


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>	
	<b>PAD No.: 12-102</b>  <b>Date: 03 August 2012</b>  Note: This Proposed Airworthiness Directive (PAD) 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.	
	In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.	
<b>Design Approval Holder's Name:</b> Diamond Aircraft Industries GmbH		<b>Type/Model designation(s):</b> DA 42 aeroplanes
TCDS Numbers: EASA.A.005 and EASA.A.513		
Foreign AD: Not applicable		
Supersedure: None		
<b>ATA 32</b>	<b>Landing Gear – Main Landing Gear Shock Absorbers – Modification / Replacement</b>	
Manufacturer(s):	Diamond Aircraft Industries GmbH (Austria), and Diamond Aircraft Industries Inc. (Canada)	
Applicability:	DA 42 and DA 42 NG aeroplanes, all serial numbers (s/n); and DA 42 M and DA 42 M-NG aeroplanes (both Normal and Restricted category), all s/n.	
Reason:	<p>An incident was reported where a Diamond DA 42 experienced main landing gear (MLG) extension problems during approach, with the left hand (LH) MLG not down. An uneventful landing was made with minor damage to the aeroplane and no injuries to occupants.</p> <p>Subsequent investigation results showed that the affected MLG leg shock absorber, P/N D60-3277-10-00, had overextended, resulting in the MLG being jammed in the gear bay. The overextension had been caused by the fact that a retaining nut in the MLG shock absorber has loosened itself during operation.</p> <p>This condition, if not corrected, could inhibit proper extension of the MLG, possibly resulting in damage to the aeroplane and injury to occupants.</p> <p>Prompted by the reported event, Diamond Aircraft Industries (DAI) published Recommended Service Bulletin (RSB) 42-089 / RSB 42NG-017 which includes Working Instruction (WI) WI-RSB-089 / WI-RSB 42NG-017 (published as a single document) to recommend operators to modify the affected dampers to P/N D60-3277-10-00_01 standard, which incorporates a new seal system for the MLG damper that is more durable and can withstand a greater temperature range.</p>	

	<p>Since that RSB was issued, further analysis has shown that the risk of a MLG failing to extend is greater than was initially determined. Consequently, DAI issued Mandatory Service Bulletin MSB 42-095 / MSB 42NG-026 to alert aeroplane owners and operators accordingly. The new MSB contains the same instructions as the earlier RSB, but is no longer 'at owner's discretion'.</p> <p>For the reasons described above, this AD requires modification of the affected MLG leg shock absorber, P/N D60-3277-10-00, to the P/N D60-3277-10-00_01 standard. This AD also prohibits installation of unmodified P/N D60-3277-10-00 MLG leg shock absorbers.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 200 flight hours or 12 months, whichever occurs first after the effective date of this AD, modify the LH and right hand (RH) MLG leg shock absorbers P/N D60-3277-10-00, or replace both LH and RH MLG leg shock absorbers P/N D60-3277-10-00 with modified units, having P/N D60-3277-10-00_01, in accordance with the instructions of DAI MSB 42-095 / MSB 42NG-026.</li> <li>(2) Modification of an aeroplane in accordance with the instructions of DAI RSB 42-089 / RSB 42NG-017 (or later revision) is acceptable to comply with the requirement of paragraph (1) of this AD.</li> <li>(3) For an aeroplane that must comply with paragraph (1) of this AD: After modification of the aeroplane, do not install MLG leg shock absorbers P/N D60-3277-10-00 on that aeroplane.</li> <li>(4) For an aeroplane that has P/N D60-3277-10-00_01 MLG leg shock absorbers installed on both LH and RH sides: From the effective date of this AD, do not install MLG leg shock absorbers P/N D60-3277-10-00 on that aeroplane.</li> </ol>
Ref. Publications:	<p>DAI RSB 42-089 / RSB 42NG-017 dated 06 October 2010, or RSB 42-089/1 / RSB 42NG-017/1 dated 19 April 2011.</p> <p>DAI WI-RSB 42-089 / WI-RSB 42NG-017 dated 06 October 2010.</p> <p>DAI MSB 42-095 / MSB 42NG-026 dated 11 November 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 31 August 2012.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, please contact: [Approval holder address details]</li> </ol>