TYPE-CERTIFICATE
DATA SHEET

EASA.A.005

DA 42

Diamond Aircraft Industries GmbH
N-A-Otto-Strasse 5
A-2700 Wiener Neustadt
Austria

For models:  
DA 42
DA 42 M
DA 42 NG
DA 42 M-NG

Issue 43: 29 March 2023
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A.I. General

1. Data Sheet No.: EASA.A.005
2. a) Type: DA 42
   b) Model: DA 42
   c) Variant: --
3. Airworthiness Category: JAR-23 Normal Category
4. Type Certificate Holder: DIAMOND AIRCRAFT INDUSTRIES GMBH
   N.A. OTTO-STR. 5
   A-2700 WIENER NEUSTADT
   AUSTRIA
5. Manufacturer: DIAMOND AIRCRAFT INDUSTRIES GMBH
   N.A. OTTO-STR. 5
   A-2700 WIENER NEUSTADT
   AUSTRIA
   DIAMOND AIRCRAFT INDUSTRIES INC.
   1560 CRUMLIN SIDEROAD, LONDONONTARIO
   N5V 1S2
   CANADA
   CETC WUHU DIAMOND AIRCRAFT MANUFACTURE CO., LTD.
   ANHUI XINWU ECONOMIC DEVELOPMENT ZONE,
   WUHU COUNTY
   PEOPLE'S REPUBLIC OF CHINA
6. Certification Application Date: 02-Apr-2002
   (JAA Certification Application Date)
7. (Reserved) N/A
8. (Reserved) N/A
A.II.  **EASA Certification Basis**

1. **Reference Date for determining the applicable requirements:** 02-Apr-2002

2. **Airworthiness Requirements:**
   - JAR-23, Amendment 1, issued 01 February 2001
   - JAR-1, Change 5, issued 15-Jul-1996

3. **Special Conditions:**
   - CRI D-02  Variable Elevator Stop
   - CRI E-02  Use of Jet Fuel for Reciprocating Engines
   - CRI E-03  Use of Diesel Fuel for Reciprocating Engines
   - CRI E-06  Engine Vibration Level
   - CRI E-07  Engine Torque
   - CRI F-01  Protection from the Effects of HIRF
   - CRI F-03  Protection from the Effects of Lightning Strikes, Indirect Effects
   - CRI F07  Human Factors in Integrated Avionic System

3. **Exemptions:** None

4. **Deviations:** None

5. **Equivalent Safety Findings:**
   - CRI D-01  Single Lever Power Control
   - CRI E-04  Liquid Cooling – Coolant Tank
   - CRI E-05  Electronically-controlled Reciprocating Diesel Engine
   - CRI E-08  Fuel System – Hot Fuel Temperature
   - CRI F-04  Power plant Instruments
   - CRI B-03  Stall Speed in Icing Conditions

6. **Requirements elected to comply:** With OÄM 42-324 installed: CS 23.2270 (a)-(d), (CS23/5)

7. **Environmental Standards:**
   - JAR 36, issued 23-May-1997
   - CRI A-03 for additional national requirements
   - See Note 2

8. **(Reserved)** N/A

9. **(Reserved)** N/A

10. **Operational Suitability Requirements**
A.III. **Technical Characteristics and Operational Limitations**

1. **Type Design Definition:** Current issue of Doc. No. 7.07.00, Chapter 7, including Design Changes MÄM 42-001 to 42-012 and following.

2. **Description:** Twin engine, four-seated cantilever low wing airplane, composite construction, retractable tricycle landing gear, T-tail.

3. **Equipment:** Equipment list, applicable AFM, Section 6, See Note 3.

4. **Dimensions:**
   - Span 13.42 m (44 ft 0 in)
   - Length 8.56 m (28 ft 1 in)
   - Height 2.49 m (8 ft 2 in)
   - Wing Area 16.29 m² (175.3 sqft)

5. **Engine:**
   - **5.1.1 Model:** 2 Technify Motors GmbH (formerly Thielert) TAE 125-01 or TAE 125-02-99 or TAE 125-02-114, see Note 4
   - **5.1.2 Type Certificate:** EASA Engine Type Certificate Data Sheet E.055
   - **5.1.3 Limitations:**
     - Max take-off rotational speed 2300 r.p.m.
     - Max continuous rotational speed 2300 r.p.m (Propeller shaft r.p.m)
   - **5.1.4 Firmware:** see DAI MSB 42-007 See Note 4
   - **5.1.5 Mapping:** see DAI MSB 42-007 See Note 4

6. **Load factors:**
   - at $v_A$ at $v_{NE}$ with flaps in T/O or LDG position
   - Positive: 3.8 3.8 2.0
   - Negative -1.52 0

7. **Propeller:**
   - **7.1 Model:** 2 MT-Propeller MTV-6-A-C-F/CF187-129
   - **7.2 Type Certificate:** EASA Prop. Type Certificate Data Sheet P.094
   - **7.3 Number of blades:** 3
   - **7.4 Diameter:** 1870 mm
   - **7.5 Sense of Rotation:** CW
   - **7.6 Setting:**
     - Low pitch setting 12°
     - Feather position 81°
     - Start Lock 15°
8. Fluids:

8.1 Fuel: Jet A-1 (ASTM 1655) see Note 8
Diesel (EN 590) see Note 7

8.2 Oil: Engine Shell Helix Ultra 5W30 synthetic API SJ/CF
or see applicable AFM, Section 2
Gearbox Shell EP 75W90 API GL-4
or see applicable AFM, Section 2

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

8.4 Ice Protection Fluids: AL-5 (DTD 406B) or Aeroshell Compound 07
for more details see applicable AFM, Suppl. S03

9. Fluid capacities:

9.1 Fuel: Standard Fuel Tank
Total: 196.8 liters 52 US Gallons
Usable: 189.2 liters 50 US Gallons
Auxiliary Fuel Tank
Total: 104 liters 27.4 US Gallons
Usable: 100 liters 26.4 US Gallons

9.2 Oil: each engine Maximum: 6.0 liters 6.3 qts
Minimum: 4.5 liters 4.8 qts

9.3 Coolant system capacity: Approx. 7 Liter

10. Air Speeds: Design Manoeuvring Speed $v_A$
up to 1542 kg 119 KEAS
above 1542 kg 125 KEAS
Flap Extended Speed $v_{FE}$
Approach 135 KEAS
Landing 110 KEAS
Maximum Landing Gear Operation Speed $v_{LO}$
155 KEAS
Maximum Landing Gear Extended Speed $v_{LE}$
192 KEAS
Minimum Control Speed $v_{MC}$
With OÄM 42-252 installed 72 KEAS
Maximum structural cruising speed $v_{NO}$
(= Maximum structural design speed $v_C$) 155 KEAS
Never exceed speed $v_{NE}$ 192 KEAS
11. Maximum Operating Altitude:
   5486 m (18 000 ft)

12. Allweather Operations Capability:
   Day/Night-VFR, IFR
   Flights into known or forecast icing conditions
   See Note 5

13. Maximum Weights:
   **Take-off**
   1700 kg (3748 lb)
   1785 kg (3935 lb) MÄM 42-088 installed
   **Zero Fuel**
   1650 kg (3638 lb)
   1674 kg (3690 lb) OÄM 42-188 installed
   1730 kg (3814 lb) OÄM 42-188 & -195 installed
   **Landing**
   1700 kg (3748 lb)
   1785 kg (3935 lb) OÄM 42-195 installed
   See Note 6

   For approved Weight Configurations see Note 6

14. Centre of Gravity Range
   **Forward limit**
   Up to 1468 kg 2.35 m behind Datum
   At 1785 kg 2.40 m behind Datum
   Varying linearly with mass in between
   **Rear limit**
   At 1250 kg 2.42 m behind Datum
   At 1600 kg and above 2.49 m behind Datum
   Varying linearly with 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 15.5° ± 0.5°
   trailing edge down 13° ± 1°
   **Elevator Trim Tab**
   nose up at elevator neutral 58° ± 5°
   nose down at elevator neutral 25° ± 5°
   **Rudder**
   left 27° ± 1°
   right 29° ± 1°
   **Rudder Trim Tab**
   trim RH at rudder neutral 30° + 5° - 0°
   trim LH at rudder neutral 29° + 5° - 0°
   With OÄM 42-252 installed:
   trim RH at rudder neutral 45° ± 3°
   trim LH at rudder neutral 41° ± 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: 3

20. Baggage/Cargo Compartments:

<table>
<thead>
<tr>
<th>Location</th>
<th>max. allowable Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Baggage Compartment</td>
<td>30 kg (66 lb)</td>
</tr>
<tr>
<td>Behind Rear Seats</td>
<td>45 kg (100 lb)</td>
</tr>
<tr>
<td>Aft part of Baggage Extension</td>
<td>18 kg (40 lb)</td>
</tr>
<tr>
<td>Whole aft Baggage Compartment together</td>
<td>45 kg (100 lbs)</td>
</tr>
</tbody>
</table>

21. Wheels and Tyres: Nose Wheel Tyre Size 5.00 – 5
Main Wheel Tyre Size 15x6.0–6

22. (Reserved): N/A

A.IV. Operating and Service Instructions

1. Flight Manual: Document No. 7.01.05 or 7.01.06 (with OÄM 42-102, GFC 700 Autopilot) For TAE 125-02-114 equipped DA 42 (OÄM 42-252) AFM Supplement S07 applies


3. Spare Parts Catalogue: Document No. 7.03.01

4. Instruments and aggregates: refer to AMM Doc. No. 7.02.01, Chapter 1

A.V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Union 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: 7.11.01, Revision Original or later approved revisions.

A.VI.  Notes:

1. This certification applies to serial numbers 42.004 and subsequent for production at Diamond-Austria, serial numbers 42.AC001 and subsequent for production at Diamond–Canada, excluding serial numbers 42.L.001 and 42.L.002. 42.W001 and subsequent for production in Wuhu/China, see Note 9.

2. Approved Noise Levels in accordance to the EASA data sheet for noise TCDSN A.005.

3. For approved software versions of Gamin G1000 Integrated Avionic System see DAI MSB 42-008, at latest issue.
   If engine TAE 125-02-99 is installed (Design Change MÄM 42-198), then Garmin Software PNo. 010-00370-15 or later approved version is required.
   If engine TAE 125-02-114 is installed (Design Change OÄM 42-252), then Garmin Software PNo. 010-00370-22 including secondary configuration card or later approved version is required.

4. Approved engine model for installation in the DA 42:
   TAE 125-01 (Installation Variant 125-01-(017)-( ), SB TAE 000-0007)
   TAE 125-02-99 (Installation Variant 125-02-99-(0003)-( ), SB TAE 000-0007)
   TAE 125-02-114 (Installation Variant 125-02-114-(0006)-( ), SB TAE 000-0007)
   Approved firmware and mapping in accordance with DAI MSB 42-007 at latest issue.
   Installation of engine types in pairs only.
   The TAE 125-02-99 engine was previously approved as TAE 125-02.
   Engine retrofit installation from engine TAE 125-01 to TAE 125-02-99 is approved by Design Change MÄM 42-198 with OSB 42-046.
   Engine retrofit installation from engine TAE 125-01 or TAE 125-02-99 to TAE 125-02-114 is approved by Design Change OÄM 42-252 with OSB 42-117.

5. Flights into known or forecast icing conditions is approved if the liquid fluid ice protection system in accordance to Major Design Change OÄM 42-054 is installed.

6. The following Design Mass Configurations are approved:

<table>
<thead>
<tr>
<th>Design Changes installed</th>
<th>Standard</th>
<th>MÄM 42-088</th>
<th>MÄM 42-088 and OÄM 42-188</th>
<th>MÄM 42-088 and OÄM 42-188 and OÄM 42-195</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOM</td>
<td>1700 kg</td>
<td>1785 kg</td>
<td>1785 kg</td>
<td>1785 kg</td>
</tr>
<tr>
<td></td>
<td>(3748 lb)</td>
<td>(3935 lb)</td>
<td>(3935 lb)</td>
<td>(3935 lb)</td>
</tr>
<tr>
<td>MZFM</td>
<td>1650 kg</td>
<td>1650 kg</td>
<td>1674 kg</td>
<td>1730 kg</td>
</tr>
<tr>
<td></td>
<td>(3638 lb)</td>
<td>(3638 lb)</td>
<td>(3690 lb)</td>
<td>(3814 lb)</td>
</tr>
<tr>
<td>MLM</td>
<td>1700 kg</td>
<td>1700 kg</td>
<td>1700 kg</td>
<td>1785 kg</td>
</tr>
<tr>
<td></td>
<td>(3748 lb)</td>
<td>(3748 lb)</td>
<td>(3748 lb)</td>
<td>(3935 lb)</td>
</tr>
</tbody>
</table>

MTOM – maximum take-off mass; MZFM – maximum zero fuel mass; MLM – maximum landing mass

The retrofit installation of the design changes is only approved per TC Holder Service Bulletins.
7. The use of Diesel fuel (EN 590) is approved if Major Design Change MÄM 42-037 is installed.

8. For additional approved Jet Fuel specifications see applicable AFM, Section 2.

9. For serial number 42.W001 and subsequent produced in Wuhu/China under Chinese Production Certificate PC0030A, EASA is considered state of design. Pending a bilateral agreement between the People’s Republic of China and the European Union (EU), this aircraft serial numbers are not eligible for registration in the EU. Spareparts with a Chinese Authorized Release Certificate are not eligible for EU registered aircraft.
SECTION B: DA 42 M

B.I. General

1. Data Sheet No.: EASA.A.005
2. a) Type: DA 42
   b) Model: DA 42 M
   c) Variant: --
3. Airworthiness Category: JAR 23 Normal Category
4. Type Certificate Holder: DIAMOND AIRCRAFT INDUSTRIES GMBH
   N.A. OTTO-STR. 5
   A-2700 WIENER NEUSTADT
   AUSTRIA
5. Manufacturer: DIAMOND AIRCRAFT INDUSTRIES GMBH
   N.A. OTTO-STR. 5
   A-2700 WIENER NEUSTADT
   AUSTRIA
   CETC WUHU DIAMOND AIRCRAFT MANUFACTURE CO., LTD.
   ANHUI XINWU ECONOMIC DEVELOPMENT ZONE,
   WUHU COUNTY
   PEOPLE'S REPUBLIC OF CHINA
6. Certification Application Date: 01-Jun-2006
7. (Reserved) N/A
8. (Reserved) N/A

B.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements: 02-Apr-2002
2. Airworthiness Requirements: JAR-23, Amendment 1, issued 01 February 2001
   JAR-1, Change 5, issued 15-Jul-1996
3. Special Conditions: CRI D-02 Variable Elevator Stop
   CRI E-02 Use of Jet Fuel for Reciprocating Engines
   CRI E-03 Use of Diesel Fuel for Reciprocating Engines
CRI E-06  Engine Vibration Level
CRI E-07  Engine Torque
CRI F-01  Protection from the Effects of HIRF
CRI F-03  Protection from the Effects of Lightning Strikes, Indirect Effects
CRI F-07  Human Factors in Integrated Avionic System

3. Exemptions:  None
4. Deviations:  None
5. Equivalent Safety Findings:  CRI D-01 Single Lever Power Control
                               CRI E-04 Liquid Cooling – Coolant Tank
                               CRI E-05 Electronically-controlled Reciprocating Diesel Engine
                               CRI E-08 Fuel System – Hot Fuel Temperature
                               CRI F-04 Power plant Instruments
                               CRI B-03 Stall Speed in Icing Conditions
6. Requirements elected to comply:  With OÂM 42-324 installed: CS 23.2270 (a)-(d), (CS23/5)
                              JAR 36, issued 23-May-1997
                              CRI A-03 for additional national requirements
                              See Note 2
8. (Reserved)  N/A
9. (Reserved)  N/A

B.III.  Technical Characteristics and Operational Limitations

1. Type Design Definition:  Current issue of Doc. No. 7.07.00, Chapter 7 including Design Changes MÄM 42-001 to 42-012 and following
2. Description:  Twin engine, four-seated cantilever low wing airplane, composite construction, retractable tricycle landing gear, T-tail
                 The airplane is equipped with provisions for installation of various mission options.
3. Equipment:  Equipment list, applicable AFM, Section 6, and AFM Supplement M00  See Note 7
4. Dimensions:  
   Span: 13.42 m (44 ft 0 in)  
   Length: 8.56 m (28 ft 1 in)  
   Height: 2.49 m (8 ft 2 in)  
   Wing Area: 16.29 m² (175.3 sqft)

5. Engine:  
   5.1.1 Model: 2 Technify Motors GmbH (formerly Thielert) TAE 125-02-99 or TAE 125-02-114, see Note 3  
   5.1.2 Type Certificate: EASA Engine Type Certificate Data Sheet E.055  
   5.1.3 Limitations: Max take-off rotational speed 2300 r.p.m.  
                   Max continuous rotational speed 2300 r.p.m  
                   (Propeller shaft r.p.m)  
                   For power-plants limits refer to applicable AFM, Section 2  
   5.1.4 Firmware: see DAI MSB 42-007  
   5.1.5 Mapping: see DAI MSB 42-007  

6. Load factors:  
   at \( v_A \)  at \( v_{NE} \) with flaps in T/O or LDG position  
   Positive: 3.8 3.8 2.0  
   Negative -1.52 0

7. Propeller:  
   7.1 Model: 2 MT-Propeller MTV-6-A-C-F/CF187-129  
   7.2 Type Certificate: EASA Prop. Type Certificate Data Sheet P.094  
   7.3 Number of blades: 3  
   7.4 Diameter: 1870 mm  
   7.5 Sense of Rotation: CW  
   7.6 Settings: Low pitch setting: 12 °  
                Feather position: 81 °  
                Start Lock: 15°

8. Fluids:  
   8.1 Fuel: Jet A-1 (ASTM 1655) see Note 6  
             Diesel (EN 590) see Note 5  
   8.2 Oil: Engine: Shell Helix Ultra 5W30 synthetic API SJ/CF  
             or see applicable AFM, Section 2  
             Gearbox: Shell EP 75W90 API GL-4  
                     or see applicable AFM, Section 2  
   8.3 Coolant: Water / Cooler Protection  
                 for more details see applicable AFM, Section 2
8.4 Ice Protection Fluids: AL-5 (DTD 406B) or Aeroshell Compound 07
for more details see applicable AFM, Suppl. S03

9. Fluid capacities:

9.1 Fuel: Standard Fuel Tank
Total: 196.8 liters 52 US Gallons
Usable: 189.2 liters 50 US Gallons

Auxiliary Fuel Tank
Total: 104 liters 27.4 US Gallons
Usable: 100 liters 26.4 US Gallons

9.2 Oil: each engine
Maximum: 6.0 liters 6.3 qts
Minimum: 4.5 liters 4.8 qts

9.3 Coolant system capacity:
Approx. 7 liters

10. Air Speeds:
Design Manoeuvring Speed $v_A$
up to 1542 kg 119 KEAS
above 1542 kg 125 KEAS

Flap Extended Speed $v_{FE}$
Approach 135 KEAS
Landing 110 KEAS

Maximum Landing Gear Operation Speed $v_{LO}$ 155 KEAS

Maximum Landing Gear Extended Speed $v_{LE}$
192 KEAS

Minimum Control Speed $v_{MC}$
With OÄM 42-252 installed 72 KEAS
Maximum structural cruising speed $v_{NO}$
(= Maximum structural design speed $v_C$) 155 KEAS
Never exceed speed $v_{NE}$ 192 KEAS

11. Maximum Operating Altitude:
5486 m (18 000 ft)

12. Allweather Operations Capability:
Day/Night-VFR, IFR
Flights into known or forecast icing conditions
See Note 4

13. Maximum Weights:
Take-off 1785 kg (3935 lb)
Zero Fuel 1650 kg (3638 lb)
1674 kg (3690 lb) OÄM 42-188 installed
1730 kg (3814 lb) OÄM 42-188 & -195 installed
Landing
1700 kg (3748 lb)
1785 kg (3935 lb) OÄM 42-195 installed
For approved Weight Configurations see Note 8

14. Centre of Gravity Range:

Forward limit
Up to 1468 kg 2.35 m behind Datum
At 1785 kg 2.40 m behind Datum
Varying linearly with mass in between

Rear limit
At 1250 kg 2.42 m behind Datum
At 1600 kg and above 2.49 m behind Datum
Varying linearly with mass in between

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

16. Control surface deflections:

<table>
<thead>
<tr>
<th>Surface</th>
<th>Forward Deflection</th>
<th>Rear Deflection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aileron</td>
<td>25° ± 2°</td>
<td>15° + 2° - 0°</td>
</tr>
<tr>
<td>Elevator</td>
<td>15.5° ± 0.5°</td>
<td>13° ± 1°</td>
</tr>
<tr>
<td>Elevator Trim Tab</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nose up</td>
<td>28° ± 5°</td>
<td>25° ± 5°</td>
</tr>
<tr>
<td>Nose down</td>
<td>28° ± 5°</td>
<td>25° ± 5°</td>
</tr>
<tr>
<td>Rudder</td>
<td>27° ± 1°</td>
<td>29° ± 1°</td>
</tr>
<tr>
<td>Flaps</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cruise flap setting</td>
<td>0° ± 2° - 0°</td>
<td></td>
</tr>
<tr>
<td>Approach flap setting</td>
<td>20° ± 4° - 2°</td>
<td></td>
</tr>
<tr>
<td>Landing flap setting</td>
<td>42° ± 3° - 1°</td>
<td></td>
</tr>
</tbody>
</table>

17. Levelling Means:
floor of front baggage compartment levelled

18. Minimum Flight Crew:
1 (Pilot)

19. Maximum Passenger Seating Capacity:
3

20. Baggage/Cargo Compartments:

<table>
<thead>
<tr>
<th>Location</th>
<th>max. allowable Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Baggage Compartment</td>
<td>30 kg (66 lb)</td>
</tr>
<tr>
<td>Behind Rear Seats</td>
<td>45 kg (100 lb)</td>
</tr>
<tr>
<td>Aft part of Baggage Extension</td>
<td>18 kg (40 lb)</td>
</tr>
</tbody>
</table>
Whole aft Baggage Compartment together 45 kg (100 lbs)

21. Wheels and Tyres:
   - Nose Wheel Tyre Size 5.00 – 5
   - Main Wheel Tyre Size 15x6.0 – 6

22. (Reserved): N/A

**B.IV. Operating and Service Instructions**

1. Flight Manual: Document No. 7.01.05 or 7.01.06 (with OÂM 42-102, GFC 700 Autopilot), including AFM Supplement M00. For TAE 125-02-114 equipped DA 42 M (OÂM 42-252) AFM Supplement S07 applies in addition.


3. Spare Parts Catalogue: Document No. 7.03.01

4. Instruments and aggregates: refer to AMM Doc. No. 7.02.01 Chapter 1

**B.V. Operational Suitability Data (OSD)**

The Operational Suitability Data elements listed below are approved by the European Union 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: 7.11.01, Revision Original or later approved revisions.

**B.VI. Notes:**

1. This certification applies to serial numbers 42.005, 42.008, 42.157, 42.177, 42.191, 42.234, 42.247, 42.255, 42.262, 42.272, 42.282, 42.286, 42.293, 42.304, 42.319, 42.328 and serial number 42.M001 and subsequent. All of these serial numbers initially delivered as a DA42 must be modified with Optional Service Bulletin OSB42-056 to comply with the DA42M type design. In addition 42.MW001 and subsequent for production in Wuhu/China, see Note 9.

2. For approved software versions of Gamin G1000 Integrated Avionic System see DAI MSB 42-008, at latest issue.
   - If engine TAE 125-02-99 is installed then Garmin Software PNo. 010-00370-15 or later
approved version is required. If engine TAE 125-02-114 is installed (Design Change OÅM 42-252), then Garmin Software PNo. 010-00370-22 including secondary configuration card or later approved version is required.

3. Approved engine model for installation in the DA 42 M:
   TAE 125-02-99 (Installation Variant 125-02-99-(0003)-(), SB TAE 000-0007)
   TAE 125-02-114 (Installation Variant 125-02-114-(0006)-(), SB TAE 000-0007)
   Installation of engine types in pairs only.
   Approved firmware and mapping in accordance with DAI MSB 42-007 at latest issue.
   Engine retrofit installation from engine TAE 125-02-99 to TAE 125-02-114 is approved by Design Change OÅM 42-252 with OSB 42-117.

4. Flights into known or forecast icing conditions is approved if the liquid fluid ice protection system in accordance to Major Design Change OÅM 42-054 is installed.

5. The use of Diesel fuel (EN 590) is approved if Major Design Change MÅM 42-037 is installed.

6. For additional approved Jet Fuel specifications see applicable AFM Section 2.

7. The basic DA42 M does not include provisions for specific mission purposes. The specific type design for mission equipment and its installations are not part of the DA42 M certification; this is approved only in accordance with EASA TCDS A.513

8. The following Design Mass Configurations are approved:

<table>
<thead>
<tr>
<th>Design Changes installed</th>
<th>Standard</th>
<th>MÅM 42-088 and OÅM 42-188</th>
<th>MÅM 42-088 and OÅM 42-188 and OÅM 42-195</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOM</td>
<td>1785 kg (3935 lb)</td>
<td>1785 kg (3935 lb)</td>
<td>1785 kg (3935 lb)</td>
</tr>
<tr>
<td>MZFM</td>
<td>1650 kg (3638 lb)</td>
<td>1674 kg (3690 lb)</td>
<td>1730 kg (3814 lb)</td>
</tr>
<tr>
<td>MLM</td>
<td>1700 kg (3748 lb)</td>
<td>1700 kg (3748 lb)</td>
<td>1785 kg (3935 lb)</td>
</tr>
</tbody>
</table>

MTOM – maximum take-off mass; MZFM – maximum zero fuel mass; MLM – maximum landing mass

The retrofit installation of the design changes is only approved per TC Holder Service Bulletins.

9. For serial number 42.MW001 and subsequent produced in Wuhu/China under Chinese Production Certificate PC0030A, EASA is considered state of design. Pending a bilateral agreement between the People’s Republic of China and the European Union (EU), this aircraft serial numbers are not eligible for registration in the EU. Spareparts with a Chinese Authorized Release Certificate are not eligible for EU registered aircraft.
SECTION C: DA 42 NG

C.I. General

1. Data Sheet No.: EASA.A.005
2. a) Type: DA 42
   b) Model: DA 42 NG
   c) Variant: --
3. Airworthiness Category: JAR 23 Normal Category
4. Type Certificate Holder: DIAMOND AIRCRAFT INDUSTRIES GMBH
   N.A. OTTO-STR. 5
   A-2700 WIENER NEUSTADT
   AUSTRIA
5. Manufacturer: DIAMOND AIRCRAFT INDUSTRIES GMBH
   N.A. OTTO-STR. 5
   A-2700 WIENER NEUSTADT
   AUSTRIA
   DIAMOND AIRCRAFT INDUSTRIES INC.
   1560 CRUMLIN SIDEROAD, LONDON ONTARIO
   N5V 1S2
   CANADA
   CETC WUHU DIAMOND AIRCRAFT MANUFACTURE CO., LTD.
   ANHUI XINWU ECONOMIC DEVELOPMENT ZONE,
   WUHU COUNTY
   PEOPLE'S REPUBLIC OF CHINA
6. Certification Application Date: 17-Jan-2008
7. (Reserved) N/A
8. (Reserved) N/A

C.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements: 02-Apr-2002
2. Airworthiness Requirements: JAR-23, Amendment 1, issued 01-Feb-2001  
JAR-1, Change 5, issued 15-Jul-1996

3. Special Conditions:  
CRI D-02 Variable Elevator Stop  
CRI E-02 Use of Jet Fuel for Reciprocating Engines  
CRI E-03 Use of Diesel 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  
CRI E-07 Engine Torque  
CRI F-01 Protection from the Effects of HIRF  
CRI F-03 Protection from the Effects of Lightning Strikes, Indirect Effects  
CRI F-04 Power plant Instruments  
CRI F-07 Human Factors in Integrated Avionic System

3. Exemptions: None

4. Deviations: None

5. Equivalent Safety Findings: CRI E-10 Electrical Fuel Pump

6. Requirements elected to comply:  
CS 23.1507 (CS 23/0)  
CS 23.49 (CS 23/1)  
CS 23.562 (CS 23/1)  
With OÂM 42-324 installed: CS 23.2270 (a)-(d), (CS23/5)

7. Environmental Standards: 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  
CS-36, Amendment 1  
see Note 2

8. (Reserved) N/A

9. (Reserved) N/A

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

1. **Type Design Definition:** Current issue of Doc. No. 7.07.00, Chapter V004/7 including Design Changes VÄM 42-004, MÄM 42-313, MÄM 42-316 to 318, 42-322, 42-325 and following

2. **Description:** Twin engine, four-seated cantilever low wing airplane, composite construction, retractable tricycle landing gear, T-tail

3. **Equipment:** Equipment list, AFM, Section 6, see Note 3

4. **Dimensions:**

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Span</td>
<td>13.42 m</td>
</tr>
<tr>
<td>Length</td>
<td>8.56 m (28 ft 1 in)</td>
</tr>
<tr>
<td>Height</td>
<td>2.49 m (8 ft 2 in)</td>
</tr>
<tr>
<td>Wing Area</td>
<td>16.29 m² (175.3 sqft)</td>
</tr>
</tbody>
</table>

5. **Engine:**

5.1.1 **Model:** 2 Austro Engine E4 see Note 4

5.1.2 **Type Certificate:** EASA Engine Type Certificate Data Sheet E.200

5.1.3 **Limitations:**

- Max take-off rotational speed (5 min.) 2300 r.p.m.
- Max continuous rotational speed 2100 r.p.m (Propeller shaft r.p.m)

   with MÄM 42-600 installed 2300 r.p.m

- Max T/O Power (5min) 100% (123.5 kW)

   Max. continuous Power 92% (114 kW)

   For power-plants limits refer to AFM, Section 2

5.1.4 **Firmware:** see DAI MSB 42NG-002 See Note 4

5.1.5 **Mapping:** see DAI MSB 42NG-002 See Note 4

6. **Load factors:**

<table>
<thead>
<tr>
<th>Load Factor</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Positive</td>
<td>3.8</td>
</tr>
<tr>
<td>Negative</td>
<td>-1.52</td>
</tr>
</tbody>
</table>

7. **Propeller:**

7.1 **Model:** 2 MT-Propeller MTV-6-R-C-F/CF187-129 or

   2 MT-Propeller MTV-6-R-C-F/CF 190-69 see Note 8

7.2 **Type Certificate:** EASA Prop. Type Certificate Data Sheet P.094

   See note 5

7.3 **Number of blades:** 3

7.4 **Diameter:** 1870 mm or 1900 mm (MÄM 42-600)

7.5 **Sense of Rotation:** CW
7.6 Settings:

- Low pitch setting: 12°
  13° (MÄM 42-600)
- Feather position: 81°
  80° (MÄM 42-600)
- Start Lock: 15°

8. Fluids:

8.1 Fuel:
- Jet A-1 (ASTM 1655), see note 7
- Diesel (EN590), see note 11

8.2 Oil:
- Engine: Shell Helix Ultra 5W30 or 5W40
- Gearbox: Shell SPIRAX GSX 75W-80 or
  Shell SPIRAX S6 GXME 75W-80
  or see AFM, Section 2

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

8.4 Ice Protection Fluids:
- AL-5 (DTD 406B) or Aeroshell Compound 07
  for more details see AFM, Suppl. S03

9. Fluid capacities:

9.1 Fuel:
- Standard Fuel Tank
  Total: 196.8 liters 52 US Gallons
  Usable: 189.2 liters 50 US Gallons
- Auxiliary Fuel Tank
  Total: 104 liters 27.4 US Gallons
  Usable: 100 liters 26.4 US Gallons

9.2 Oil: each engine
- Maximum: 7 liters
- Minimum: 5 liters

9.3 Coolant system capacity:
- Approx. 7 liters

10. Air Speeds:

Design Manoeuvring Speed $v_A$
- up to 1700 kg 114 KEAS
- 1701 to 1800 kg 121 KEAS
- above 1800 kg 125 KEAS

Flap Extended Speed $v_{FE}$
- Approach 135 KEAS
- Landing 110 KEAS
- Maximum Landing Gear Operation Speed $v_{LO}$ 155 KEAS
11. Maximum Operating Altitude:
   5486 m (18 000 ft)

12. Allweather Operations Capability:
   Day/Night-VFR, IFR
   Flights into known or forecast icing conditions
   See Note 6

13. Maximum Weights:
   See Note 12
   Take-off
   If MÄM 42-678 is installed 1900 kg (4189 lb)
   Zero Fuel
   If MÄM 42-659 is installed 1835 kg (4045 lb)
   Landing
   If MÄM 42-659 is installed 1805 kg (3979 lb)

14. Centre of Gravity Range:
   Forward limit
   At 1450 kg 2.350 m behind Datum
   At 1468 kg 2.350 m behind Datum
   At 1900 kg 2.418 m behind Datum
   If MÄM 42-678 is installed
   At 1999 kg 2.434 m behind Datum
   Varying linearly with mass in between
   Rear limit
   At 1450 kg 2.454 m behind Datum
   At 1700 kg and above 2.480 m behind Datum
   Varying linearly with mass in between
   If OÄM 42-199 is installed (see note 10):
     For all weights 2.450 m behind Datum
   If OÄM 42-199 and MÄM 42-600 are installed:
     (see note 10)
     At 1450 kg 2.454 m behind Datum
     At 1510 kg and above 2.460 m behind Datum
15. Datum: 2.196 m in front of leading edge of stub-wing at the wing joint

16. Control surface deflections:

<table>
<thead>
<tr>
<th>Surface</th>
<th>Trailing edge up</th>
<th>Trailing edge down</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aileron</td>
<td>25° ± 2°</td>
<td></td>
</tr>
<tr>
<td>Elevator</td>
<td>15.5° ± 0.5°</td>
<td>13° ± 1°</td>
</tr>
<tr>
<td>Elevator Trim Tab</td>
<td>nose up at elevator neutral 28° ± 5°</td>
<td>nose down at elevator neutral 25° ± 5°</td>
</tr>
<tr>
<td>Rudder</td>
<td>left 27° ± 1°</td>
<td>right 29° ± 1°</td>
</tr>
<tr>
<td>Rudder Trim Tab</td>
<td>trim RH at rudder neutral 45° ± 3°</td>
<td>trim LH at rudder neutral 41° ± 3°</td>
</tr>
<tr>
<td></td>
<td>with MÄM 42-600 installed: trim RH at rudder neutral 43° ± 3°</td>
<td>trim LH at rudder neutral 39° ± 5°</td>
</tr>
<tr>
<td></td>
<td>with MÄM 42-600 and MÄM 42-885 installed: trim RH at rudder neutral 48° ± 3°</td>
<td></td>
</tr>
<tr>
<td>Flaps</td>
<td>trim LH at rudder neutral 36° ± 5°</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cruise flap setting 0° ± 2° - 0°</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Approach flap setting 20° ± 4° - 2°</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Landing flap setting 42° ± 3° - 1°</td>
<td></td>
</tr>
</tbody>
</table>

17. Levelling Means: floor of front baggage compartment levelled

18. Minimum Flight Crew: 1 (Pilot)

19. Maximum Passenger Seating Capacity: 3

20. Baggage/Cargo Compartments:

<table>
<thead>
<tr>
<th>Location</th>
<th>max. allowable Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Baggage Compartment</td>
<td>30 kg (66 lb)</td>
</tr>
<tr>
<td>Behind Rear Seats</td>
<td>45 kg (100 lb)</td>
</tr>
<tr>
<td>Aft part of Baggage Extension</td>
<td>18 kg (40 lb)</td>
</tr>
<tr>
<td>Whole aft Baggage Compartment</td>
<td></td>
</tr>
<tr>
<td>together</td>
<td>45 kg (100 lbs)</td>
</tr>
</tbody>
</table>

21. Wheels and Tyres:

<table>
<thead>
<tr>
<th>Tyre Size</th>
<th>max. allowable Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nose Wheel Tyre Size</td>
<td>5.00 – 5</td>
</tr>
<tr>
<td>Main Wheel Tyre Size</td>
<td>15x6.0-6 see Note 9</td>
</tr>
</tbody>
</table>

22. (Reserved): N/A

C.IV. Operating and Service Instructions

1. Flight Manual: Document No. 7.01.15 or 7.01.16 (MÄM 42-600 installed)

3. Spare Parts Catalogue (IPC): Document No. 7.03.15

4. Instruments and aggregates: refer to AMM Doc. No. 7.02.15 Chapter 1

C.V. **Operational Suitability Data (OSD)**

The Operational Suitability Data elements listed below are approved by the European Union 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: 7.11.01, Revision Original or later approved revisions.

C.VI. **Notes:**

1. This certification applies to serial numbers 42.339, 42.379, 42.N001 and subsequent for production at Diamond-Austria, 42.NC001 and subsequent for production at Diamond-Canada. 42.NW002 and subsequent for production in Wuhu/China, see Note 14. DA42 may be converted to Model DA 42 NG by DAI approved SB OSB 42-068.

2. Approved Noise Levels in accordance to the EASA data sheet for noise TCDSN A.005.

3. For approved software versions of Gamin G1000 Integrated Avionic System see DAI MSB 42NG-003, at latest issue. Garmin Software PNo. 010-00670-01 or later approved version is required.

4. Approved engine model for installation in the DA 42 NG: E4-B
   with MÄM 42-600 installed : E4-C
   The approved firmware and mapping is according to DAI MSB 42NG-002 at latest issue.

5. Propeller Equipment: Governor P-877-16

6. Flights into known or forecast icing conditions is approved if the liquid fluid ice protection system in accordance to Major Design Change OÄM 42-160 is installed.

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

8. The installation of Propeller MTV-6-R-C-F/CF 190-69 is only approved by complete installation of design change MÄM 42-600 which includes a number of different modifications.

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

10. The Variable Elevator Stop is removed with OÄM 42-199 installed.
11. Operation with Diesel fuel is only approved if OÄM 42-251.
12. The following Design Mass Configurations are approved:

<table>
<thead>
<tr>
<th>Design Changes installed</th>
<th>Standard</th>
<th>MÄM 42-659</th>
<th>MÄM 42-659 and MÄM 42-678</th>
<th>MÄM 42-659 and MÄM 42-678 and OÄM 42-260</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOM</td>
<td>1900 kg</td>
<td>1900 kg</td>
<td>1999 kg</td>
<td>2001 kg</td>
</tr>
<tr>
<td></td>
<td>(4189 lb)</td>
<td>(4189 lb)</td>
<td>(4407 lb)</td>
<td>(4411 lb)</td>
</tr>
<tr>
<td>MZFM</td>
<td>1765 kg</td>
<td>1835 kg</td>
<td>1835 kg</td>
<td>1835 kg</td>
</tr>
<tr>
<td></td>
<td>(3891 lb)</td>
<td>(4045 lb)</td>
<td>(4045 lb)</td>
<td>(4045 lb)</td>
</tr>
<tr>
<td>MLM</td>
<td>1805 kg</td>
<td>1900 kg</td>
<td>1999 kg</td>
<td>1999 kg</td>
</tr>
<tr>
<td></td>
<td>(3979 lb)</td>
<td>(4189 lb)</td>
<td>(4407 lb)</td>
<td>(4407 lb)</td>
</tr>
</tbody>
</table>

MTOM – maximum take-off mass; MZFM – maximum zero fuel mass; MLM – maximum landing mass

The retrofit installation of the design changes is only approved per TC Holder Service Bulletins.

The Maximum Take Off Mass of 2001 kg (4411 lb) per OÄM 42-260 is intended only for cases where it is operationally more suitable to have a MTOM above 2000 kg. The forward Center of Gravity Limit at MTOM 2001 kg (4407 lb) is 2.434 m (95.83 in) aft of datum plane.

13. The commercial designation of the DA 42 NG with MÄM 42-600 installed is DA42-VI.
14. For serial number 42.NW002 and subsequent produced in Wuhu/China under Chinese Production Certificate PC0030A, EASA is considered state of design. Pending a bilateral agreement between the People’s Republic of China and the European Union (EU), this aircraft serial numbers are not eligible for registration in the EU. Spareparts with a Chinese Authorized Release Certificate are not eligible for EU registered aircraft.
SECTION D: DA 42 M-NG

D.I. General

1. Data Sheet No.: EASA.A.005
2. a) Type: DA 42
   b) Model: DA 42 M-NG
   c) Variant: --
3. Airworthiness Category: JAR 23 Normal Category
4. Type Certificate Holder: DIAMOND AIRCRAFT INDUSTRIES GMBH
   N.A. OTTO-STR. 5
   A-2700 WIENER NEUSTADT
   AUSTRIA
5. Manufacturer: DIAMOND AIRCRAFT INDUSTRIES GMBH
   N.A. OTTO-STR. 5
   A-2700 WIENER NEUSTADT
   AUSTRIA
   CETC WUHU DIAMOND AIRCRAFT MANUFACTURE CO., LTD.
   ANHUI XINWU ECONOMIC DEVELOPMENT ZONE,
   WUHU COUNTY
   PEOPLE'S REPUBLIC OF CHINA
6. Certification Application Date: 12-Nov-2008
7. (Reserved) N/A
8. (Reserved) N/A

D.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements: 02-Apr-2002
2. Airworthiness Requirements:
   JAR-23, Amendment 1, issued 01-Feb-2001
   JAR-1, Change 5, issued 15-Jul-1996
3. Special Conditions:
   CRI D-02 Variable Elevator Stop
   CRI E-02 Use of Jet Fuel for Reciprocating Engines
   CRI E-03 Use of Diesel 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
CRI E-07  Engine Torque
CRI F-01  Protection from the Effects of HIRF
CRI F-03  Protection from the Effects of Lightning Strikes, Indirect Effects
CRI F-04  Power plant Instruments
CRI F-07  Human Factors in Integrated Avionic System

3. Exemptions: None
4. Deviations: None
5. Equivalent Safety Findings: CRI E-10  Electrical Fuel Pump
6. Requirements elected to comply:
   CS 23.1507 (CS 23/0)
   CS 23.49 (CS 23/1)
   CS 23.562 (CS 23/1)
   With OÄM 42-324 installed: CS 23.2270 (a)-(d), (CS23/5)
7. Environmental Standards: 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
   CS-36, Amendment 1
   see Note 2
8. (Reserved) N/A
9. (Reserved) N/A

D.III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Current issue of Doc. No. 7.07.00, Chapter V005/7 including Design Changes VÄM 42-004 and VÄM 42-005
2. Description: Twin engine, four-seated cantilever low wing airplane, composite construction, retractable tricycle landing gear, T-tail
The airplane is equipped with provisions for installation of various mission options.

3. Equipment: Equipment list, AFM, Section 6, and AFM Supplement M00
   See Notes 3 and 7

4. Dimensions:
   - Span: 13.42 m (44 ft 0 in)
   - Length: 8.56 m (28 ft 1 in)
   - Height: 2.49 m (8 ft 2 in)
   - Wing Area: 16.29 m² (175.3 sqft)

5. Engine:
   5.1.1 Model: 2 Austroengine E4 see Note 4
   5.1.2 Type Certificate: EASA Engine Type Certificate Data Sheet E.200
   5.1.3 Limitations:
      - Max take-off rotational speed (5 min.) 2300 r.p.m.
      - Max continuous rotational speed 2100 r.p.m
         (Propeller shaft r.p.m)
      - Max T/O Power (5 min) 100% (123.5 kW)
      - Max. continuous Power 92% (114 kW)
   For power-plants limits refer to AFM, Section 2
   5.1.4 Firmware: see DAI MSB 42NG-002 See Note 4
   5.1.5 Mapping: see DAI MSB 42NG-002 See Note 4

6. Load factors:
   - Positive: at $v_A$ 3.8, at $v_{NE}$ 3.8, 2.0 with flaps in T/O or LDG position
   - Negative: -1.52, 0

7. Propeller:
   7.1 Model: 2 MT-Propeller MTV-6-R-C-F/CF187-129 or
      2 MT-Propeller MTV-6-R-C-F/CF 190-69 see Note 12
   7.2 Type Certificate: EASA Prop. Type Certificate Data Sheet P.094
      See note 5
   7.3 Number of blades: 3
   7.4 Diameter: 1870 mm or 1900 mm (MÄM 42-600)
   7.5 Sense of Rotation: CW
   7.6 Settings:
      - Low pitch setting: 12°
      - Feather position: 13° (MÄM 42-600)
      - Feather position: 81°
8. Fluids:

8.1 Fuel:
Jet A-1 (ASTM 1655), see note 8
Diesel (ENS90), see note 10

8.2 Oil:
Engine: Shell Helix Ultra 5W30 or 5W40
or see AFM, Section 2
Gearbox: Shell SPIRAX GSX 75W-80
or see AFM, Section 2

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

8.4 Ice Protection Fluids:
AL-5 (DTD 406B) or Aeroshell Compound 07
for more details see AFM, Suppl. S03

9. Fluid capacities:

9.1 Fuel:
Standard Fuel Tank
Total: 196.8 liters 52 US Gallons
Usable: 189.2 liters 50 US Gallons

Auxiliary Fuel Tank
Total: 104 liters 27.4 US Gallons
Usable: 100 liters 26.4 US Gallons

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

9.3 Coolant system capacity:
Approx. 7 liters

11. Air Speeds:
Design Manoeuvring Speed $v_A$
up to 1700 kg 114 KEAS
1701 to 1800 kg 121 KEAS
above 1800 kg 125 KEAS

Flap Extended Speed $v_{FE}$
Approach 135 KEAS
Landing 110 KEAS

Maximum Landing Gear Operation Speed $v_{LO}$
155 KEAS

Maximum Landing Gear Extended Speed $v_{LE}$
192 KEAS

Minimum Control Speed Airborne $v_{MCA}$
MÄM 42-600 70 KEAS
Maximum structural cruising speed $v_{NO}$

($= \text{Maximum structural design speed } v_C$)

155 KEAS

Never exceed speed $v_{NE}$

192 KEAS

11. Maximum Operating Altitude:

5486 m (18 000 ft)

12. Allweather Operations Capability:

Day/Night-VFR, IFR

Flights into known or forecast icing conditions

See Note 6

13. Maximum Weights:

See Note 11

<table>
<thead>
<tr>
<th></th>
<th>Take-off</th>
<th>Zero Fuel</th>
<th>Landing</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>If MÄM 42-678 is installed</td>
<td>If MÄM 42-659 is installed</td>
</tr>
<tr>
<td></td>
<td>1900 kg</td>
<td>1999 kg</td>
<td>1835 kg</td>
</tr>
<tr>
<td></td>
<td>(4189 lb)</td>
<td>(4407 lb)</td>
<td>(4045 lb)</td>
</tr>
<tr>
<td></td>
<td>If MÄM 42-678 is installed</td>
<td>1765 kg (3891 lb)</td>
<td>1805 kg (3979 lb)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>If MÄM 42-659 is installed</td>
<td>If MÄM 42-659 is installed</td>
</tr>
<tr>
<td></td>
<td>1765 kg</td>
<td>1805 kg</td>
<td>1835 kg</td>
</tr>
<tr>
<td></td>
<td>(3891 lb)</td>
<td>(3979 lb)</td>
<td>(4045 lb)</td>
</tr>
</tbody>
</table>

14. Centre of Gravity Range:

Forward limit

At 1450 kg 2.350 m behind Datum
At 1468 kg 2.350 m behind Datum
At 1900 kg 2.418 m behind Datum
If MÄM 42-678 is installed
At 1999 kg 2.434 m behind Datum
Varying linearly with mass in between

Rear limit

At 1450 kg 2.454 m behind Datum
At 1700 kg and above 2.480 m behind Datum
Varying linearly with mass in between

If OÄM 42-199 is installed (see note 9):

For all weights 2.450 m behind Datum

15. Datum:

2.196 m in front of leading edge of stub-wing at the wing joint

16. Control surface deflections:

<table>
<thead>
<tr>
<th></th>
<th>Aileron</th>
<th>Elevator</th>
<th>Elevator Trim Tab</th>
<th>Rudder</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>trailing edge up</td>
<td>trailing edge down</td>
<td>trailing edge up</td>
<td>trailing edge down</td>
</tr>
<tr>
<td></td>
<td>25° ± 2°</td>
<td>15° + 2° - 0°</td>
<td>15.5° ± 0.5°</td>
<td>13° ± 1°</td>
</tr>
</tbody>
</table>
Rudder Trim Tab

- trim RH at rudder neutral: 29° ± 1°
- trim LH at rudder neutral: 41° ± 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: 3

20. Baggage/Cargo Compartments:

<table>
<thead>
<tr>
<th>Location</th>
<th>max. allowable Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Baggage Compartment</td>
<td>30 kg (66 lb)</td>
</tr>
<tr>
<td>Behind Rear Seats</td>
<td>45 kg (100 lb)</td>
</tr>
<tr>
<td>Aft part of Baggage Extension</td>
<td>18 kg (40 lb)</td>
</tr>
<tr>
<td>Whole aft Baggage Compartment together</td>
<td>45 kg (100 lbs)</td>
</tr>
</tbody>
</table>

21. Wheels and Tyres:
- Nose Wheel Tyre Size 5.00 – 5
- Main Wheel Tyre Size 15x6.0 – 6

22. (Reserved): N/A

**D.IV. Operating and Service Instructions**

1. Flight Manual: Document No. 7.01.15 or 7.01.16 (MÄM 42-600 installed) including AFM Supplement M00

2. Technical Manual: Airplane Maintenance Manual (AMM) Document No. 7.02.15 (incl. Airworthiness Limitations) including Supplement M00,

3. Service Information and Service Bulletins

4. Spare Parts Catalogue: Document No. 7.03.15

5. Instruments and aggregates: refer to AMM Doc. No. 7.02.15 Chapter 1

**D.V. Operational Suitability Data (OSD)**

The Operational Suitability Data elements listed below are approved by the European Union 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: 7.11.01, Revision Original or later approved revisions.

D.VI. Notes:

1. This certification applies to serial numbers 42.339, 42.MN001 and subsequent for production at Diamond-Austria. 42.MNW001 and subsequent for production in Wuhu/China, see Note 13. DA 42 M may be converted to Model DA 42 M-NG by DAI approved SB OSB 42-081. Serial Number 42.009 may be converted to DA 42 M-NG by OÄM 42-296. Serial Number 42.N034 may be converted to DA 42 M-NG by OÄM 42-295.

2. Approved Noise Levels in accordance to the EASA data sheet for noise TCDSN A.005.

3. For approved software versions of Gamin G1000 Integrated Avionic System see DAI MSB 42NG-003, at latest issue. Garmin Software PNo. 010-00670-01 or later approved version is required.

4. Approved engine model for installation in the DA 42 NG: E4-B
   with MÄM 42-600 installed : E4-C
   The approved firmware and mapping is according to DAI MSB 42NG-002 at latest issue.

5. Propeller Equipment : Governor: P-877-16

6. Flights into known or forecast icing conditions is approved if the liquid fluid ice protection system in accordance to Major Design Change OÄM 42-160 is installed.

7. The basic DA42 M-NG does not include provisions for specific mission purposes.
   The specific type design for mission equipment and its installations are not part of the DA42 M-NG certification; this is approved only in accordance to EASA TCDS A.513
   For the purpose of a later on STC or installation of mission equipment that can fully comply with the standard TC Basis the following Modifications are approved for installation.

OÄM 42-241 Belly Pod (Std. TC)
The following additional Limitations apply:
   • Flights into known or forecast icing conditions prohibited
   • AFM and AMM Supplement M07 must be furnished

OÄM 42-228 Universal Nose Std. TC
The following additional Limitations apply:
   • Flights into known or forecast icing conditions prohibited
   • Most rearward flight CG: 2,45 m aft of Datum at 1510 kg
     2,47 m aft of Datum at 1700 kg and above
     Linear variation in between
     If the Belly Recce Pod without the Universal Nose is installed:
     2.454 m aft of Datum at 1450 kg
2.480 m aft of Datum at 1700 kg and above
Linear variation in between

If OÄM 42-199 is installed (see note 09):
- AFM and AMM Supplement M05 must be furnished

OÄM 42-240 Nose Pod (Std. TC)
The following additional Limitations apply:
- Flights into known or forecast icing conditions prohibited
- Most rearward flight CG: 2,44 m aft of Datum at 1510 kg
  2,46 m aft of Datum at 1700 kg and above
  Linear variation in between

If OÄM 42-199 is installed (see note 09):
- 2,44 m aft of Datum at 1510 kg
- 2,45 m aft of Datum at 1605 kg and above
  Linear variation in between

- AFM and AMM Supplement M06 must be furnished

OÄM 42-342 GeoStar Pod (Std. TC)
The following additional Limitations apply:
- Flights into known or forecast icing conditions prohibited
- AFM and AMM Supplement M09 must be furnished

8. For additional approved Jet Fuel specifications see AFM Section 2.
9. The Variable Elevator Stop is removed with OÄM 42-199 installed.
10. Operation with Diesel fuel is only approved, if OÄM 42-251 is installed.
11. The following Design Mass Configurations are approved:

<table>
<thead>
<tr>
<th>Design Changes installed</th>
<th>Standard</th>
<th>MÄM 42-659</th>
<th>MÄM 42-659 and MÄM 42-678</th>
<th>MÄM 42-659 and MÄM 42-678 and OÄM 42-260</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOM</td>
<td>1900 kg</td>
<td>1900 kg</td>
<td>1999 kg</td>
<td>2001 kg (4411 lb)</td>
</tr>
<tr>
<td></td>
<td>(4189 lb)</td>
<td>(4189 Ib)</td>
<td>(4407 lb)</td>
<td></td>
</tr>
<tr>
<td>MZFM</td>
<td>1765 kg</td>
<td>1835 kg</td>
<td>1835 kg</td>
<td>1835 kg (4045 lb)</td>
</tr>
<tr>
<td></td>
<td>(3891 lb)</td>
<td>(4045 Ib)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MLM</td>
<td>1805 kg</td>
<td>1900 kg</td>
<td>1999 kg</td>
<td>1999 kg (4407 lb)</td>
</tr>
<tr>
<td></td>
<td>(3979 lb)</td>
<td>(4189 Ib)</td>
<td>(4407 lb)</td>
<td></td>
</tr>
</tbody>
</table>

MTOM – maximum take-off mass; MZFM – maximum zero fuel mass; MLM – maximum landing mass

The retrofit installation of the design changes is only approved per TC Holder Service Bulletins.
The Maximum Take Off Mass of 2001 kg (4411 lb) per OÄM 42-260 is intended only for cases where it is operationally more suitable to have a MTOM above 2000 kg. The forward Center of Gravity Limit at MTOM 2001 kg (4407 lb) is 2.434 m (95.83 in) aft of datum plane.

12. The installation of Propeller MTV-6-R-C-F/CF 190-69 is only approved by complete installation of design change MÄM 42-600 which includes a number of different modifications.

13. For serial number 42.MNW001 and subsequent produced in Wuhu/China under Chinese Production Certificate PC0030A, EASA is considered state of design. Pending a bilateral agreement between the People’s Republic of China and the European Union (EU), this aircraft serial numbers are not eligible for registration in the EU. Spareparts with a Chinese Authorized Release Certificate are not eligible for EU registered aircraft.
ADMINISTRATIVE SECTION

I. Acronyms
N/A

II. Type Certificate Holder Record

Diamond Aircraft Industries GmbH
N.A. Otto-Str. 5
A-2700 Wiener Neustadt
Austria

III. 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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</thead>
<tbody>
<tr>
<td>Issue 1</td>
<td>13-May-2004</td>
<td>Initial Issue</td>
<td>13-May-2004</td>
</tr>
<tr>
<td>Issue 2</td>
<td>17-Dec-2004</td>
<td>Changed to reflect IFR certification</td>
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</tbody>
</table>
| Issue 3 | 29-Sep-2005 | Page 1: Issue 3 added  
Page 1, List of effective pages: page “9” added  
Page 2: Section 3 added  
Page 3, Section 1, I: Issue to 3 changed  
Page 3, Section 1, II: Exemption deleted not applicable in EASA  
Page 4, Section 1, II.9: CRI E-04 added  
Page 4, Section 1, III.5.1: reference changed from SI 42-002 to MSB 42-007  
Page 4, Section 1, III.5.2: reference changed from SI 42-003 to MSB 42-008  
Page 5, Section 1, III.8.3: “Distilled Water” changed to “Water”  
Page 7, Section 1, V.3: reference changed from SI 42-002 to MSB 42-007  
Page 7, Section 1, V.4: reference changed from SI 42-003 to MSB 42-008  
Page 9, Section 3: Section 3 added completely                                                                                                                                 |                   |
| Issue 4 | 16-Dec-2005 | OÄM 42-056 Auxiliary fuel tank  
OÄM 42-054 Flights into known icing conditions  
MÄM 42-037 Diesel Fuel Operation  
MÄM 42-088 Take off mass 1785 kg  
Page 3, Section 1, II.7 : add CRI E-03  
Page 4, Section 1, II.9 : add CRI B-03  
Page 5, Section 1, III.8 : add 8.1 Diesel (EN 590) and 8.4 Ice protection fluid  
Page 5, Section 1, III.9.1 : add Auxiliary fuel tank  
Page 5, Section 1, III.10 : add and change design manoeuvring speed  
Page 5, Section 1, III.12 : add known icing  
Page 5, Section 1, III.13 : add 1785 kg  
Page 5, Section 1, III.14: change cg range up to 1785 kg  
Page 7, Section 1, V: add Notes 5,6,7, noise level in note 2                                                                                      |                   |
<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Description</th>
</tr>
</thead>
</table>
| 5      | 24-Apr-2006| Canadian Production  
Fuel Changes from Engine Certification  
Misprint correction of VLO  
Page 3, Section 1, I.4: add Diamond Canada  
Page 4, Section 1, III.5: change JAA TCDS in EASA TCDS  
Page 5, Section 1, III.10: VLO corrected misprint since initial version  
Page 7, Section 1, V.8: add approved jet fuel variants |
| 6      | 21-Dec-2006| MÄM 42-198 Engine TAE 125-02  
Page 4, Section 1, III.5: add TAE 125-02  
Page 7, Section 1, V.2: add noise level for TAE 125-02  
Page 7, Section 1, V.3: add minimum Garmin software version for TAE 125-02  
Page 7, Section 1, V.4: add engine model for TAE 125-02  
Page 7, Section 1, V.9: add note 9 retrofit for TAE 125-02 |
| 7      | 11-Jun-2007| Engine TAE 125-02 renamed TAE 125-02-99  
Page 4, Section 1, III.5  
Page 7, Section 1, V.2  
Page 7, Section 1, V.3  
Page 7, Section 1, V.4  
Page 7, Section 1, V.9 |
| 8      | 14-Dec-2007| DA 42 M Model  
Page 7, Section 1, A.V. 9: OSB 42-033 changed to OSB 42-046  
Page 11, Section 2, BIV AFM |
| 9      | 02-Apr-2008| OÄM 42-102 Autopilot Garmin GFC 700  
Page 6, Section 1, AIV AFM  
Page 11, Section 2, BIV AFM |
| 10     | 09-Mar-2009| VÄM 42-004 Model DA 42 NG, P-EASA.A.C.09012  
Section 3 complete new |
| 11     | 09-Jun-2009| VÄM 42-005 Model DA 42 M-NG, P-EASA.A.C.11271  
Section 4 complete new  
OÄM 42-160 “Flights into Known Icing for DA42 NG”  
Page 15, Section 3, C.III.12, All weather capability  
Page 17, Section 3, C.V.6, Note |
| 12     | 09-Jul-2009| OÄM 42-175 Fuel TS-1; P-EASA.A.C.12574  
BV Note 6 and AV Note 8 |
| 13     | 17-Mar-2010| Administrative Changes  
Coverpage Page Change Record has been removed no longer required  
D.V. Note 1 Conversion SB added |
| 14     | 16-Jul-2010| OÄM 42-188 Increase of the maximum Zero Fuel Weight, EASA Project Nr. 0010004589-001 including OÄM 42-195 maximum Landing mass 1785 kg  
AIII.13 weights changed  
AV. Note 6 changed  
BIII.13 weights changed  
BV. Note 8 added  
Format modified to standard EASA TCDS format. |
| 15     | 13-Dec-2010| Inclusion of Production in Canada for Model DA 42 NG  
TS-1 fuels for models DA 42 NG, DA 42 M-NG  
Editorial Changes |
| 16     | 26-Apr-2011| Section C.V, Note 7; D.V, Note 8:  
Additional Fuel Grades added, EASA Project No. 0010010748-001 |
<p>| 17     | 15-Sep-2011| Section A.V, Note 8; B.V, Note 6; C.V, Note 7; D.V, Note 8: General Ref. to AFM |</p>
<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
</tr>
</thead>
</table>
| Issue 18 | 12-Apr-2012 | MÄM 42-600 Performance Enhancement, EASA Project Number 0010015152  
Section C.III. 16, 9,7,5; Section C.IV.S.AFM New; Section C.V. Note 4, Note 8,9 added  
Editorial changes |
| Issue 19 | 06-Dec-2012 | Editorial Changes  
CRI F-05 deleted in accordance to CRI A-01 |
| Issue 20 | 18-Dec-2012 | Section C and D:  
OÄM 42-199 Removal of Variable Elevator Stop – aft CG Limits  
EASA Project No. 0010007850-001 |
| Issue 21 | 06-Feb-2013 | Conversion error corrected  
Section D.V, Note 1:  
S/N 42.339 included |
| Issue 22 | 14-Jun-2013 | Section D.V. Note 7  
OÄM 42-240,-241,-228b Nose and Belly Container on Standard TC  
EASA Project 0010021849 |
| Issue 23 | 19-Dec-2013 | Section B.III., 5.1.1 Engine TC-Holder Change  
Section D.III., 8.1 Diesel fuel Operation  
Section D.V., 10 OÄM 42-251  
EASA 0010026322 |
| Issue 24 | 25-Apr-2014 | Section C.II 6: CS 23.49, CS 23.562  
Section C.III 13 and 14: MTOM and MLM 1999 kg added, MZFM  
1835 kg added, CG Limits updated.  
Section C.V Note 12 added.  
Section D.II 6: CS 23.49, CS 23.562  
Section D.III 13 and 14: MTOM and MLM 1999 kg added, MZFM  
1835 kg added, CG Limits updated.  
Section D.V Note 7 updated, Note 11 added.  
EASA 0010018576 |
| Issue 25 | 03-Dec-2014 | Section A.III: replaced reference to AFM Doc No. 7.01.0X with „applicable AFM”  
Section A.III 5.1.1: TAE 125-02-114 engine added  
Section A.III 10: Vmc with TAE 125-02-114 installed updated  
Section A.III 16: Rudder Trim Tab deflection with TAE 125-02-114  
installed updated  
Section A.IV 1: Added reference to TAE 125-02-114 AFMS S07  
Section A.V Note 3: Garmin Software with TAE 125-02-114 installed updated  
Section A.V Note 4: TAE 125-02-114 engine added, Installation  
Variants clarified  
Section B.III: replaced reference to AFM Doc No. 7.01.0X with „applicable AFM”  
Section B.III 5.1.1: TAE 125-02-114 engine added  
Section B.III 10: Vmc with TAE 125-02-114 installed updated  
Section B.III 16: Rudder Trim Tab deflection with TAE 125-02-114  
installed updated  
Section B.IV 1: Added reference to TAE 125-02-114 AFMS S07  
Section B.V Note 2: Garmin Software for different engine models  
updated  
Section B.V Note 3: TAE 125-02-114 engine added, Installation  
Variants clarified  
EASA 0010027848 |
| Issue 26 | 21-Jan-2015 | Section C.V, Note 13 added: „Commercial designation of DA 42 NG  
with MÄM 42-600 is DA42-VI” |
<p>| Issue 27 | 27-Feb-2015 | Section C.III 15 Control Surface Deflections updated |</p>
<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issue 28</td>
<td>16-Apr-2015</td>
<td>Section E DA 62 added. EASA Project Number 0010017825</td>
</tr>
<tr>
<td>Issue 29</td>
<td>21-Oct-2015</td>
<td>Section E.III 8.4: De-Icing fluids added (EASA PN 0010037629)</td>
</tr>
<tr>
<td></td>
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<td>Section E.III 9.1: Aux Tanks added (EASA PN 0010037357)</td>
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<td>Section E.III 20: Nose and Rear Baggage Compartment added (EASA PN 0010037789 and 0010039837)</td>
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<td>Section E.II: Tire Sizes and Note references updated</td>
</tr>
<tr>
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<td></td>
<td>Section E.V 1. S/N 62.008 removed, became structural test cell</td>
</tr>
<tr>
<td>Issue 30</td>
<td>04-Nov-2015</td>
<td>Section E.III 2.: Number of Seats updated (EASA PN 0010038427)</td>
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<tr>
<td></td>
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<td>Section E.III 13.: MTOM, MZFM and MLM update (EASA PN 0010038426)</td>
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<td>Section E.III 14.: CoG limits updated (EASA PN 0010038426)</td>
</tr>
<tr>
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<td></td>
<td>Section E.III 19.: Number of Passengers updated (EASA PN 0010038427)</td>
</tr>
<tr>
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<td>Section E.II: Rear Baggage Compartment load updated (EASA PN 0010038427)</td>
</tr>
<tr>
<td>Issue 31</td>
<td>01-Jul-2016</td>
<td>Section A.V. 4.: Correction of SB reference for TAE 125-02-114</td>
</tr>
<tr>
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<td>Section B.V. 3.: Correction of SB reference for TAE 125-02-114</td>
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<tr>
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<td></td>
<td>Section D.V note 1: Serial Numbers 42.009 and 42.N034 added as eligible for model DA 42 M-NG</td>
</tr>
<tr>
<td>Issue 32</td>
<td>20-Jul-2016</td>
<td>Section A.IV: Item 5, MMEL added</td>
</tr>
<tr>
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<td>Section B.IV: Item 5, MMEL added</td>
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<tr>
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<td>Section C.IV: numbering corrected, Item 5, MMEL added</td>
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<td>Section D.IV: Item 6, MMEL added</td>
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<td>Section E.II. 2.: CS 23.775 and 23 1419 added (EASA PN 0010037934)</td>
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<td>Section E.II. 6.: CS 23.1093 added (EASA PN 0010037934)</td>
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<td>Section E.II. 8.4.: Fluid Spec Reference (EASA PN 0010037934)</td>
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<td>Section E.III. 11.: Operating Maneuvering Speeds completed up to new MTOM</td>
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<td>Section E.III. 12.: Approval for FIKI added (EASA PN 0010037934)</td>
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<td>Section E.IV: Item 5, MMEL added</td>
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<td>Section E.V.: Note 8 added (EASA PN 0010037934)</td>
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<tr>
<td>Issue 33</td>
<td>12-Dec-2016</td>
<td>Section E.II. 2.: Applicable Airworthiness Requirement corrected</td>
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<td></td>
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<td>Section E.V.: Note 1 revised for transfer of DA 62 model to new DA 62 TC EASA.A.629 (EASA PN 0010040150)</td>
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<tr>
<td>Issue 34</td>
<td>22-Dec-2016</td>
<td>Introduction of OSD MMEL</td>
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<tr>
<td>Issue 35</td>
<td>23-Dec-2016</td>
<td>Section A.IV: Item 5, MMEL removed (now in Section A.V.)</td>
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<td>Section B.IV: Item 5, MMEL removed (now in Section B.V.)</td>
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<td>Section C.IV: Item 5, MMEL removed (now in Section C.V.)</td>
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<td>Section D.IV: Item 6, MMEL removed (now in Section D.V.)</td>
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<td>Section E.III. 13.: MZFM 2200 kg added (EASA PN 0010040738)</td>
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<td>Section E.IV: Item 5, MMEL removed (now in Section E.V.)</td>
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<td>Issue 36</td>
<td>17-Aug-2017</td>
<td>Additional Manufacturer Cetec Wuhu/China for DA 42 NG and DA 42 M-NG</td>
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<td>Section A.I: Item 5: Manufacturer Cetec Wuhu/China added</td>
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<td>Section A.VI: Note 1 amended, S/Nos for Cetec Wuhu/China added</td>
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<td>Section A.VI: Note 9 added</td>
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<td>Section B.I: Item 5: Manufacturer Cetec Wuhu/China added</td>
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<td>Section B.VI: Note 9 added</td>
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<td>Section C.I: Item 5: Manufacturer Cetec Wuhu/China added</td>
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<td>Section C.VI: Note 1 amended, S/Nos for Cetec Wuhu/China added</td>
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<tr>
<td>Issue</td>
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<td>Description</td>
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<td>-----------------------------------------------------------------------------</td>
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<tr>
<td>37</td>
<td>20-Sep-2017</td>
<td>Additional Manufacturer Diamond Canada for DA 62</td>
</tr>
<tr>
<td>38</td>
<td>15-Nov-2017</td>
<td>Section E.VI: Note 1 amended, clarification with regard to type design transfer of EASA TC A.629 to TCCA TC A-273.</td>
</tr>
<tr>
<td>39</td>
<td>06-Dec-2017</td>
<td>Section A.III.16: Rudder and Elevator Trim Tab, identification of adjustable values (main surface neutral)</td>
</tr>
<tr>
<td></td>
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<td>Section B.III.16: Rudder and Elevator Trim Tab, identification of adjustable values (main surface neutral)</td>
</tr>
<tr>
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<td></td>
<td>Section C.III.16: Rudder and Elevator Trim Tab, identification of adjustable values (main surface neutral)</td>
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<tr>
<td></td>
<td></td>
<td>Section D.III.16: Rudder and Elevator Trim Tab, identification of adjustable values (main surface neutral)</td>
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<tr>
<td></td>
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<td>This is an editorial change to the TCDS only for harmonization with the data provided in EASA TCDS A.513</td>
</tr>
<tr>
<td>40</td>
<td>12-Jan-2018</td>
<td>Optional Installation of Inflatable Restraint Safety Belt with Integrated Airbag (OÄM 42-324, EASA PN 10052689)</td>
</tr>
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<td>Section A.II.6.: With OÄM 42-324 installed: CS 23.2270 (a)-(d), (CS23/5)</td>
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<td>Section B.II.6.: With OÄM 42-324 installed: CS 23.2270 (a)-(d), (CS23/5)</td>
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<td>Section C.II.6.: With OÄM 42-324 installed: CS 23.2270 (a)-(d), (CS23/5)</td>
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<td>Section D.II.6.: With OÄM 42-324 installed: CS 23.2270 (a)-(d), (CS23/5)</td>
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<td>41</td>
<td>05-Jul-2018</td>
<td>EASA PN 10055661: Section E.VI. 1.: Serial Nos eligible updated, S/Ns 62.078 through 62.100 for production in Austria added.</td>
</tr>
<tr>
<td>42</td>
<td>14-Jun-2019</td>
<td>EASA P/N 0010060257:</td>
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<td></td>
<td>Section D VI. Note 7:</td>
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<td></td>
<td>Maximum operating speed for OÄM 42-228 and OÄM 42-240 removed.</td>
</tr>
<tr>
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<td>Most rearward flight CG if Belly Recce Pod without the Universal nose installed added.</td>
</tr>
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<td>OÄM 42-342 added.</td>
</tr>
<tr>
<td>43</td>
<td>29-Mar-2023</td>
<td>Removed Section E for Model DA 62. All DA 62 airplanes are now part of TCDS EASA.IM.A.629</td>
</tr>
</tbody>
</table>