

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-073</p> <p>Date: 11 June 2013</p> <p>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.</p>
<p>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.</p>	
Design Approval Holder's Name: DIAMOND AIRCRAFT INDUSTRIES GmbH	Type/Model designation(s): DA 40 aeroplanes
TCDS Number:	EASA.A.022
Foreign AD:	Not applicable
Supersedure:	None
ATA 57	Wings – Aft Main Spar / Cabin Area – Modification
Manufacturer(s):	Diamond Aircraft Industries GmbH (Austria), Diamond Aircraft Industries Inc. (Canada), Shandong Bin Ao Aircraft Industries Company Ltd. (China)
Applicability:	<p>DA 40 aeroplanes, serial numbers (S/N) 40.006 through 40.009 inclusive, 40.011 through 40.1071 inclusive and 40.1073 through 40.1077 inclusive</p> <p>DA 40 D aeroplanes S/N D4.001 through D4.382 inclusive and 40.DS001 through 40.DS030 inclusive</p> <p>DA 40 F aeroplanes S/N 40.FC001 through 40.FC029 inclusive.</p>
Reason:	<p>Structural fatigue testing of the DA 40 aeroplane carried out for an extension of the Major Structural Inspection (MSI) interval has shown that the fatigue strength of the aft main spar in the cabin area does not ensure unlimited lifetime.</p> <p>This condition, if not corrected, could adversely affect the structural integrity of the aeroplane.</p> <p>Diamond Aircraft Industries (DAI) issued Mandatory Service Bulletin (MSB) 40-074 / MSB D4-094 / MSB F4-028, including Work Instruction (WI) WI-MSB 40-074 / WI-MSB D4-094 / WI-MSB F4-028 (published as a single document), providing instructions to reinforce the aft main spar in the cabin area.</p> <p>For the reasons described above, this AD requires modification of the aft main spar in the cabin area.</p> <p>Note: Aeroplanes with modified aft main spar are eligible for an increased MSI threshold of 6 000 flight hours (FH) since first flight of the aeroplane and increased MSI intervals not to exceed 4 000 FH thereafter.</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> <p>Within 2 000 FH since aeroplane first flight or since the last MSI, as applicable, but no later than 114 months after aeroplane first flight, whichever occurs first, modify the aft main spar in the cabin area in accordance with the instructions of DAI MSB 40-074 / MSB D4-094 / MSB F4-028.</p>
Ref. Publications:	<p>DAI MSB 40-074 / MSB D4-094 / MSB F4-028 dated 10 May 2013.</p> <p>DAI WI-MSB 40-074 / WI-MSB D4-094 / WI-MSB F4-028 dated 10 May 2013.</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"> 1. This Proposed AD will be closed for consultation on 09 July 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: Diamond Aircraft Industries GmbH, Austria. Telephone: +43 2622 26700, Fax: +43 2622 26700 1369, E-mail: airworthiness@diamond-air.at.