

FAA Airworthiness Directives Compliance Record

Company:

Category: Airframe

Manufacturer: Diamond Aircraft

Model: DA 40

Position:

P/N:

S/N: 40.823

Aircraft Registration No: N3ZZ

ATP Revision: 11/16/2021

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2020-14-06 08/04/2020	To Detect and Prevent Fuel Starvation and Reduced Control of the Airplane, Which if Not Addressed Could Result in Contamination of the Fuel System and Restriction of Fuel Flow	-- Hrs: -- C: --	AD is N/A, Affected P/N's not installed on aircraft	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
2014-13-08 08/27/2014	To correct an incorrect compliance time and to modify the aft main spar in the cabin area to ensure the,contd.	-- Hrs: -- C: --	AD NEXT DUE 7/2023 OR 2,000 HOURS TIME IN SERVICE- WHICHEVER OCCURS FIRST PER LOGBOOK ENTRY DATED 6/2/2014.	No	D: -- Hrs: 7/2023 OR (HOBBS)2000 HRS C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
2013-24-14 01/07/2014	Superseded by 2014-13-08	-- Hrs: -- C: --	SUPERSEDED BY A.D. 2014-13-08	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
2011-21-10 11/16/2011	To remove the VCS compressor and mount, as a result of excessive wear, which could result in the air,contd.	-- Hrs: -- C: --	A/C IS NOT EFFECTED BY A.D. DUE TO NO AIR CONDITIONING SYSTEM INSTALLED ON A/C	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews

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2010-25-01 01/11/2011	To change emergency open doors procedure and retrofit the rear passenger door retaining bracket, which if not,contd.	09/01/2013 Hrs: -- C: --	AD PREVIOUSLY COMPLIED WITH PER LOGBOOK ENTRY DATED 5/17/2011, PER MSB 40-067, D4-074, AND MSB F4-021 EMERGENCY EXIT LEVER. ITC BY REVISION TO POH	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
2009-10-04 06/17/2009	[Recurring] To require repetitive inspections of the NLG leg and, in case cracks are found, replacement of the NLG,contd.	-- Hrs: -- C: --	AD is N/A, NOSE GEAR P/N DA 41-3223-10-00-1 INSTALLED PER DIAMOND MSB40-046-3 DATED 11/174/2008. AD IS NO LONGER REPETITIVE.	Yes	D: -- Hrs: HOBBS 1565.0 OR 12 MONTHS (8/2021) C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
2009-07-14 05/11/2009	To require the inspection of the adhesive joint between the wing main spar caps and the upper wing skin for,contd.	08/10/2009 Hrs: -- C: --	AD PREVIOUSLY COMPLIED WITH PER LOGBOOK ENTRY DATED 8/10/2009 BY SB MSB-4-.060 AND MSB-F4-016	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
2007-17-06 09/25/2007	[Recurring] Superseded by 2009-10-04	-- Hrs: -- C: --	AD IS SUPERSEDED BY 2009-10-04	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
2007-11-21 07/09/2007	[Recurring] To prevent joint failure and subsequent disconnection between selector and the fuel valve, which results in,contd.	07/26/2017 Hrs: 863 C: --	AD IS N/A, AIRCRAFT SERIAL NUMBER NOT IN AFFECTED RANGE.	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
2006-23-04 11/28/2006	During installation of the Garmin G1000 STC the fuel indicating system was contaminated leading to,contd.	07/26/2017 Hrs: 863 C: --	AD IS N/A, AIRCRAFT SERIAL NUMBER NOT IN AFFECTED RANGE.	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews

Category: Engine

Position:

ATP Revision: 11/16/2021

Manufacturer: Lycoming Engines

P/N:

Model: IO-360-M1A

S/N: L-33569-51E

Issue Number Effective Date Amendment #	Description	Complied	Method of Compliance	Recur	Next Due	Facility Cert No. / Type Authorized By Signed
2020-25-12 01/15/2021	To Prevent Failure of the Crankshaft Assembly. The Unsafe Condition, if Not Addressed, Could Result in Failure of the Engine, Inflight Shutdown, and Loss of the Airplane	-- Hrs: -- C: --		No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Paul Atwell
2017-16-11 08/15/2017	To prevent connecting rod failure which could result in uncontained engine failure, total engine power loss, contd.	-- Hrs: -- C: --	AD is N/A., affected engine is not installed on aircraft, and no maintenance conducted on connecting rods per Lycoming Mandatory Service Bulletin # 632 B dated 8/4/2017.	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
2015-19-07 11/03/2015	[Recurring] To prevent failure of the fuel injector fuel lines, which could lead to uncontrolled engine fire, engine, contd.	-- Hrs: -- C: --	COMPLIED WITH AD 2015-19-07 DATED 11/3/2015 AND LYCOMING MANDATORY SERVICE BULLETIN DATED 7/16/2013. RE-INSPECT AFTER ANY MAINTENANCE IS DONE ON THE ENGINE WHERE ANY CLAMP ON A FUEL INJECTOR FUEL LINE WAS DISCONNECTED, MOVED, OR LOOSENED, AND WITHIN 110 HOURS TIS AND AFTER EVERY ENGINE OVERHAUL.	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews

Handwritten signature and date:
11-16-2021


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2015-02-07 03/11/2015	To prevent the propeller governor shaft set screw from coming loose, causing damage to the engine and,contd.	-- Hrs: -- C: --	AD is N/A, Affected engine model not installed on aircraft, nor is aircraft aerobatic	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
2012-19-01 10/24/2012	To prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine,contd.	-- Hrs: -- C: --	AD is N/A, Affected engine model and serial number not installed per Table 1 of Lycoming Service Bulletin # 569 A, dated 4/11/2006	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
2012-03-06 C 02/24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	-- Hrs: -- C: --	AD is N/A, Fuel servo does not have affected fuel diaphragm installed per AVSTAR Mandatory Service Bulletin, NO. AFS-SB6, R@, dated 4/6/2011 and Logbook entry dated 9/1/2011.	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews <i>Aaron Andrews</i>
2011-26-04 01/25/2012	[Recurring] Superseded by 2015-19-07	-- Hrs: -- C: --	AD is superseded by 2015-19-07	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station <i>Aaron Andrews</i>
2011-26-04 01/25/2012	[Recurring] Superseded by 2015-19-07	-- Hrs: -- C: --	AD is superseded by 2015-19-07	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
2011-15-10 08/16/2011	Superseded by 2012-03-06	-- Hrs: -- C: --	AD is superseded by 2012-03-06	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
2009-26-12 02/04/2010	[Recurring] To prevent loss of engine power due to cracks at the head-to-barrel interface and possible engine failure,contd.	-- Hrs: -- C: --	AD is N/A, "ECI" cylinders not installed on aircraft per Logbook entry dated 5/20/2010.	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews

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2009-02-03 02/09/2009	[Recurring] To prevent a lean running engine, which could result in a substantial loss of engine power and subsequent,contd.	-- Hrs: -- C: --	AD previously complied with per Logbook entry dated 4/16/2008 per SB-PRS-107- R2, para (D,E,G)	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
2008-19-05 10/20/2008	[Recurring] Superseded by 2009-26-12	-- Hrs: -- C: --	AD is superseded by 2009-26-12	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
2008-14-07 08/14/2008	[Recurring] Superseded by 2011-26-04	-- Hrs: -- C: --	AD is superseded by 2011-26-04	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
2008-08-14 04/29/2008	[Recurring] Superseded by 2009-02-03	-- Hrs: -- C: --	Ad is Superseded by 2009-02-03	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
2008-06-51 E 03/12/2008	[Recurring] Superseded by 2008-08-14	-- Hrs: -- C: --	Ad is Superseded by 2008-08-14	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
2007-04-19 R1 05/07/2007	To prevent cylinder separation that can lead to engine failure, possible engine compartment fire, and,contd.	-- Hrs: -- C: --	AD is N/A, Affected "SAP" cylinders not installed on engine by visual inspection	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
2006-20-09 11/03/2006	Superseded by 2012-19-01	-- Hrs: -- C: --	AD is superseded by 2012-19-01	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
2006-12-07 07/11/2006	To prevent loss of engine power due to cracks in the cylinder assemblies & possible engine failure caused,contd.	-- Hrs: -- C: --	AD is N/A, "ECI" cylinders not installed on aircraft per visual inspection and Logbook entry dated 5/20/2010.	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews

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2006-06-16 04/27/2006	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight engine,contd.	-- Hrs: -- C: --	AD is N/A per Lycoming Mandatory Service Bulletin NO. 566, dated 11/30/2005, Affected crankshaft Serial number not installed	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
2005-19-11 10/21/2005	To prevent failure of the crankshaft, which could result in total engine power loss, in-flight failure, and,contd.	-- Hrs: -- C: --	AD is N/A, Affected crankshaft serial number not installed	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
2004-10-14 C 06/25/2004	[Recurring] To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure	-- Hrs: -- C: --	Ad is not due until Propeller Strike or Sudden Stoppage occurs	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
2003-14-03 08/14/2003	[Recurring] To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or,contd.	-- Hrs: -- C: --	AD is N/A, Affected Rotary Pump serial number not installed on engine	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
2002-26-01 01/31/2003	[Recurring] Superseded by 2008-14-07	-- Hrs: -- C: --	AD is superseded by 2008-14-07	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
98-17-11 C 10/19/1998	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE,CONTD.	-- Hrs: -- C: --	AD is N/A, Affected Crankshaft serial number not installed on aircraft by Nelson Balancing Service, Bedford, Massachusetts, Repair Station Certificate No. NB7R820J	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
98-18-12 09/28/1998	[Recurring] Superseded by 2003-14-03	-- Hrs: -- C: --	AD is superseded by 2003-14-03	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station

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98-02-08 03/30/1998	[Recurring] TO PREVENT CRANKSHAFT FAILURE, WHICH CAN RESULT IN ENGINE FAILURE, PROPELLER SEPARATION, FORCED LANDING, AND,CONTD.	-- Hrs: -- C: --	AD is N/A, Inspection of Crankshaft ID for corrosion, mag inspection Urethabond 104 applied per Lycoming Airworthiness Directive Compliance List, dated 5/24/2007	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
97-15-11 08/12/1997	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE	-- Hrs: -- C: --	AD is N/A, Affected engine model not in serial number range	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
97-01-03 01/21/1997	Superseded by 97-15-11	-- Hrs: -- C: --	AD is Superseded by 97-15-11	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
96-23-03 12/17/1996	TO PREVENT AN INFLIGHT ENGINE FAILURE DUE TO FUEL STARVATION, WHICH COULD RESULT IN A FORCED LANDING	-- Hrs: -- C: --	AD is N/A, Newly manufactured pumps installed per Lycoming Airworthiness Directive Compliance List, dated 5/24/2007	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
96-09-10 C 07/15/1996	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE	-- Hrs: -- C: --	AD is N/A, Steel Impellers installed per Lycoming Airworthiness Directive Compliance List, dated 5/24/2007	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
93-02-05 06/14/1993	[Recurring] Superseded by 2002-26-01	-- Hrs: -- C: --	AD is superseded by 2002-26-01	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
92-12-05 07/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE	-- Hrs: -- C: --	AD is N/A, New P/N's installed per Lycoming Airworthiness Directive Compliance List, dated 5/24/2007	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews

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91-14-22 08/19/1991	[Recurring] Superseded by 2004-10-14	-- Hrs: -- C: --	AD is Superseded by 2004-10-14	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
90-04-06 R1 05/28/1991	TO PREVENT OIL LINE FRACTURE AND LOSS OF ENGINE OIL	-- Hrs: -- C: --	AD is N/A, New line with steel con. nuts installed per Lycoming Airworthiness Directive Compliance List, dated 5/24/2007	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
81-18-04 R2 06/07/1982	Superseded by 96-09-10	-- Hrs: -- C: --	AD is Superseded by 96-09-10	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station
79-04-05 09/26/1979	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO THE SEPARATION OF THE P/N 2529192 REGULATOR DIAPHRAGM STEM ASSEMBLY	-- Hrs: -- C: --	AD is N/A, New P/N's installed per Lycoming Airworthiness Directive Compliance List, dated 5/24/2007	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
78-23-10 11/07/1978	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD.	-- Hrs: -- C: --	AD is N/A, New P/N's installed per Lycoming Airworthiness Directive Compliance List, dated 5/24/2007	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
75-08-09 R(3) 08/18/1977	TO PREVENT OIL PUMP FAILURES, INSPECT, REPLACE AND ASSEMBLE THE OIL PUMP DRIVE SHAFT AND DRIVE IMPELLER	-- Hrs: -- C: --	AD is N/A, Affected engine model not in serial number range	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews
73-23-01 R(4) 01/13/1977	TO PREVENT PISTON PIN FAILURES RESULTING FROM GRINDING CRACKS WHICH OCCURRED DURING MANUFACTURE	-- Hrs: -- C: --	AD is N/A, New P/N's installed per Lycoming Airworthiness Directive Compliance List, dated 5/24/2007	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews

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75-09-15 04/30/1975	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE	-- Hrs: -- C: --	AD is N/A, New P/N Gasket installed per Lycoming Airworthiness Directive Compliance List, dated 5/24/2007	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station  Aaron Andrews
66-20-04 08/27/1966	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904	-- Hrs: -- C: --	AD is N/A, New Conf. Gasket installed per Lycoming Airworthiness Directive Compliance List, dated 5/24/2007	No	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station Aaron Andrews

Category: Propeller

Position:

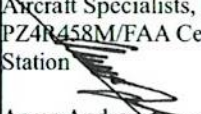
ATP Revision: 11/16/2021

Manufacturer: MT-Propeller

P/N:

Model: MTV-12-B

S/N:

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2007-26-13 01/31/2008	[Recurring] To prevent erosion sheath separation leading to damage of the airplane	-- Hrs: -- C: --	AD IS N/A, NEW PROPELLER INSTALLED ON AIRCRAFT, YEAR OF CONSTRUCTION 2007	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station  Aaron Andrews
2006-05-05 04/10/2006	[Recurring] Superseded by 2007-26-13	-- Hrs: -- C: --	AD IS SUPERSEDED BY 2007-26-13	Yes	D: -- Hrs: -- C: --	Aircraft Specialists, Inc. PZ4R458M/FAA Certified Repair Station