

COMMENT RESPONSE DOCUMENT

EASA Final AD No.: 2026-0125R1

[Published on 30 June 2026 and officially closed for comments on 28 July 2026]

Commenter 1: Michael Gordon – Falcon Air – 01/07/2026

Comment # 1

Regarding the recent emergency AD on Diamond DA 42 nose gear actuators, the compliance times are set by flight hours and flight cycles for the airframe.

We maintain a DA 42 NG where the actuator assembly and affected rod end were replaced approximately 150 flight hours ago, which should reset the initial and repeat inspection times to zero, but the way the AD and Diamond SB are worded, we would still have to do the initial inspection, because they don't allow for inspection based on component time for field replaced components.

Can you please confirm that previous field replacement of the affected part resets the counters on the initial and repeat inspections?

EASA response:

Comment noted:

If the part that was installed was new, you can refer to paragraph (8) of the AD, then resetting the clock from that point.

If the part was used (and clearly not inspected iaw the SB), no credit can be taken and inspection must be done according to paragraph (1).

No changes have been made to the AD in response to this comment.

Commenter 2: Pradnya Chauhan – National Flying Training Institute Pvt. Ltd – 20/07/2026

Comment # 2

This regarding EASA AD 2026-0125R1 applicable to our fleet of DA42L360 aircraft and initial inspection is carried out satisfactorily.

We would like seek clarification regarding the compliance monitoring criteria specified in terms of Flight Cycles (FC).



As our operational and maintenance tracking system primarily monitors aircraft utilization based on Flight Hours (FH), we would like to inquire whether compliance with the requirements of this AD may be monitored and controlled using **Flight Hours (FH)** instead of **Flight Cycles (FC)**.

If yes, kindly advise after how many Flight Hours repetitive inspection shall be carried out?.

We would appreciate your guidance on this matter to ensure continued compliance with the AD requirements

EASA response:

Comment noted:

The AD refers to FC as that is actually the critical parameter for this topic. Knowing that FC are usually not recorded for this type of aeroplanes, only the initial compliance time has been defined in FH.

Using FH instead of FC for the repetitive actions would require obtaining an AMOC approval from your competent authority (NCA) (EASA cannot accept AMOC application for non-EU registered aeroplanes).

EASA cannot recommend any conversion factor from FC to FH, as that would most probably be specific for each operator (e.g., depending on your kind of operations).

No changes have been made to the AD in response to this comment.

