aeroplane of all the actions, as applicable, within the compliance time and in accordance with the instructions as identified in EASA AD 2017-0254, constitutes an acceptable method to comply with the requirements of this AD for that aeroplane.

Ref. Publications:

ACC COLUMBIA SB ACJ_SB_2025-07 original issue, Rev. 01, Rev. 02, Rev. 03 and Rev. 04.

ACC COLUMBIA MMS_23-90562, ALS, Rev. 5.

The use of later approved revisions of the above-mentioned 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. Based on the required actions and the compliance time, the original issue of this AD was posted on 27 March 2026 as Final AD with Request for Comments, postponing the public consultation process until 24 April 2026. The Comment Response Document can be found 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: ACC COLUMBIA, E-mail: design@acc-columbiajet.com.

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