TYPE-CERTIFICATE
DATA SHEET

NO. EASA.IM.A.223

for
DA20

Type Certificate Holder
Diamond Aircraft Industries Inc.

1560 Crumlin Sideroad
5V 1S2, London Ontario
Canada

For models: DA20-A1
DA20-C1
Intentionally left blank
## section A: DA20-A1

<table>
<thead>
<tr>
<th>A.I.</th>
<th>General</th>
<th>4</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.II.</td>
<td>EASA Certification Basis</td>
<td>4</td>
</tr>
<tr>
<td>A.III.</td>
<td>Technical Characteristics and Operational Limitations</td>
<td>5</td>
</tr>
<tr>
<td>A.IV.</td>
<td>Operating and Service Instructions</td>
<td>8</td>
</tr>
<tr>
<td>A.V.</td>
<td>Notes</td>
<td>9</td>
</tr>
</tbody>
</table>

## section B: DA20 C-1

<table>
<thead>
<tr>
<th>B.I.</th>
<th>General</th>
<th>10</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.II.</td>
<td>EASA Certification Basis</td>
<td>10</td>
</tr>
<tr>
<td>B.III.</td>
<td>Technical Characteristics and Operational Limitations</td>
<td>10</td>
</tr>
<tr>
<td>B.IV.</td>
<td>Operating and Service Instructions</td>
<td>14</td>
</tr>
<tr>
<td>B.V.</td>
<td>Notes</td>
<td>15</td>
</tr>
</tbody>
</table>

## SECTION ADMINISTRATIVE

<table>
<thead>
<tr>
<th>SA</th>
<th>Acronyms &amp; Abbreviations</th>
<th>16</th>
</tr>
</thead>
<tbody>
<tr>
<td>SA</td>
<td>Type Certificate Holder Record</td>
<td>16</td>
</tr>
<tr>
<td>SA</td>
<td>Change Record</td>
<td>16</td>
</tr>
</tbody>
</table>
SECTION A: DA20-A1

A.I. General

1. Type/ Model/ Variant
   1.1 Type DA20
   1.2 Model DA20-A1
   1.3 Variant -

2. Airworthiness Category CS-VLA see Note 2

3. Manufacturer DIAMOND AIRCRAFT INDUSTRIES INC.
   1560 CRUMLIN SIDERoad, LONDON ONTARIO,
   N5V 1S2 CANADA
   161-93 (TCCA)

4. EASA Type Certification Application Date None (Prior to 28. September 2003, accepted under EU Regulation EC 1702/2003)

5. State of Design Authority Canada, Transport Canada

6. State of Design Authority Type Certificate Date
   Transport Canada TC A-191 dated 29 July 1994

7. EASA Type Certification Date
   Pre 2003 European Certifications
   Austria: FZ 014-ACG
   Germany: LBA 1099 (10th of May 1996)
   Italy: ENAC A 410
   Spain: 260-I

A.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements
   Accepted under EU Regulation EC 1702/2003

2. Airworthiness Requirements
   JAR-VLA including Amendment VLA/92/1

3. Special Conditions
   A-02 Night VFR
   B-01 Intentional Spinning

4. Exemptions
   None

5. (Reserved) Deviations
   None

6. Equivalent Safety Findings
   Model equipped with Rotax 912 A3 engine:
   Findings of equivalent safety to AWM 523-VLA.203(a) for
   the Rotax 912 A3 engine as per Transport Canada letter
   5010-A518 (AARDD) dated 22 June 1995

7. Environmental Protection
   ICAO, Annex 16, Volume I, see EASA Type Certificate Data
   Sheet Noise TCDSN IM.A.223

8. Additional National Requirements:
   The EASA Aircraft Type Certification standard includes that
   of TCCA TCDS A-191, based on individual EU member state
   acceptance or certification of this standard prior to 28.
September 2003 using JAR-VLA as the applicable airworthiness requirement. Other standards conforming to TC/TCDS standards certificated by individual EU member states prior to 28. September 2003 are also acceptable. (See note 2.)

A.III. **Technical Characteristics and Operational Limitations**

1. **Type Design Definition**
   Configuration Document No. DA20-A1
   Project Description DA 4.07.00, including Diamond Aircraft Drawing No. 20-0100-00-00 for the optional retrofit of the Rotax Model 912 S3 engine, Project Description PD-DA20-100

2. **Description**
   Single engine, two-seated cantilever low wing airplane, composite construction, fixed tricycle landing gear, T-tail.

3. **Equipment**
   Equipment List in AFM.
   In addition a fire extinguisher and a fuel pipette/dipstick according AFM must be installed.

4. **Dimensions**
<table>
<thead>
<tr>
<th>Span</th>
<th>10,84 m (35 ft 7 in)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>7,17 m (23 ft 6 in)</td>
</tr>
<tr>
<td>Height</td>
<td>2,10 m (6 ft 11 in)</td>
</tr>
<tr>
<td>Wing Area</td>
<td>11,6 m² (125 sq ft)</td>
</tr>
</tbody>
</table>

5. **Engine**
   5.1. **Model**
   Rotax 912 A3 or 912 F3 or 912 S3
   5.2 **Type Certificate**
   EASA Engine TCDS No. E.121
   5.3 **Limitations**
   with engine Rotax 912 A3 or 912 F3
   - Max take-off rotational engine speed 5800 r.p.m.
   - Max continuous rotational engine speed 5500 r.p.m
   - Propeller reduction 1:2.2727
   
   with engine Rotax 912 S3
   - Max take-off rotational engine speed 5800 r.p.m.
   - Max continuous rotational engine speed 5500 r.p.m
   - Propeller reduction 1:2.43

   For power-plants limits refer to AFM, Section 2

6. **Load factors**
   | Normal at $v_A$ | at $v_{NE}$ with Flaps in TO or LDG position |
7. Propeller
7.1 Model
Hoffmann HO-V352F/170FQ or
Hoffmann HO-V352F/C170FQ
7.2 Type Certificate
LBA TCDS No. 32.130/88
7.3 Number of blades
2
7.4 Diameter
Maximum: 1.70 m (5 ft 6.9 in.) + 0 mm
Minimum: 1.70 m (5 ft 6.9 in.) – 10 mm (0.39 in.)
7.5 Sense of Rotation
Counter Clockwise
7.6 Setting
Low pitch setting: 10.5°
High pitch setting: 30°

8. Fluids
8.1 Fuel
AVGAS 100 LL or
Unleaded Automotive Fuel 95 RON / 91 AKI (Specification EN 228)
See AFM for approved possible fuel types.
8.2 Oil
Oils conforming to 4 stroke motorcycle oil of a registered brand with gear additives that meets or exceeds API classification SF or SG
For more details see AFM, Section 2
8.3 Coolant
EVANS NPG+ waterless coolant or 50/50 Glycol type coolant as specified in the latest revision of ROTAX Service Bulletin SI-912-016

9. Fluid capacities
9.1 Fuel
Total: 76 liters 20,1 US Gallons
Usable: 74 liters 19,5 US Gallons
9.2 Oil
Maximum: 3.4 liters 3,6 qts
Minimum: 3.0 liters 3,2 qts
9.3 Coolant system capacity
Closed loop coolant system
Maximum: 2,5 liters 2,6 qts
Minimum: 2,4 liters 2,5 qts

10. Air Speeds
Design Manoeuvring Speed $v_A$: 104 KIAS
Flap Extended Speed $v_{FE}$: 81 KIAS
Maximum structural cruising speed $v_{NO}$: 116 KIAS
Never exceed speed $v_{NE}$: 157 KIAS

11. Flight Envelope
12. Approved Operations Capability
Day/Night-VFR see Note 2,3
13. Maximum Masses
with engine Rotax 912 A3 or 912 F3
Take-Off: 730 kg (1609 lbs)
Landing 730 kg (1609 lbs)

with engine Rotax 912 S3

Take-Off 750 kg (1653 lbs)

Landing 750 kg (1653 lbs)

14. Centre of Gravity Range

Forward limit (for all masses):
250 mm (9.84 in.) behind Datum

Rear limit (for all masses):
390 mm (15.35 in.) behind Datum

15. Datum
tangent to the leading edge of the wing at the root rib

16. Control surface deflections

Aileron
Up: 16° ±1°
Down: 13° ±1°

Elevator
Up: 16° ±1°
Down: 14° ±1°

Trim tab
See AMM

(elevator neutral)

Rudder
Left: 30° ±1°
Right: 30° ±1°

Flaps
Take-off Flap setting: 15° ±1°
Landing: 40.5° ±1°

17. Levelling Means

Wedge 52:1000,
500 mm (19.69 in) in front of the rudder fin.

18. Minimum Flight Crew

1 (Pilot)

19. Maximum Passenger Seating Capacity

1

20. Baggage/ Cargo Compartments

20 kg (44 lbs) only permissible with baggage harness

21. Wheels and Tyres

Nose Wheel Tyre Size
5.00 – 4, 6 ply or
5.00 – 4, TR60 valve tube

Main Wheel Tyre Size
5.00 – 5.6 ply or
15 x 6.0-5

For approved Types and rating see AM

22. (Reserved)
A.IV. Operating and Service Instructions

1. Flight Manual
   Model with engine Rotax 912 A3 or 912 F3
   Document No. DA202
   Model with engine Rotax 912 S3
   Document No. DA202-100 (English)
   See Note 4

   Airplane Maintenance Manual Doc. No. DA201

   N/A

   N/A

5. Illustrated Parts Catalogue
   Illustrated Parts Catalogue Doc. No. DA203-A1
A.V. Notes

1. S/N 10002 through 10092 originally equipped with Rotax 912 A3 engine may be retrofitted with a Rotax 912 F3 engine accordance with Service bulletin DA20-73-01.

S/N 10093 through 10331 inclusive is originally equipped with Rotax 912 F3 engine.

S/N 10002 through 10332 inclusive originally equipped with Rotax 912 A3 or F3 engine may be modified to a Rotax 912 S3 by in accordance with Diamond Drawing No. 20-0100-00-00.

2. IFR, Acrobatic flights are prohibited. Flight in known or expected icing condition is also prohibited. Intentional Spins with flaps up are approved in accordance to the Flight Manual.

3. Night VFR flights has been approved if the required equipment according to Flight Manual is installed. Night VFR is not approved if engine 912A3 is installed.

4. Flight Manual DA202-VLA is valid for day VFR, no intentional spinning aircraft only and superceeded by Manual DA202 Revision 18 and Manual DA202-100 Revision 6 or later Transport Canada approved Revision, covering all kinds of operation. Manual DA202-VLA will be no longer revised.

5. The minimum oil pressure limit for Rotax 912 A3 and 912 F3 powered DA20-A1 airplanes, as delivered, is 1.5 bar (22psi). Rotax has retroactively revised the minimum oil pressure limit for Rotax 912 A3 and 912 F3 engines to be 0,8 bar (12 psi) below 3500 RPM and 2.0 bar (29 psi) above 3500 RPM. The original oil pressure limits are valid for aircraft equipped with an oil pressure gauge marked accordingly. The revised limit is valid for any aircraft retrofit with an oil pressure gauge marked with the revised limits. (see also AFM)
SECTION B: DA20 C-1

B.I. General

1. Type/ Model/ Variant
   1.1 Type DA20
   1.2 Model DA20-C1
   1.3 Variant -

2. Airworthiness Category CS-VLA see Note 1

3. Manufacturer DIAMOND AIRCRAFT INDUSTRIES INC.
   1560 CRUMLIN SIDEROAD, LONDON ONTARIO,
   N5V 1S2 CANADA
   161-93 (TCCA)

4. EASA Type Certification Application Date
   None (Prior to 28. September 2003, accepted under EU Regulation
   EC 1702/2003)

5. State of Design Authority Canada, Transport Canada

6. State of Design Authority Type Certificate Date
   Transport Canada TC A-191 dated 19th of December 1997

7. EASA Type Certification Date
   Pre 2003 European Certifications
   Italy: ENAC A 410
   United Kingdom: Approval Note 27046

B.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements
   Accepted under EU Regulation EC 1702/2003

2. Airworthiness Requirements JAR-VLA including Amendment VLA/92/1

3. Special Conditions
   A-07 Maximum Take Off Mass 800 kg
   A-02 Night VFR
   B-01 Intentional Spinning

4. Exemptions None

5. (Reserved) Deviations None

6. Equivalent Safety Findings
   A-08 Night VFR with 800kg MTOM

7. Environmental Protection
   ICAO, Annex 16, Volume I, see EASA Type Certificate Data
   Sheet Noise TCDSN IM.A.223

8. Additional National Requirements:
   The EASA Aircraft Type Certification standard includes that of
   TCCA TCDS A-191, based on individual EU member state
   acceptance or certification of this standard prior to 28.
   September 2003 using JAR-VLA as the applicable
   airworthiness requirement. Other standards conforming to
   TC/TCDS standards certificated by individual EU member
   states prior to 28. September 2003 are also acceptable. (See
   note 1.)

B.III. Technical Characteristics and Operational Limitations
1. Type Design Definition
Configuration Document No. DA20-C1

2. Description
Single engine, two-seated cantilever low wing airplane, composite construction, fixed tricycle landing gear, T-tail.

3. Equipment
Equipment List in AFM.
In addition a fire extinguisher and a fuel pipette/ dipstick according AFM must be installed.

4. Dimensions

<table>
<thead>
<tr>
<th></th>
<th>Span</th>
<th>Length</th>
<th>Height</th>
<th>Wing Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10.87 m</td>
<td>7.17 m</td>
<td>2.19 m</td>
<td>11.6 m²</td>
</tr>
<tr>
<td>(35 ft 8 in)</td>
<td>(23 ft 6 in)</td>
<td>(7 ft 2 in)</td>
<td>(125 sq ft)</td>
<td></td>
</tr>
</tbody>
</table>

5. Engine

5.1 Model
Teledyne Continental Motors IO-240-B

5.2 Type Certificate
Engine Type Certificate Data Sheet EASA IM.E.169

5.3 Limitations
Max take-off rotational speed 2800 r.p.m.
Max continuous rotational speed 2800 r.p.m.
For power-plants limits refer to AFM, Section 2

6. Load factors

<table>
<thead>
<tr>
<th>Normal Category</th>
<th>at ( v_A )</th>
<th>at ( v_{NE} )</th>
<th>with Flaps in LDG position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Positive</td>
<td>4.4</td>
<td>4.4</td>
<td>2.0</td>
</tr>
<tr>
<td>Negative</td>
<td>-2.2</td>
<td>-2.2</td>
<td>0</td>
</tr>
</tbody>
</table>

7. Propeller

7.1 Model
Sensenich W69EK-63 (up to Aircraft S/N C0149) or
Sensenich W69EK7-63 or
Sensenich W69EK7-63G or
Sensenich W69EK7-63GM

7.2 Type Certificate
LBA TCDS No. 32.110/29

7.3 Number of blades
2

7.4 Diameter
W69EK7-63 : 1.752 m (69.0 in.)
W69EK7-63G : 1.752 m (69.0 in.)
W69EK7-63GM : 1.752 m (69.0 in.)
W69EK-63 : 1.752 m (69.0 in.)

7.5 Sense of Rotation
Clockwise
7.6 Setting
Fix Pitch

8. Fluids

8.1 Fuel
AVGAS 100 or 100LL  see Note 4

8.2 Oil
Aviation engine oil TCM specification MHS24
For more details see AFM

8.3 Coolant
None

9. Fluid capacities

9.1 Fuel
S/N C0001 to C0013
Usable: 80.5 litres 21.3 US Gal.
Unusable: 14.5 litres 3.8 US Gal.
Total: 95.0 litres 25.0 US Gal.
S/N C0014 and subsequent, and S/N C0001 to C0013 if Service bulletin DA C1-28-01 incorporated
Usable: 91 litres 24.0 US Gal.
Unusable: 2 litres 0.5 US Gal.
Total: 93 litres 24.5 US Gal.
All S/N if fuel tank (Dwg. No. 22-2813-00-00 is installed)
Usable: 76 litres 20.0 US Gal.
Unusable: 2 litres 0.5 US Gal.
Total: 78 litres 20.5 US Gal.

9.2 Oil
Maximum: 5.68 liters 6 qts
Minimum: 3.79 liters 4 qts

9.3 Coolant system capacity
None

10. Air Speeds
Design Manoeuvring Speed $v_A$: 106 KIAS
Flap Extended Speed $v_{FE}$:
  - flaps in T/O position (15°) 100 KIAS
  - flaps in Landing position (45°) 78 KIAS
Maximum structural cruising speed $v_{MO}$: 118 KIAS
Never exceed speed $v_{NE}$: 164 KIAS

11. Flight Envelope
-

12. Approved Operations Capability
Day-VFR see Note 1

13. Maximum Masses
Ramp Weight: 803 kg (1770 lb)
Take-off / Landing 800 kg (1764 lb)
see Note 2

14. Centre of Gravity Range
Forward limit
  up to 750 kg 202 mm (7.96 in)
  at 800 kg 205 mm (8.07 in)
behind Datum, varying linearly with mass in between
Rear limit
  up to 750 kg 317 mm (12.48 in)
15. Datum

16. Control surface deflections

<table>
<thead>
<tr>
<th>Surface</th>
<th>Up</th>
<th>Down</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aileron</td>
<td>15,5° ±1°</td>
<td>13,5° ±1°</td>
</tr>
<tr>
<td>Elevator</td>
<td>25° ±1°</td>
<td>15° ±1°</td>
</tr>
<tr>
<td>Trim tab</td>
<td>See AMM</td>
<td></td>
</tr>
<tr>
<td>(elevator neutral)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rudder</td>
<td>Left: 27° ±1°</td>
<td>Right: 27° ±1°</td>
</tr>
<tr>
<td>Flaps</td>
<td>Take-off Flap setting: 15° ±1°</td>
<td>Landing: 45° ±1°</td>
</tr>
</tbody>
</table>

17. Levelling Means

Wedge 55.84:1000,
2000mm (78.7 in.) behind the canopy

18. Minimum Flight Crew

1 (Pilot)

19. Maximum Passenger Seating Capacity

1

20. Baggage/ Cargo Compartments

20 kg (44 lbs) only permissible with baggage harness

21. Wheels and Tyres

- Nose Wheel Tyre Size: 5.00 – 4, 6 ply
- Main Wheel Tyre Size: 5.00 – 5, 6 ply

For approved Types and rating see AM

22. (Reserved)
### B.IV. Operating and Service Instructions

<table>
<thead>
<tr>
<th>Document</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Flight Manual</td>
<td>Document No. DA202-C1 (English)</td>
</tr>
<tr>
<td>2. Maintenance Manual</td>
<td>Document No. DA201-C1</td>
</tr>
<tr>
<td>3. Structural Repair Manual</td>
<td>N/A</td>
</tr>
<tr>
<td>4. Weight and Balance Manual</td>
<td>N/A</td>
</tr>
<tr>
<td>5. Illustrated Parts Catalogue</td>
<td>Illustrated Parts Catalogue Doc. No. DA203-C1</td>
</tr>
</tbody>
</table>
**B.V. Notes**

1. IFR, Acrobatic flights are prohibited. Flight in known or expected icing condition is also prohibited. Intentional Spins with flaps up are approved in accordance to the Flight Manual.

   Night VFR flights has been approved if the required equipment according to Flight Manual Document DA202-C1, Rev26 or later Transport Canada approved AFM revisions is installed.

2. The DA20-C1 was originally certified at a MTOW of 750kg (1653 lb). Based on the Special Condition A07 the MTOW of 800kg was approved post-certification. All DA20-C1 aircraft equipped with Propeller W69EK7-63, W69EK7-63G or W69EK-63 are eligible for 800kg when operated in accordance to Flight Manual DA20-C1 Document DA202-C1, Rev 25 (Supplement 4 required for 800kg MTOW) or later Transport Canada approved revisions. All DA20-C1 aircraft were eligible for the Special Condition; however only aircraft equipped with Sensenich propellers were approved for operation at a MTOW above 750 kg (1653 lb). Diamond has confirmed that no Hoffmann propeller equipped DA20-C1 aircraft remain in service, references to the Hoffmann propeller have been removed from the applicable Airplane Flight Manual and no data is provided to operators to support its installation. Accordingly references to the Hoffmann propeller have been removed from the TCDS.

3. This certification applied to Serial Numbers C0001 and subsequent.

4. Approved fuel specifications of AVGAS 100LL are CGSB 3.25 (Canadian) and ASTM D910 (USA).
**SECTION ADMINISTRATIVE**

**SA  Acronyms & Abbreviations**

**SA  Type Certificate Holder Record**
Diamond Aircraft Industries Inc.  
1560 Crumlin Sideroad, London Ontario  
NSV 1S2  
CANADA

**SA  Change Record**

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC Issue No. &amp; Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>07. Nov 2008</td>
<td>Initial Issue</td>
<td>-</td>
</tr>
<tr>
<td>2</td>
<td>15-Apr-2005</td>
<td>Editorial Changes</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Clarification of the 912 A3 engine capability according to the TCCA TC</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>A.III.5. Note 1</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>A.V.1 rewording</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Typographical Error</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>B.III.2 and 5</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>18-Mar-2011</td>
<td>DA20-C1 Maximum Takeoff Mass increased to 800kg</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>EASA Project 0010003947-001</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Editorial Change to New EASA TCDS Format</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>DA20-C1 Note 4 corrected to Note 1</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>04-Aug-2011</td>
<td>DA20-C1 Night VFR approval</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>EASA Project 0010003946-001</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>B.V. Note 1</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>B.II. SC CRI A-02 „Night VFR”, ELOS CRI A-08 “Night VFR with 800kg MTOM</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>28-Jun-2012</td>
<td>DA20-A1 and C1 approval for intentional spinning</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>EASA Project 0010003945-001</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>DA20-C1 with G500 and DA20-A1 Night VFR</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>EASA Project 0010013285-001</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>A.II.3 SC added</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>A.IV Flight Manual DA202</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>A.V. Note 2,3,4 added</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>B.II.3 SC A-02, ELOS A-08 added</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>05-December 2022</td>
<td>B.III, 7.1: added: “Sensenich W69EK7-63GM”</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Removed: “Hoffmann HO-14HM-175 157” from Section B,</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Revised Note 2 in Section B</td>
<td></td>
</tr>
</tbody>
</table>

-END-