TYPE-CERTIFICATE

DATA SHEET

NO. EASA.IM.A.629

for

DA 62

Type Certificate Holder
Diamond Aircraft Industries Inc.

1560 Crumlin Sideroad
London, ON, N5V 1S2
Canada

For models: DA 62
SECTION A: DA 62 ..................................................................................................................... 4
A.I. General .......................................................................................................................... 4
A.II. EASA Certification Basis ............................................................................................. 4
A.III. Technical Characteristics and Operational Limitations ............................................. 6
A.IV. Operating and Service Instructions .......................................................................... 10
A.V. Operational Suitability Data (OSD) ......................................................................... 11
A.VI. Notes ...................................................................................................................... 11

ADMINISTRATIVE SECTION ............................................................................................ 13
I. Acronyms & Abbreviations ......................................................................................... 13
II. Type Certificate Holder Record .................................................................................. 13
IV. Change Record .......................................................................................................... 14
SECTION A: DA 62

A.I.  General

1. Type/ Model/ Variant
   1.1 Type  DA 62
   1.2 Model  DA 62
   1.3 Variant  --

2. Airworthiness Category  CS-23 Normal Category

3. Type Certificate Holder:  Diamond Aircraft Industries Inc.
   1560 Crumlin Sideroad
   London, ON, N5V 1S2
   Canada

4. Manufacturer  Diamond Aircraft Industries Inc.
   1560 Crumlin Sideroad
   London, ON, N5V 1S2
   Canada
   Diamond Aircraft Industries GmbH
   Nikolaus-August-Otto-Strasse 5
   2700 Wiener Neustadt
   Austria

5. Certification Application  02-Oct-2015
   Date:

5. State of Design Authority  Transport Canada Civil Aviation

6. (Reserved)  N/A

7. (Reserved)  N/A

A.II.  EASA Certification Basis

1. Reference Date for
determining the applicable
requirements:  02-Oct-2015

2. Airworthiness
   Requirements:
   CS-23, Amendment 4, issued 15-Jul-2015

3. Special Conditions  CRI E-02 Use of Jet Fuel for Reciprocating Engines
   CRI E-04 Liquid Cooling – Coolant Tank
   CRI E-05 Electronically-controlled Reciprocating Diesel Engine
   CRI E-06 Engine Vibration Level
4. Exemptions
None

5. Deviations
None

6. Equivalent Safety Findings
CRI E-10 Electrical Fuel Pump
CRI B-03 Stalling Speed in Icing Conditions

7. Requirements elected to comply:
None

8. Environmental Protection
ICAO, Annex 16, Volume 1, Part II and as implemented in Decision No. 2003/4/RM amended by Decision 2007/007/R of The Executive Director of the Agency dated 2 April 2007, on certification specifications providing for acceptable means of compliance for aircraft noise

9. (Reserved)
N/A

10. (Reserved)
N/A

11. Operational Suitability
Requirements
OSD MMEL: CS-GEN-MMEL, Initial Issue dated 31 January 2014
A.III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Doc. No. D62-AW-0004, latest revision
2. Description: Twin engine, up to seven-seated cantilever low wing airplane, composite construction, retractable tricycle landing gear, T-tail
3. Equipment: Equipment list, AFM, Section 6
4. Dimensions:
   - Span: 14.57m (47 ft 10 in)
   - Length: 9.17m (30 ft 1 in)
   - Height: 2.82m (9 ft 3 in)
   - Wing Area: 17.10 m² (184.1 sqft)
5. Engine:
   - 5.1.1 Model: 2 Austro Engine E4P see Note 4
   - 5.1.2 Type Certificate: EASA Engine Type Certificate E.200
   - 5.1.3 Limitations:
     - Max take-off rotational speed (5 min.) 2300 r.p.m.
     - Max continuous rotational speed 2200 r.p.m.
     - Max T/O Power (5min) 100% (132 kW)
     - Max. continuous Power 95% (126 kW)
     - For power-plants limits refer AFM, Section 2
   - 5.1.4 Firmware: see DAI MSB 62-002 See Note 4
   - 5.1.5 Mapping: see DAI MSB 62-002 See Note 4
6. Load factors:
   - at Vₐ: Positive 3.8, Negative -1.52
   - at Vₖₑ: Positive 3.8, Negative 0
   - with flaps in T/O or LDG position: 2.0
7. Propeller:
   - 7.1 Model: 2 MT-Propeller MTV-6-R-C-F/CF 194-80
   - 7.2 Type Certificate: EASA Prop. Type Certificate P.094
   - See note 5
   - 7.3 Number of blades: 3
   - 7.4 Diameter: 1940 mm
   - 7.5 Sense of Rotation: CW
   - 7.6 Settings:
     - Low pitch setting: 11 °
     - Feather position: 80 °
     - Start Lock: 15 °
8. Fluids:
   - 8.1 Fuel: Jet A-1 (ASTM 1655), see note 6
   - 8.2 Oil Engine: Shell Helix Ultra 5W30 or 5W40
     - or see AFM, Section 2
     - Gearbox: Shell SPIRAX GSX 75W-80 or
Shell SPIRAX S6 GXME 75W-80  
or see AFM, Section 2

8.3 Coolant:  
Water / Coolant Protection  
for more details see AFM, Section 2

8.4 Ice Protection Fluids:  
Fluids according DTD 406B

9. Fluid capacities

9.1 Fuel:  
Standard Fuel Tank  
Total: 196.8 litres  52 US Gallons  
Usable: 189.2 litres  50 US Gallons  
Auxiliary Fuel Tank  
Total: 140 litres  37 US Gallons  
Usable: 137.8 litres  36.4 US Gallons

9.2 Oil:  
each engine  
Maximum: 7 litres  
Minimum: 5 litres

9.3 Coolant system capacity:  
Approx. 7 litres

10. Air Speeds:  
Operating Manoeuvring Speed Vo  
Up to 1700 kg  117 KEAS  
1800 to 1900 kg  126 KEAS  
1901 kg to 1999 kg  130 KEAS  
2000 kg to 2100 kg  133 KEAS  
2101 kg to 2200 kg  136 KEAS  
Above 2201 kg  140 KEAS  
Flap Extended Speed VFE  
Approach  135 KEAS  
Landing  118 KEAS  
Maximum Landing Gear  
Operation Speed VLO  160 KEAS  
Maximum Landing Gear  
Extended Speed VLE  201 KEAS  
Minimum Control Speed  
Airborne Vmca  75 KEAS  
Maximum structural  
Cruising Speed VNO  160 KEAS  
(= Maximum structural design speed Vc)  
Never exceed speed VNE  201 KEAS

11. Maximum Operating Altitude:  
6096 m (20 000 ft)

12. All weather operations  
Capability:  
Day/Night-VFR, IFR  
Flights into known or forecast icing conditions,  
See Note 8
13. Maximum Weights:
   Take-off
   With MAM 62-001 installed  2300 kg (5017 lb)
   Zero Fuel
   With MAM 62-063 installed  2200 kg (4850 lb)
   Landing  2300 kg (5017 lb)

14. Centre of Gravity
   Range:
   Forward limit
   From 1600 kg to 1800 kg  2.340 m behind Datum
   At 2300 kg  2.460 m behind Datum
   Varying linearly with mass betweeend
   Rear limit
   At 1600 kg  2.460 m behind Datum
   At 1900 kg to 1999 kg  2.510 m behind Datum
   At 2300 kg  2.530 m behind Datum
   Varying linearly with the mass in between

15. Datum:
   2.196 m in front of leading edge of
   stub-wing at the wing joint

16. Control surface deflections:
   Aileron
   Trailing edge up  25° ± 2°
   Trailing edge down  15° ± 2°/-0°
   Elevator
   Trailing edge up  18° ± 0.5°
   Trailing edge down  15° ± 1°
   Elevator Trim Tab
   Nose up at elevator 10° up  + 17° ± 5°
   Nose down at elevator 10° up  - 35° ± 5°
   Rudder
   Left  30° ± 1°
   Right  30° ± 1°
   Rudder Trim Tab
   Trim RH at rudder 20° LH  + 45° ± 5°
   Trim LH at rudder 20° LH  + 28° ± 3°
   Flaps
   Cruise flap setting  0° + 2° - 0°
   Approach flap setting  20° + 4° - 2°
   Landing flap setting  42° + 3° - 1°

17. Levelling Means:
   Floor of front baggage compartment levelled

18. Minimum Flight Crew:  1 (Pilot)

19. Maximum Passenger
   Seating Capacity:  4
   With OAM 62-019 installed:  6
### 20. Baggage/Cargo Compartments:

<table>
<thead>
<tr>
<th>Location</th>
<th>max. allowable Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>LH Nose Baggage</td>
<td>30 kg (66 lb)</td>
</tr>
<tr>
<td>RH Nose Baggage</td>
<td>30 kg (66 lb)</td>
</tr>
<tr>
<td>Rear Baggage</td>
<td>120 kg (265 lb)</td>
</tr>
<tr>
<td></td>
<td>With OAM 62-019 inst.</td>
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</tbody>
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### 21. Wheels and Tyres:

<table>
<thead>
<tr>
<th></th>
<th>Nose Wheel Tyre Size</th>
<th>Main Wheel Tyre Size</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>6.00-6</td>
<td>6.00-6</td>
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</tbody>
</table>

see Note 7
A.IV. Operating and Service Instructions

1. Flight Manual  
   Document 11.01.05-E (Revision of 7.01.25-E under new document number), see Note 10

2. Technical Manual  
   Airplane Maintenance Manual (AMM)  
   Document No. 7.02.25 (incl. Airworthiness Limitations)  
   Service Information and Service Bulletins

3. Spare Parts Catalogue (IPC)  
   Document No. 7.03.25

4. Instruments and aggregation  
   Refer to AMM Doc. No. 7.02.25 Chapter 1
A.V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.A.005 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List (MMEL)
   The MMEL is defined in the Document No: 11.11.01, Revision Original or later approved revisions.

A.VI. Notes

1. Serial Numbers Eligible: see also Note 2
   62.009 and subsequent (Austrian Production)
   62.C001 and subsequent (Canadian Production, marked with “C”)

2. Design Responsibility History

   Originally the model DA 62 was designed by Diamond Aircraft Industries GmbH in Austria (DAI-A) and initially certified by EASA as a derivative of the DA 42 (EASA TC / TCDS No. EASA.A.005).

   On request of DAI-A, the model DA 62 was split out to a separate TC later on (EASA TC / TCDS No. EASA.A.629) as a separate type. All DA 62 aircraft manufactured under EASA TC No EASA.A.005 were eligible to be transferred to EASA TC No EASA.A.629 using DAI Factory Campaign FC 62-010.

   Effective 15-Nov-2017 the design responsibility for the type DA 62 certified under TC EASA.A.629 was transferred from DAI-A and EASA to Diamond Aircraft Industries Inc. (DAI-C) and Transport Canada (TCCA), issuing TCCA TC No. A-273, validated by EASA cancelling EASA TC No EASA.A.629 and issuing EASA TC No EASA.IM.A.629.

   Following the transfer, all model DA 62 serial numbers produced on EASA TC No EASA.A.629 and all model DA 62 Serial numbers manufactured on TC EASA.A.005, that had already been transferred to TC EASA.A.629 under the Factory Campaign, were under the responsibility of DAI-C and TCCA.

   The Factory Campaign had not been completed at the time of the transfer of the type design responsibility to Diamond Aircraft Industries Inc. All aircraft manufactured on EASA TC No EASA.A.005 and still associated with that TC, were eligible to be transferred TCCA TC No A-273 using DAI Factory Campaign FC 62-010, but remained under the responsibility of DAI-A and EASA until they were transferred.

   The Factory Campaign was completed effective 24 March 2023 and all type certified Model DA 62 serial numbers are now covered by TCCA TC A-273 under the responsibility of DAI-C and TCCA.

   No further serial numbers will be produced under EASA.A.005 or EASA.A.629.

3. Approved Noise Levels in accordance to the EASA data sheet for noise TCDSN IM.A.629.
4. For approved software versions of Gamin G1000 Integrated Avionic System see, until further notice, DAI MSB 62-003, at latest issue.

5. Approved engine model for installation in the DA 62: E4P-C

The approved firmware and mapping is, until further notice, according to DAI MSB 62-002 at latest issue.

6. Propeller Equipment: Governor P-877-16

7. For additional approved Jet Fuel specifications see AFM Section 2.

8. Only specific brand names and types of tires are allowed for installation, see AMM and IPC

9. Flights into known or forecast icing conditions is approved if the liquid fluid ice protection system in accordance to Major Design Change OâtM 62-003 is installed.

10. As indicated in NOTE 2, the type design responsibility for the DA 62 was transferred effective 15 November 2017 to DAI-C and TCCA. Temporary Revision TR-17-05 to the pre-existing AFM, 7.01.25-E, was issued to reflect the change in type design responsibility and identify AFM 7.01.25-E as the Transport Canada approved AFM until such time as the Temporary Revision had been incorporated into the AFM.

Temporary Revision TR-17-05 has now been incorporated in the AFM by reissuing it in full with new Doc. No. 11.01.05-E as a revision to AFM Doc. No. 7.01.25-E.

AFM 11.01.05-E, latest revision, is the approved AFM required for use in accordance with the Canadian Aviation Regulations.
ADMINISTRATIVE SECTION

I. Acronyms & Abbreviations

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Abbreviation</th>
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<tbody>
<tr>
<td>AFM</td>
<td>Airplane Flight Manual</td>
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<tr>
<td>Amdt.</td>
<td>Amendment</td>
</tr>
<tr>
<td>AMM</td>
<td>Airplane Maintenance Manual</td>
</tr>
<tr>
<td>CG</td>
<td>Centre of Gravity</td>
</tr>
<tr>
<td>DWN</td>
<td>down</td>
</tr>
<tr>
<td>EASA</td>
<td>European Aviation Safety Agency</td>
</tr>
<tr>
<td>IAS</td>
<td>Indicated Airspeed</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
</tr>
<tr>
<td>kg</td>
<td>kilograms</td>
</tr>
<tr>
<td>km/h</td>
<td>kilometres per hour</td>
</tr>
<tr>
<td>MAC</td>
<td>Mean Aerodynamic Chord</td>
</tr>
<tr>
<td>N.A.</td>
<td>Not applicable</td>
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<tr>
<td>SC</td>
<td>Special Condition</td>
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<tr>
<td>TCDSN</td>
<td>Type Certificate Datasheet Noise</td>
</tr>
<tr>
<td>VFR</td>
<td>Visual Flight Rules</td>
</tr>
</tbody>
</table>

II. Type Certificate Holder Record

Until 15-Nov-2017

Diamond Aircraft Industries GmbH
Nicolaus-August-Otto-Straße 5
2700 Wiener Neustadt
Austria

Since 15-Nov-2017

Diamond Aircraft Industries Inc.
1560 Crumlin Sideroad
London, ON, N5V1S2
Canada
## IV. Change Record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC Issue No. &amp; Date</th>
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<tbody>
<tr>
<td>1 to 4</td>
<td>15-Nov-2017</td>
<td>Revisions as done prior transfer of TC. Kept for record only</td>
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<tr>
<td>6</td>
<td>20-May-2020</td>
<td>A.IV.: Item 1: AFM document updated from 7.01.25-E to 11.01.05-E</td>
<td>26-May-2020</td>
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<tr>
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<td>A.VI: Simplified note 1 and 2.</td>
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<td>Added note 10.</td>
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<td>7</td>
<td>31-May-2022</td>
<td>A.III Propeller Model corrected to MTV-6-R-C-F/CF 194-80</td>
<td>26-May-2020</td>
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<td>8</td>
<td>16-Aug-2023</td>
<td>A.VI. Note 1: Serial number 62.007 removed</td>
<td>26-May-2020</td>
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<tr>
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<td>Note 2: All DA 62 Serial numbers are transferred to this TC.</td>
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