



ÚŘAD PRO CIVILNÍ LETECTVÍ  
ČESKÁ REPUBLIKA  
**Sekce technická**  
*letišťe Ruzyně, 160 08 Praha 6*  
*tel: 233320922, fax: 220562270*

## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**Číslo: 2008-0136R1**

Nahrazuje: 2008-0136

Datum účinnosti: 05. srpna 2008

Vydáno: 18. září 2008

**DIAMOND AIRCRAFT INDUSTRIE GmbH**  
DA 42

---

Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA


Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU, na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

---

*Poznámky:*

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2008-0136R1</b></p> <p><b>Date: 18 September 2008</b></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><b>Type Approval Holder's Name :</b></p> <p>Diamond Aircraft Industries GmbH</p>		<p><b>Type/Model designation(s) :</b></p> <p>DA 42 series aircraft</p>
<p>TCDS Numbers : EASA A.005, A.513</p>		
<p>Foreign AD : Not applicable</p>		
<p>Revision : This AD revises and replaces EASA AD 2008-0136 dated 22 July 2008.</p>		
<p> </p>		
<b>ATA -</b>	<b>Airplane Flight Manual – Lightning Strike Procedures – Amendment</b>	
<p> </p>		
<p>Manufacturer(s):</p>	<p>Diamond Aircraft Industries GmbH (Austria) Diamond Aircraft Industries, Inc. (Canada)</p>	
<p>Applicability:</p>	<p>DA 42 and DA 42 M aircraft, all serial numbers.</p>	
<p>Reason:</p>	<p>Diamond DA 42 and DA 42 M aircraft are prohibited from intentional flights into known thunderstorms. The Airplane Flight Manual (AFM) Section 2.13 already specifies that "Flights into known thunderstorms are prohibited". Nevertheless, some aircraft recently experienced lightning strikes of unusual high levels over the design requirement with various resulting damages. The analyses of these incidents have identified structural damages that may not be visible to the pilot.</p> <p>This condition, if not corrected, may lead to loss of control, or additional damage, even if the aircraft is subsequently operated within the allowed flight envelope.</p> <p>To address this risk, Diamond Aircraft Industries (DAI) has developed additional AFM procedures to be applied in case of lightning strike, including an airspeed limitation and certain procedures to avoid additional loads to the structure.</p> <p>For the reasons described above, this EASA AD requires the amendment of the applicable AFM to incorporate the new lightning strike procedure.</p> <p>This AD has been revised to clarify that it also applies to DA 42 aircraft manufactured in Canada; the original AD erroneously omitted that fact.</p>	
<p>Effective Date:</p>	<p>05 August 2008</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Within 30 days after the effective date of this AD, amend the applicable AFM to incorporate the new lightning strike procedure in accordance with the instructions contained in DAI Temporary Revision TR-MÄM-42-270.</p> <p><b>Note:</b> After any lightning strike, the aircraft should be inspected in accordance with the DA 42 Aircraft Maintenance Manual, Chapter 05-50, paragraph 5.D.</p>
<p>Ref. Publications:</p>	<p>Diamond Aircraft Industries GmbH Temporary Revision TR-MÄM-42-270 dated 31 May 2008.</p> <p>Diamond Aircraft Industries GmbH DA 42 Aircraft Maintenance Manual, Chapter 05-50, paragraph 5.D post-lightning strike inspection.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 17 June 2008 as PAD 08-069 for consultation until 16 July 2008. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA; E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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 <a href="mailto:office@diamond-air.at">office@diamond-air.at</a></li> </ol>