

SERVICE INFORMATION

NO. SI 40-001/3

NO. SI D4-001/1

NO. SI 40NG-001/1

I. TECHNICAL DETAILS

1.1 Airplanes affected:

DA 40, DA 40 D, DA 40 F and DA 40 NG, all serial numbers

1.2 Subject:

Descriptions of DAI technical publication systems and handling of documents:

- LOADP – List of Applicable Diamond Publications
- Service Information, Service Bulletin, Factory Campaign
- Airplane Flight Manual, Airplane Maintenance Manual – Temporary Revisions, Permanent Revisions
- IPC – Illustrated Parts Catalogue
- Reporting of Failures, Malfunctions and Defects

1.3 Reason:

Inclusion of new component time limits or scheduled maintenance intervals via (Temporary) Revision of the AMM.

1.4 Information:

All documents described in this Service Information are published on the internet homepage www.diamond-air.at of DAI (->Customer Support).

In addition, DAI offers a subscriber service via email to inform about changes to these documents for registered customers, operators and maintenance organisations. Therefore please register on the internet homepage www.diamond-air.at of DAI (->Customer Support -> Notification Service).

Be advised that, if you register for subscription, you accept that your supplied data may be used to ensure continued airworthiness of airplanes produced by DAI.

1.4.1 LOADP – List of Applicable Diamond Publications

The LOADP for each model/variant lists all current Manuals, Temporary Revisions to these Manuals, Service Bulletins and Service Information that are applicable to that model/variant.

The LOADP is updated each time, when the content is amended.

1.4.2 Service Information, Service Bulletin, Factory Campaign

All Service Information, Service Bulletins and Factory Campaigns and referenced working instructions issued by DAI are in English language and the standard paper size is DIN A4.

Service Information (SI):

The content of SIs is usually of informative nature and no direct action is associated with it unless a referenced document requires such actions.

A DAI SI is typically issued if:

- Instructions for continued airworthiness of a built-in part/equipment/product from an external manufacturer are found to be applicable and a check for feasibility and compatibility has been conducted. This is especially done in case where the manufacturer has no adequate system for distributing this kind of information to the known operators or if the time of compliance is unusually short. Please note that this is a service by DAI and does not constitute that operators of DAI products do not have to check for instructions for continued airworthiness for built-in parts/equipment/products.
- Additional technical information has to be forwarded to operators of DAI products, which are not contained in the standard documentation (e.g. precautions to avoid errors, recommendation for maintenance, etc.).
- An AD issued by EASA or the FAA that applies to a DAI product. Then the DAI SI gives a reference to the AD. Please note that this is a service by DAI and does not constitute that operators of DAI products do not have to check for applicable ADs.

The principle numbering code for SIs uses the following scheme:

SI yy[yy]-zzz(/r)

yy[yy]	Product type identification of the aeronautical product as follows: 40: DA 40, DA 40 F (if common in design aspect) D4: DA 40 D F4: DA 40 F (only for individual design aspects) 40NG: DA 40 NG
zzz	Consecutive number
r	Revision number, starting with "1" for the first revision of an already released SI. Thereafter in ascending numerical order. Note: Typically there is no revision service for SIs. Each new information or change of that will be sent along with a new SI.

Example: SI 40-005/1 is the first revision of the SI number 5 for the DAI DA 40 airplane.

For details please refer to the current LOADP.

Service Bulletin (SB):

Service Bulletins are used to communicate changes or additional inspections applicable to airplanes already in service.

DAI distinguishes the following types of SBs:

Alert SB:	ASB	An ASB is issued, if there is an immediate potential hazard. The instructions given in the SB must be carried out immediately. It is recommended to print this type of service bulletin on colored paper. Compliance with this type of SB is compulsory to be eligible for warranty.
Mandatory SB	MSB	A MSB is normally issued to address unsafe conditions, if there is no immediate potential hazard. Non-compliance with the instructions of the SB will cause the safety of the airplane to be reduced or endangered. The actions to be done are linked to a time of compliance. Compliance with this type of SB is compulsory to be eligible for warranty.
Recommended SB with time of compliance	RSB	RSBs with Time of Compliance address conditions with no immediate impact on flight safety. Compliance with RSBs with Time of Compliance is compulsory for warranty claims after the time of compliance. DAI takes no liability for subsequent damage or cost caused by disregarding an RSB with Time of compliance after the time of compliance.
Recommended SB	RSB	A RSB contains maintenance actions recommended by DAI. Compliance with this type of SB is of advantage for the operator (for example lower operating costs, etc.). Diamond Aircraft reserves the right to void continued warranty coverage in the area affected by RSBs if they are not incorporated.
Optional SB	OSB	An OSB is used to inform the operator of a product of DAI about the possible installation of additional equipment (for example a towing device, etc.) or retrofit of a product improvement (for example an improved heating valve, etc.). Work Instructions that are not published with the SB are normally available for purchase via DAI Service Centers.

The principle numbering code for SBs uses the following scheme:

xSB yy[yy]-zzz(/r)

x	Type of SB (see above).
yy[yy]	Product type identification of the aeronautical product as follows: 40: DA 40 D4: DA 40 D F4: DA 40 F 40NG: DA 40 NG
zzz	Consecutive number
r	Revision number, starting with "1" for the first revision of an already released SB. Thereafter in ascending numerical order.

Example: OSB 40-005/1 is the first revision of the Optional Service Bulletin number 5 for the DAI DA 40 airplane.

For details please refer to the current LOADP.

A Service Bulletin only needs to be performed again, if so explicitly stated in this or a later revision.

It is vital, before carrying out the actions described in a SB to carefully read through the entire document(s) and respect it as a whole.

Factory Campaign (FC):

A Factory Campaign is used to communicate necessary changes or additional inspections to a very limited number of airplanes already in service. A FC has the status of a Mandatory Service Bulletin. DAI coordinates the campaign directly with the operators of the affected airplanes.

It is vital, before carrying out the actions described in a FC, to carefully read through the entire document(s) and respect it as a whole.

1.4.3. Airplane Flight Manual, Airplane Maintenance Manual – Temporary Revisions, Permanent Revisions

Temporary Revisions (TR) to the Airplane Flight Manual (AFM) or Airplane Maintenance Manual (AMM) are used to quickly update these manuals if changes are required to cover a new or improved design or to correct or improve information, procedures or instructions contained in these manuals.

Each Temporary Revision to the AFM or AMM contains instruction on how to process it on the cover page.

All Temporary Revisions are designed not to interfere with each other and so, all published TRs per current LOADP can be inserted into the associated manual. Please note that for an individual airplane all TRs related to actual modifications on the airplane and all general TRs must be inserted into the associated manuals.

For the AFM it is recommended only to insert general TRs and TRs that are related to the actual modifications of the individual airplane. For the AMM, as usually used to maintain several airplanes of one type, it is recommended to insert all TRs, to ensure that all possible modifications are covered.

Periodically, TRs are incorporated into a permanent revision of the associated manual. Which temporary revisions are contained in a permanent revision to a manual can be identified through the revision log of each manual. DAI highly recommends to use the latest available permanent revision of the manuals. For details please refer to the current LOADP.

When a new component time limit or scheduled maintenance interval is introduced with a (Temporary) Revision of the AMM, unless otherwise prescribed by a Service Bulletin this maintenance item becomes effective at the next scheduled maintenance task. If the time limit is already exceeded at the time of publication, complying with the new maintenance item is prescribed at the next possible maintenance event. A transition period is acceptable according to the following schedule:

Time Limit or Maintenance Interval	Compliance Time
up to 200 hours	At next scheduled maintenance
200 hours up to 1000 hours	within 200 flight hours but not later than 1 years from the date of publication, whichever is reached first
more than 1000 hours	within 400 flight hours but not later than 2 years from the date of publication, whichever is reached first.

Please note, that Aircraft Logs, Modification Status, AFM Chapters 1, 6 and 9 must represent the current status of the specific airplane at any time.

1.4.4 Design Change Advisories (DCA)

DCA (MÄM, OÄM, ...) are used to identify modifications to the initial type design and are no public documents.

Each airplane log is furnished after production with a modification status that identifies which modifications have been installed during production. Only DCA's that are installed are marked.

The approval section of SBs can contain the reference to one or more DCAs that are retrofitted with this SB.

To identify whether a specific section of the AMM or SB (e.g. if OÄM 40-334 is installed) is applicable to an aircraft, refer to the Modification Status and the approval section of all installed SBs.

1.4.5 Concession-Reports and Non-Conformance-Reports

Concession- and Non-Conformance-Reports are tools to approve and document deviations from the standard manufacturing processes during construction and assembly of an individual airplane (for example, handling of a mis-drilled hole in the fuselage). In case the operator or the maintenance organization needs to be informed as a consequence of the deviations for that particular airplane (for example, the use of a special sparepart is necessary or a different limit in a control surface balancing report applies), these Concession- and Non-Conformance-Reports are contained in the airplane log.

Before you do maintenance, check the airplane log for such Concession- and Non-Conformance Reports.

1.4.6 IPC – Illustrated Parts Catalogue

DAI provides an IPC for all its Products. For the DA 40 Series it is even furnished as an interactive parts catalogue which is available on the internet homepage www.diamond-air.at of DAI (->Customer Support).

The IPC is not part of the type certification, but it is based on approved design data and is offered for easier identification of spare part numbers.

Spareparts are available via the DAI Service Centers.

1.4.7 Reporting of Failures, Malfunctions and Defects

DAI has established a system to collect and analyse failures, malfunctions or defects occurring on our products with the goal to maintain and improve safety and to continuously improve the products.

Please respect that such a system can only be as good as the information we receive from our customers, users and maintenance shops about our products. Therefore please help us to your own benefit and report any failure, malfunction or defect which occurred to our After



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Sales Support Team using the email address support@diamond-air.at.

In case of incidents/accidents please report directly to our Office of Airworthiness using the email address airworthiness@diamond-air.at. To report of incidents/accidents we encourage you to use the current published form of EASA, known as EASA Form 44 or Technical Occurrence Report Form FO.IORS.00044 in the latest issue.

II. OTHERS

Information of Appendix to SI 40-001, as attached to SI 40-001/1 has been incorporated into this issue of the SI. The Appendix has been superseded.

In case of doubt please contact Diamond Aircraft Industries GmbH.