

# **SERVICE INFORMATION**

## **NO. SI 42-230**

## **NO. 42NG-099**

**NOTE:** SI's are used only:  
1) To distribute information from DAI to our customers.  
2) To distribute applicable information/documents from our suppliers to our customers with additional information.  
Typically there is no revision service for SI's. Each new information or change of that will be sent along with a new SI.

## **I. TECHNICAL DETAILS**

### **1.1 Airplanes affected:**

DA 42 , DA 42 M, DA 42 NG, DA 42 M-NG

### **1.2 Subject:**

EASA Airworthiness Directive No. 2019-0218  
ATA-Code: 28-10

### **1.3 Reason:**

EASA issued Airworthiness Directive No. 2019-0218 mandating the replacement of Fuel Tank Connection Hoses from certain delivery batches according Service Bulletin MSB 42-138 for the DA 42 and DA 42 M and MSB 42NG-080 for the DA 42 NG and DA 42 M-NG (issued as single document).

### **1.4 Information:**

For detailed technical information refer to EASA Airworthiness Directive No. 2018-0218, Diamond Aircraft Industries Mandatory Service Bulletin No. MSB 42-138 and MSB 42NG-080, which is applicable without any further additions or restrictions.

## **II. OTHERS**

EASA Airworthiness Directive No. 2018-0218 is attached to this Service Information.

In case of doubt contact Diamond Aircraft Industries GmbH.



## Airworthiness Directive

**AD No.:** 2019-0218

**Issued:** 03 September 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

DIAMOND AIRCRAFT INDUSTRIES GmbH

### Type/Model designation(s):

DA 42 aeroplanes

**Effective Date:** 17 September 2019

**TCDS Number(s):** EASA.A.005 and EASA.A.513

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 28 – Fuel – Fuel Tank Connection Hoses – Replacement

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### Manufacturer(s):

Diamond Aircraft Industries GmbH (Austria), Diamond Aircraft Industries Inc. (Canada)

### Applicability:

DA 42 and DA 42 M aeroplanes (including those certified in the Restricted category), all manufacturer serial numbers (MSN); and

DA 42 NG and DA 42 M-NG aeroplanes (including those certified in the Restricted category), all MSN, which include those that have been converted from DA 42 and DA 42 M aeroplanes via Optional Service Bulletin (OSB) 42-068 or OSB 42-081, as applicable.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The applicable MSB:** Diamond Aircraft Industries (DAI) Mandatory Service Bulletin (MSB) 42-138 and MSB 42NG-080 (published as a single document), which includes Work Instruction WI-MSB 42-138 and WI-MSB 42NG-080.

**Affected part:** Fuel tank connection hoses, having Part Number (P/N) D4D-2817-10-70, as installed on the affected MSN as identified in the applicable MSB, and those as identified by invoice date, tracking number, work order and invoice number in the applicable MSB.



**Serviceable part:** Any fuel tank connection hose having P/N D4D-2817-10-70 that is not an affected part, and fuel tank connection hoses having P/N D4D-2817-10-70\_01.

**Reason:**

Reports were received of dissolved fuel tank connections hoses. Rubber parts were found within the fuel tank. The investigation results showed that the affected parts are limited to 2 isolated batches, some of which were installed on the production line. Other affected parts have been supplied as spare for in-service replacement.

This condition, if not corrected, could lead to restricted fuel flow from the tank, possibly resulting in fuel starvation and consequent reduced control of the aeroplane.

To address this potential unsafe condition, DAI issued the applicable MSB, providing instructions to identify and replace the affected parts. The applicable MSB identifies the MSN of the aeroplanes on which affected parts were installed during aeroplane production. The applicable MSB also indicates that any other aeroplane may be affected, if an affected part supplied as spare was installed.

For the reason described above, this AD requires removal and replacement of the affected parts, and, if a removed affected part is found damaged, inspection of the fuel tank chambers and removal of any detached rubber material. This AD also prohibits (re)installation of any affected parts.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Replacement:**

- (1) Within 100 flight hours or 4 months, whichever occurs first after the effective date of this AD, remove each affected part and replace it with a serviceable part, in accordance with the instructions of the applicable MSB.

**Inspection / Corrective Action:**

- (2) If, during the removal as required by paragraph (1) of this AD, a removed affected part is found damaged, before installation of the serviceable part, inspect the fuel tank chambers and remove any detached rubber material in accordance with the instructions of section III.2 of the applicable MSB.

**Parts Installation:**

- (3) From the effective date of this AD, do not install an affected part on any aeroplane.

**Ref. Publications:**

DAI MSB 42-138 and MSB 42NG-080 (published as a single document) original issue dated 01 July 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.



**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 23 July 2019 as PAD 19-135 and re-published on 02 August 2019 as PAD 19-135R1 for consultation until 20 August 2019. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Diamond Aircraft Industries GmbH, Austria, Telephone: +43 2622 26700, Fax: +43 2622 26780, E-mail: [airworthiness@diamond-air.at](mailto:airworthiness@diamond-air.at).

