


| EASA | AIRWORTHINESS DIRECTIVE | |
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|  | <p>AD No.: 2012-0180</p> <p>Date: 07 September 2012</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 : Diamond Aircraft Industries GmbH</p> | <p>Type/Model designation(s) : DA 40 NG aeroplanes</p> | |
| <p>TCDS Number :</p> | <p>EASA.A.022</p> | |
| <p>Foreign AD :</p> | <p>Not applicable</p> | |
| <p>Supersedure :</p> | <p>None</p> | |
| <p>ATA 11</p> | <p>Placard and Markings – Airspeed Indicator Markings / Placard – Installation / Modification</p> | |
| <p>Manufacturer(s):</p> | <p>Diamond Aircraft Industries GmbH (Austria), Shandong Bin Ao Aircraft Industries Company, Ltd (China).</p> | |
| <p>Applicability:</p> | <p>DA 40 NG aeroplanes, serial numbers 40.N001 through 40.N087 inclusive, and any DA 40 D aeroplanes modified in-service to DA 40 NG through application of Optional Service Bulletin (OSB) D4-080 by using Working Instruction WI-OSB-D4-080 up to Revision 6.</p> | |
| <p>Reason:</p> | <p>It was recently discovered that, on some early production DA 40 NG aeroplanes, the airspeed indicator (ASI) markings have been wrongly applied. The lower ends of the green and white arc are incorrect. The stall speed values specified in the Airplane Flight Manual (AFM), chapter 5, are correct and the stall warning system is not affected.</p> <p>This condition, if not corrected, could lead to flight at a speed that is outside the certified envelope of the aeroplane, possibly resulting in loss of control of the aeroplane.</p> <p>For aeroplanes equipped with Garmin G1000 instruments, the markings of the ASI will be corrected through an update of the relevant Garmin software, which is currently under certification. For all other aeroplanes, Diamond Aircraft Industries (DAI) will issue AFM temporary revision (TR) AFM-TR-MÄM-40-618, to provide instructions for the re-markings of the conventional ASI instruments.</p> <p>For the reasons described above, this AD requires the installation of a temporary placard in the cockpit, in full view of the pilots. In addition, this AD requires modification of the affected aeroplanes to the certified standard.</p> | |
| <p>Effective Date:</p> | <p>21 September 2012</p> | |

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| <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 25 flight hours or 30 days, whichever occurs first after the effective date of this AD, install a placard in full view of the pilot, as specified in DAI Mandatory Service Bulletin (MSB) MSB 40NG-016, as applicable to the aeroplane configuration, in accordance with the instructions of DAI MSB 40NG-016. (2) Within 9 months after the effective date of this AD, for aeroplanes equipped with Garmin G1000, modify the aeroplane in accordance with the instructions of DAI MSB 40NG-003/5 (to be issued) and the instructions of DAI AFM-TR-MÄM-40-618 (to be issued). (3) Within 9 months after the effective date of this AD, for aeroplanes with conventional cockpit instruments, modify the airspeed indicator markings in accordance with the instructions of DAI AFM-TR-MÄM-40-618 (to be issued). (4) After modification of an aeroplane as required by paragraph (2) or (3) of this AD, as applicable, the placard as required by paragraph (1) of this AD can be removed from that aeroplane. After modification, the use of a later AFM (revision) that includes those changes, as specified in AFM-TR-MÄM-40-618, is acceptable. |
| <p>Ref. Publications:</p> | <p>DAI MSB 40NG-016 dated 04 September 2012. DAI MSB 40NG-003/5 (to be issued). DAI AFM-TR-MÄM-40-618 (to be issued). 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. 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. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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. |