


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0155R1</p> <p>Date: 08 September 2010</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>Diamond Aircraft Industries GmbH</p>	<p>Type/Model designation(s) :</p> <p>DA 42 and DA 42 M aeroplanes</p>
TCDS Number :	EASA.A.005, EASA.A.513
Foreign AD :	Not applicable
Revision :	This AD revises EASA AD 2010-0155 dated 29 July 2010.
ATA 32	Landing Gear – Main Landing Gear Damper-to-Trailing Arm Joints – Inspection / Replacement
Manufacturer(s):	Diamond Aircraft Industries GmbH (DAI), Diamond Aircraft Industries Inc. (Canada)
Applicability:	DA 42 and DA 42 M aeroplanes, all serial numbers.
Reason:	<p>Cracks have been reportedly found on DA 42 Main Landing Gear (MLG) Damper-to-Trailing Arm joints during standard maintenance.</p> <p>Depending on environmental-, operating- and runway conditions, the affected MLG joint, Part Number (P/N) D60-3217-23-5x (4 different lengths are available), is susceptible to cracking.</p> <p>This condition, if not detected and corrected, may lead to failure of the joint and subsequent damage or malfunction of the MLG, possibly resulting in damage to the aeroplane during landing and injury to occupants.</p> <p>For the reasons described above, this EASA AD requires repetitive inspections of the MLG joint, pending the development of an improved part.</p> <p>This AD has been revised to correct the fact that Diamond Aircraft Industries Inc. in Canada was not listed as one of the manufacturers of the affected aeroplanes. In addition, the repetitive inspection interval has been amended, to allow inspections to be done at the regular 100 flight hour inspections.</p>
Effective Date:	<p>Revision 1: 22 September 2010</p> <p>Original issue: 12 August 2010</p>

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 20 flight hours (FH) after 12 August 2010 [the effective date of the original issue of this AD] and thereafter at each scheduled 100 FH inspection, perform the inspection of the MLG joint in accordance with the instructions of DAI MSB-42-088 and the associated Work Instruction WI-MSB-42-088. (2) If, during any inspection as required by paragraph (1) of this AD, cracks are detected, before next flight, replace the affected part(s) with serviceable parts in accordance with the instructions of DAI MSB-42-088 and the associated Work Instruction WI-MSB-42-088. (3) Inspections and corrective actions accomplished prior to 12 August 2010 [the effective date of the original issue of this AD], in accordance with DAI MSB-42-088 at original issue, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD. After 12 August 2010, repetitive inspections and corrective actions must be accomplished in accordance with DAI MSB-42-088 at Revision 1. (4) Replacement of cracked parts as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD.
<p>Ref. Publications:</p>	<p>Diamond Aircraft Industries GmbH Mandatory Service Bulletin MSB-42-088 Revision 1 dated 5 July 2010 and the associated Work Instruction WI-MSB-42-088 dated 5 July 2010.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Diamond Aircraft Industries GmbH, Austria. Telephone +43 2622 26700, Facsimile +43 2622 26780, E-mail office@diamond-air.at