Airworthiness Directive

AD No.: 2026-0125R1

Issued: 30 June 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):

DA 42, DA 42 M, DA 42 NG and DA 42 M-NG aeroplanes

Effective Date:	01 July 2026 (same as original issue)
TCDS Number(s):	EASA.A.005 and EASA.A.513
Foreign AD:	Not applicable
Revision:	This AD revises EASA Emergency AD 2026-0125-E dated 29 June 2026.

ATA 32 – Landing Gear – Nose Landing Gear Hydraulic Actuator Rod End – Inspection

---

Manufacturer(s):

Diamond Aircraft Industries GmbH (Austria), Diamond Aircraft Industries Inc. (Canada), CETC Wuhu Diamond Aircraft Manufacture Co. (China).

Applicability:

DA 42, DA 42 M, DA 42 NG and DA 42 M-NG aeroplanes, all serial numbers.

Definitions:

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

The SB: DAI Mandatory Service Bulletin (SB) MSB 42-154 / MSB 42NG-101 (published as a single document), which refers to the WI.

The WI: Work Instruction (WI) WI-MSB 42-154 / WI-MSB 42NG-101 (published as a single document).

Affected Part: Nose Landing Gear (NLG) hydraulic actuator rod end having Part Number (P/N) X11-0006-SMRCD10IRMR.7403 or P/N X11-0006-GARSW-10RR.

An agency of the European Union

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Serviceable Part: An affected part which is new (never previously installed on an aeroplane) or that, before installation, passed an inspection (no discrepancy detected) in accordance with the instructions of the WI.

Reason:

Occurrences were reported of uncommanded rudder deflection.

Relevant investigation determined that a crack in the affected part could lead to failure of the NLG actuator and interference of the NLG hydraulic actuator with the rudder control system, forcing the rudder into left-hand deflection.

This condition, if not detected and corrected, could lead to restricted rudder travel in Landing Gear (LG) retracted configuration, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, DAI issued the SB and the WI, providing instructions for repetitive inspections of the affected part.

For the reason described above, EASA issued AD 2026-0125-E to require repetitive inspections of the affected part, and, for certain aeroplanes, to prohibit accomplishment of intended go-around and touch and go, pending accomplishment of the initial inspection.

Since that AD was issued, it has been determined that the applicability of paragraph (1) was incorrect. This AD is revised accordingly.

This AD is still considered an interim action and further AD action may follow.

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:

Operational Limitation:

(1) For aeroplanes which, on the effective date of this AD, accumulated more than 1 000 flight hours (FH) since first flight: Before next flight after the effective date of this AD, implement the operating limitation as defined in Appendix 1 of this AD.

(2) Amending the AFM of an aeroplane by inserting a copy of Appendix 1 of this AD is an acceptable method to comply with the requirement of paragraph (1) of this AD for that aeroplane.

(3) Following accomplishment of the initial inspection on an aeroplane, as required by paragraph (4) of this AD, the operating limitation, as required by paragraph (1) of this AD, is no longer required and the amendment of the AFM of that aeroplane, if accomplished as referenced in paragraph (2) of this AD, can be removed.

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Repetitive Inspection(s):

(4) Initially, within the compliance time as identified in Table 1 of this AD and, thereafter, at intervals not to exceed 4 000 flight cycles (FC) (see Note 1 of this AD), inspect the affected part in accordance with the instructions of the WI.

Note 1: A non-cumulative tolerance of 5% may be applied to the 4 000 FC interval specified in paragraph (4) of this AD and to the 2 000 FC and 4 000 FC intervals specified in Table 1 of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a noncumulative tolerance is already granted in the applicable Maintenance Manual.

Table 1 – Compliance Time

Aircraft FH accumulated on the effective date of this AD since first flight	**Compliance Time**
More than 4 000	Within 5 FC after the effective date of this AD
4 000 or less, and more than 1 000	Within 50 FC after the effective date of this AD
Up to 1 000	Within 2 000 FC after the effective date of this AD
n/a (Aircraft having a Statement of Conformity – EASA Form 52 or equivalent – issued on or after the effective date of this AD)	Within 4 000 FC from the date of the Statement of Conformity

Corrective Action(s):

(5) If, during any inspection as required by paragraph (4) of this AD, any discrepancy is detected, as identified in the WI, before next flight, replace the affected part with a serviceable part in accordance with the instructions for the WI.

(6) Replacing the NLG hydraulic actuator of an aeroplane with a NLG hydraulic actuator, equipped with a serviceable part, is an acceptable method to comply with the requirement of paragraph (5) of this AD for that aeroplane.

Reporting:

(7) Within 14 days after any inspection as required by paragraph (4) of this AD, or after the effective date of this AD, whichever occurs later, report the inspection results (including no findings for the first inspection only), to DAI. The WI provides instruction which are acceptable to comply with this requirement.

Part(s) Installation:

(8) From the effective date of this AD, it is allowed to install an affected part on an aeroplane, or any higher assembly equipped with an affected part, provided that the affected part is a serviceable part, as defined in this AD, and that, following installation, the affected part is inspected as required by this AD.

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Ref. Publications:

DAI MSB 42-154 / MSB 42NG-101 (published as a single document) original issue dated 29 June 2026.

DAI WI-MSB 42-154 / WI-MSB 42NG-101 (published as a single document), original issue dated 29 June 2026.

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, 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 28 July 2026. 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: Diamond Aircraft Industries GmbH, Nikolaus-August-Otto-Straße 5, 2700 Wiener Neustadt, Austria. E-Mail: airworthiness-austria@diamondaircraft.com.

An agency of the European Union

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

APPENDIX 1

AFM – OPERATING LIMITATIONS

Do not accomplish intended Go-around with landing gear operation and intended Touch and Go.

Note: Intended Go-around and Touch and Go includes Go-around and Touch and Go accomplished for training purpose, and any Go-around and Touch and Go not required to cope with unforeseeable operational circumstances

An agency of the European Union

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.