

Airworthiness Directive

AD No.: 2026-0140**Issued:** 15 July 2026

Note: This 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 50 C aeroplanes

Effective Date: 31 July 2026**TCDS Number(s):** EASA.A.639**Foreign AD:** Not applicable**Supersedure:** None

ATA 27 – Flight Controls – Flap Actuator – Inspections / Modification

Manufacturer(s):

Diamond Aircraft Industries GmbH (DAI), Diamond Aircraft Industries Inc., Qingdao Wanfeng Diamond Aircraft Manufacturing Co., Ltd.

Applicability:

DA 50 C aeroplanes, all serial numbers.

Definitions:

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

The SB: DAI Mandatory Service Bulletin (SB) MSB 50-016.**The WI:** DAI Work Instruction (WI) WI-MSB 50-016.**Reason:**

Occurrences were reported of flap actuator failures leading to inability to extend the flaps and, in one case, reduced aileron control. Investigations determined that, under specific failure modes, the flap actuator could interfere with the ailerons control system.

This condition, if not detected and corrected, could lead to inability to extend the flaps and limited aileron travel, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, DAI issued the SB and the WI, providing instructions to modify the flap actuator, and for repetitive inspections of that part.

For the reason described above, this AD requires repetitive inspections and modification of the flap actuator.

This AD is considered to be 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:

Initial Inspection:

- (1) Within 50 flight hours (FH) or 12 months, whichever occurs first after the effective date this AD, inspect the flap actuator in accordance with the instruction of the WI – Section III.

Modification:

- (2) Within 100 FH or 12 months, whichever occurs first after the effective date this AD, modify the flap actuator in accordance with the instructions of the WI – Section IV. Where the WI provides instructions to ‘contact Diamond Aircraft Industries’, this AD requires to contact DAI for applicable instructions and accomplish those instructions accordingly.

Repetitive Inspections:

- (3) Within 200 FH or 12 months, whichever occurs first after the modification of the flap actuator as required by paragraph (2) of this AD, and, thereafter, at intervals not to exceed 200 FH or 12 months, whichever occurs first, inspect the flap actuator in accordance with the instructions of the WI – Section V.

A non-cumulative tolerance of 10 FH / 30 days may be applied to the compliance times specified in this paragraph to allow synchronization of the required inspections with other maintenance tasks, for which a noncumulative tolerance is already granted in the applicable Maintenance Manual.

Corrective Action(s):

- (4) If, during any inspection as required by paragraph (1) or (3) of this AD, discrepancies are detected, as defined in the WI, before next flight accomplish the applicable corrective actions in accordance with the instructions of the WI. Where the WI provides instructions to ‘contact Diamond Aircraft Industries’, this AD requires to contact DAI for applicable instructions and accomplish those instructions accordingly.

Terminating Action:

- (5) None.



Parts Installation:

- (6) From the effective date of this AD, it is allowed to install a flap actuator on an aeroplane provided that it has been modified as required by this AD and that, following installation, inspections and corrective actions, as applicable, are accomplished on that actuator as required by this AD.

Ref. Publications:

DAI MSB 50-016 revision 0 (original issue) dated 09 July 2026.

DAI WI-MSB 50-016 revision 0 (original issue) dated 09 July 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 12 August 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.

