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SERVICE INFORMATION NO. SI 42-180/1 NO. SI 42NG-043/1

**Supersedes SERVICE INFORMATION No. SI 42-180
Supersedes SERVICE INFORMATION No. SI 42NG-043**

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:

All DA 42, DA 42 M, DA 42 NG and DA 42 M-NG airplanes

1.2 Subject:

EASA Airworthiness Directive No. 2013-0020R3
ATA-Code: 52-10

1.3 Reason:

EASA has issued the Airworthiness Directive No. 2013-0020R3 which is mandating the inspection of the markings of the safety belts, to determine, if they have been maintained or repaired by a repair station/maintenance organization not authorized by the design approval holder and corrective action if necessary. Revision 3 contains updated reference publications.


1.4 Information:

For detailed technical information refer to EASA Airworthiness Directive No. 2013-0020R3 which is applicable without any further additions or restrictions.

II. OTHERS

EASA Airworthiness Directive No. 2013-0020R3 is attached to this Service Information.

In case of doubt contact Diamond Aircraft Industries GmbH.

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| EASA | AIRWORTHINESS DIRECTIVE |
|  | <p>AD No.: 2013-0020R3</p> <p>Date: 21 March 2014</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 EU 748/2012, Part 21.A.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>Design Approval Holder's Names :</p> <p>AmSafe Anjou Aeronautique Davis Aircraft Products Co. Schroth Safety Products GmbH Pacific Scientific</p> | <p>Type/Model designation(s) :</p> <p>Safety Belts / Torso Restraint Systems</p> |
| (E)TSOA Number : Various | |
| Foreign AD : | Not applicable |
| Revision: | This AD revises EASA AD 2013-0020R2 dated 11 July 2013 |
| ATA 25 | Equipment & Furnishings – Safety Belts / Torso Restraint Systems – Inspection / Replacement |
| Manufacturer(s): | <p>AmSafe; Anjou Aeronautique (formerly TRW Repa S.A., formerly L'Aiglon); Davis Aircraft Products Co.; Schroth Safety Products GmbH; Pacific Scientific.</p> |
| Applicability: | <p>All part numbers of safety belts and torso restraint systems installed on any aircraft where dynamically tested seats are required in accordance with airworthiness requirements like the European Certification Specifications (CS), or JAR/FAR, paragraphs 23.562, 25.562, 27.562 and 29.562, if safety belts and torso restraint systems have been maintained or repaired after 28 September 2003 by maintenance organizations not holding the applicable maintenance data of the relevant approval holders, unless they are marked with European Parts Approval (EPA).</p> <p>The affected safety belts and torso restraint systems may be installed on, but not limited to, the aircraft listed in Appendix 1 of this AD.</p> <p>Note: This AD is applicable to safety belts and torso restraint systems, whose Component Maintenance Manuals (CMM) explicitly prohibit webbing replacement, unless this is accomplished by the design approval holder or by a repair station/maintenance organization authorized by the design approval holder.</p> |

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| Reason: | <p>As a result of an investigation on some maintenance organisations, EASA was made aware that safety belts and torso restraint systems manufactured by design approval holders have been maintained or repaired by maintenance organisations without holding approved maintenance data.</p> <p>In particular, the affected restraint systems have been refurbished using webbing materials having mechanical properties significantly different with respect to the materials used to manufacture the original restraint systems (e.g. nylon instead of polyester).</p> <p>Based on tests performed in the frame of an EASA approved STC (refurbishment of seat belts on dynamically tested seats in compliance with CS 25.562) and during a research project on safety belt performance launched by EASA, evidence was gained that different elongation properties of commonly available restraint systems webbing may reduce the energy absorption capability of the seat-restraint system and increase the risk of head injury to the occupant under dynamic crash landing conditions.</p> <p>Maintenance or repair of safety belts and torso restraint systems, if not assessed and justified in accordance with the dynamic test criteria, could therefore result in non-compliance with the applicable certification requirements for emergency landing dynamic conditions.</p> <p>As a consequence, safety belts and torso restraint system could fail to perform their intended function to protect each occupant during an emergency landing condition and to minimise the effects of survivable accidents.</p> <p>For the reasons described above, this AD requires to inspect safety belts and/or torso restraint systems installed on any aircraft (refer to Appendix 1 of this AD) to verify if they have been maintained or repaired by the design approval holder or by a repair station/maintenance organization authorized by the design approval holder, and to replace the affected safety belts and torso restraint systems with serviceable parts.</p> <p>Revision 1 of this AD was issued to clarify the Applicability of the AD and make some corrections to Appendix 1, as well as to correct a typographical error in the AmSafe Repair Station Reference Document number, which should be No. E512615 Rev. A, instead of E512165.</p> <p>In addition, the documents referenced in the “Ref. Publications” section of this AD were added in the compressed (zipped) file attached to the record of this AD at http://ad.easa.europa.eu.</p> <p>This AD revision 2 is issued to introduce an explanatory note in the AD “Required Actions and Compliance Time” section, and to amend type and model designation and add a recently approved model of one aircraft type in the Appendix 1.</p> <p>This AD revision 3 is issued to update AmSafe and Schroth reference publications.</p> |
| Effective Date: | <p>Revision 3: 28 March 2014</p> <p>Revision 2: 11 July 2013</p> <p>Revision 1: 12 March 2013</p> <p>Original issue: 14 February 2013</p> |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless previously accomplished:</p> <p>(1) Within 6 months after 14 February 2013 [the effective date of the original issue of this AD], inspect the markings of safety belts and/or torso restraint systems, to determine if they have been maintained or repaired by organisations other than the design approval holder. A review of the applicable maintenance records is acceptable to identify the safety belts and/or torso restraint systems as specified in this paragraph, provided those records can be relied upon for that purpose, and the affected safety belts and/or torso restraint systems can be conclusively identified from</p> |

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| | <p>that review.</p> <p>(2) If safety belts and torso restraint systems have been maintained or repaired by an organisation other than the design approval holder, within 1 month after the inspection required by paragraph (1) of this AD, verify if the organisation is listed among the authorized maintenance or repair organisation reference documents quoted in the Ref. Publications section of this AD, or alternatively contact the design approval holder of the safety belts and torso restraint systems for confirmation that the maintenance or repair organisation had been authorised by them.</p> <p>(3) If the safety belts and/or torso restraint systems have been maintained or repaired by a repair station/maintenance organization not authorized by the design approval holder, within 18 months after the inspection required by paragraph (1) of this AD, remove the safety belts and/or torso restraint systems and replace them with serviceable parts, or make the relevant seat inoperative.</p> <p>Note 1: For the purpose of this AD, serviceable parts are new parts or parts which have been maintained or repaired by the design approval holder or by a repair station/maintenance organization authorized by the design approval holder or parts marked with EPA.</p> <p>Note 2: The requirements of paragraphs (1), (2) and (3) of this AD do not affect safety belts and/or torso restraint systems sub-assemblies whose replacement or any other action (e.g. cleaning) is accomplished in accordance with the applicable safety belts and/or torso restraint systems CMM.</p> <p>(4) After 14 February 2013 [the effective date of the original issue of this AD], do not install safety belts or torso restraint systems on any aircraft, unless inspected and corrected in compliance with the requirements of this AD.</p> |
| Ref. Publications: | <p>AmSafe Repair Station Reference Document N. E512615 Rev. B , dated 16 September 2013.</p> <p>Anjou Aeronautique – 11, Rue Marbeuf 75008 Paris - France and ROMTEX ANJOU AERONAUTIQUE, Romanian CAA authorisation N. RO.145.035.</p> <p>Davis Aircraft Products Co., Inc. FAA approved repair station # D5PR729J and Davis Restraint Systems FAA approved repair station # GK3R530L.</p> <p>Pacific Scientific Service Information Letter (SIL) No. 25-0303A dated 13 November 2012.</p> <p>Schroth Service Information Letter SIL SSP-006 Revision C dated 15 January 2014.</p> |
| Remarks: | <ol style="list-style-type: none"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. The original issue of this AD was posted on 27 November 2012 as PAD 12-151 for consultation until 27 December 2012. The Comment Response Document can be found at http://ad.easa.europa.eu. Enquiries regarding this AD should be referred to Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. For any question concerning the technical content of the requirements in this AD, please contact: <p>AmSafe Aviation, 1043 N. 47th Avenue, Phoenix, Arizona 85043, U.S.A Telephone: +1 602 850 2850; Fax: +1 602 850 2812 ;</p> <p>Anjou Aeronautique, 11, rue Marbeuf, 75008 Paris - France Telephone: +40 269 243 918; Fax: +33 (0) 2 41 42 15 77 or +40 269 243 921;</p> <p>Davis Aircraft Products Co Inc.,</p> |

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| | <p>1150 Walnut Avenue, Bohemia, New York 11716, U.S.A.; Telephone +1 631-563-1500 ; Fax +1 631-563-1117;</p> <p>Pacific Scientific Aviation Services, 11700 N.W. 102nd Rd. #6, Miami, Florida 33178, U.S.A.; Telephone: +1 305 477 4711 ; Fax +1 305 477 9799;</p> <p>Schroth Safety Products GmbH, Im Ohl 14, D-59757 Arnsberg, Germany; Telephone +49 (0) 29 32-97 42 0 ; Fax +49 (0) 29 32-97 42 42.</p> |
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APPENDIX 1

General Aviation

| TC HOLDER | TYPE | MODEL |
|---|----------------------|---|
| Aero Vodochody a.s. | Ae 270 | Ae 270 |
| Aviatech Technical Services | OMF-100 | OMF-100-160 |
| Costruzioni Aeronautiche TECNAM S.r.l | P2006 | P2006T |
| Diamond Aircraft Industries GmbH | DA 40 | DA 40, 40D, 40F, 40NG |
| | DA 42 | DA 42, 42M, 42M-NG, 42M NG |
| | DA-42 (Restricted) | DA 42 M (R), M-NG ® |
| Extra Flugzeugproduktions- und Vertriebs GmbH | EA 400 | EA 400, 400-500 |
| Gomolzig Flugzeug- und Maschinenbau GmbH | R 90-230RG | R 90-230RG |
| Grob Aircraft AG | G 120 | G 120A , 120A-I |
| Instytut Lotnictwa | I-23 | I-23 |
| OMA SUD Sky Technologies S.p.A. | SKYCAR | SKYCAR |
| Pilatus Aircraft Ltd | PC-12 | PC-12, -12/45, -12/47 |
| SOCATA | TBM 700 | TBM 700 C2 and N variants |
| XtremeAir GmbH | XA42 | XA41, XA42 |
| ZAKŁADY LOTNICZE Margański & Mysłowski Sp. z o.o. | EM-11C ORKA | EM-11C ORKA |
| ZLIN Aircraft a.s. | Z 143 | Z 143 L, 143 Lsi |
| | Z 242 | Z 242 L |
| Hoffmann | H 40 | H 40 |
| Cessna Aircraft Company | 172 (Skyhawk) | 172R , 172S |
| | 182 (Skylane) | 182S , 182T, T182T |
| | 206H (Stationair) | 206H, T206H |
| | 208 (Caravan I) | 208, 208B |
| | 510 (Mustang) | 510 |
| | 525 (CitationJet) | 525, 525A, 525B, 525C |
| | LC40-550FG | LC40-550FG |
| | LC Series | LC41-550FG, LC42-550FG |
| Cirrus Design Corporation | SR20/22 | SR20, SR22, SR22T |
| Eclipse Aerospace Incorporated | EA500 | EA500 |
| Empresa Brasileira de Aeronáutica SA | EMB-500 (Phenom 100) | EMB-500 |
| | EMB-505 (Phenom 300) | EMB-505 |
| GA8 Airvan Pty Ltd | GA8 | GA8, GA8-TC 320 |
| Hawker Beechcraft Corporation | 390 | 390 (Premier I, Premier IA) |
| Liberty Aerospace Incorporated | XL-2 | XL-2 Yes for s/n 0007 and 0009 through 0125 that have not been modified per Liberty gross weight increase kit RKI-SIL-08-001 |
| Pacific Aerospace Ltd. | 750XL | 750XL |

APPENDIX 1 - continued

Large Aeroplanes

| TC HOLDER | TYPE | MODEL |
|----------------------------------|---|---|
| 328 Support Services | Dornier 328 | |
| Airbus | A318 | |
| | A330 | |
| | A340 | |
| | A380 | |
| Alenia Aeronautica | C-27J | |
| Antonov | AN124-100 | |
| | AN-26 | |
| BAE Systems (Operations) Ltd | Jetstream 4100 Series | |
| Boeing | 737 NG | 737-600 and -700 (146-149 PAX), 737-800 and -900 (181-189 PAX) and -900ER |
| | 747 | 747-8 |
| | 767 | 767-400ER |
| | 777 | |
| | 787 | |
| Bombardier | BD-100 | |
| | BD-700 | |
| | CL-600 | |
| | DHC-8 Series | DHC-8-400 Series |
| Cessna | Cessna 560 XL, Variant XLS+ | |
| | Cessna 680 | |
| | Cessna 750 | |
| Dassault Aviation | Falcon 2000, 2000EX | |
| | Falcon 7X | |
| Embraer | EMB-135/-145 | |
| | ERJ-170 | |
| | ERJ-190 | |
| Fokker Services B.V. | Fokker F28 series | F28 Mark 0070 |
| Gulfstream Aerospace Corporation | G-159 (GI), G-1159 (GII), G-1159B (GIIB), G-1159A (GIII), GIV, GIV-X, GV, GV-SP and GVI | |
| Gulfstream Aerospace LP | G150 | |
| | G200/Galaxy | |
| Hawker Beechcraft Corporation | Hawker 4000 | |
| Learjet | Learjet 45 | |
| SAAB AB | Saab 2000 | |
| Sukhoi | Sukhoi RRJ-95 | |

APPENDIX 1 - continued

Rotorcraft

| TC HOLDER | TYPE | MODEL |
|------------------------------------|---------------|---|
| Bell Helicopter Textron Canada Ltd | 427 | |
| | 429 | |
| Eurocopter | EC 120 B | |
| | EC 130 T2 | |
| | EC225LP | Potentially affected for new cabin layouts. |
| Eurocopter Deutschland | MBB-BK117 C-2 | |
| | EC135 | |
| AgustaWestland | AB139, AW139 | |
| | A109S, A109SP | Potentially affected: Compliant Seat kits have been installed |
| Sikorsky | S-92A | |
| Guimbal | Cabri G2 | |
| PZL | SW-4 | |
| MD Helicopters Inc. | MD900 | |