

TYPE-CERTIFICATE

DATA SHEET

NO. EASA.A.639

for DA 50

Type Certificate Holder Diamond Aircraft Industries GmbH

Nikolaus-August-Otto-Straße 5 2700 Wiener Neustadt Austria

For models: DA 50 C



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SECTION A: DA 50 C

A.I.	<u>General</u>	
1. Typ	e/ Model/ Variant	
	1.1 Туре	DA 50
	1.2 Model	DA 50 C
	1.3 Variant	-
2. Airv	vorthiness Category	CS 23 Normal Category
3. Mar	nufacturer	Diamond Aircraft Industries GmbH
		Nikolaus-August-Otto-Straße 5
		2700 Wiener Neustadt
		Austria
		Qingdao Wanfeng Diamond Aircraft Manufacturing Co., Ltd.
		(QDA)
		No.19, Dianbu Aviation Industrial Park
		Laixi County
		Qingdao City, Shandong Province
		People's Republic of China (PRC)
		Diamond Aircraft Industries Inc.
		1560 Crumlin Sideroad
		London, Ontario N5V 1S2
		Canada

4. EASA Type Certification Application Date 25-Nov-2016

A.II. EASA Certification Basis

1. Reference Date for determinin	g the applicable requirements	14-Aug-2017 see Note 2
2. Airworthiness Requirements	CS-23, Amendment 4, issued 15-Jul-2015	
	CS-ACNS, Initial Issue, issued 17-Dec-2013	
	For aircraft equipped with the factory insta the requirements are listed below:	Illed Anti-icing system
	CS-23 Amendment 5:	
	23.2005, 23.2010,	



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23.2165 with AMC1 ASTM F3120/F3120M-15 Section A1.4 and A2.4 (SLD icing conditions for aircraft not approved for operation in SLD icing conditions) for SLD "detect and exit" and AMC2 CS-23 Amdt 4 23.1419 Ice Protection, 23.2415 with AMC2 CS-23 Amdt 4 23.929, 23.975, 23.997, 23.1093, 23.1105, 23.2540 with AMC2 CS-23 Amdt 4 23.1323, 23.1325(b), (g), 23.1419, 23.775(f)

3. Special Conditions

SC-23.0973-01, i1	Fuel Tank Filler Connection
SC-23.0977-01, i1	Fuel Tank Outlet
SC-23.0951-01, i1	Fuel Water Absorption
SC-23.1557-01, i1	Markings and Placards
SC-23.1305-01, i1	Powerplant Instruments
SC-23.1521-01, i1	Powerplant Limitations
SC-23.1309-01, i1	Cyber Security
SC-F23.1353-01, i2	Battery Endurance
4. Exemptions	None
5. Deviations	CRI F-107 -Continuity requirements for ADS-B
6. Equivalent Safety Findings	
CRI E-73	Liquid Cooling – Tank Volume
7. Environmental Protection	see TCDSN EASA.A.639

A.III. <u>Technical Characteristics and Operational Limitations</u>

1. Type	1. Type Design Definition Doc. No. 9.07.00, Chapter V002/7, latest effective issue					ffective issue
2. Des	2. Description Single engine, five-seat, low wing cantilever composite construction aircraft with T-tail empennage configuration a retractable tricycle landing gear.					•
3. Equi	ipment	Equipment list, see	e AFM C	hapter ()6	
4. Dim	ensions	Span Length Height Wing Area	13.41 9.24 m 2.95 m 16.43	1	(44 ft) (30.31 (9.69 f (176.8	t)
5. Engi	ine					
	5.1. Model	Continental Centu	rion 3.0			see Note 5
	5.2 Type Certificate	EASA.E.104				
	5.3 Limitations	Take-off speed Max. continuous s Max. T/O Power (5	•	2340 r 2300 r 221 kV	.p.m.	



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	Max. con For powe			200 kW efer to AFM, Chapter 2
6. Load factors	at V_{A}	at V_{NE}	with f	laps in T/O or LDG position
Positive:	3.8	3.8	2.0	
Negative:	-1.52	0	0	
7. Propeller				
7.1 Model	MT-prope	eller MTV	/-12-D/2	210-56
7.2 Type Certificate	EASA.P.0	13		
7.3 Number of blades	3			
7.4 Diameter	2100 mm			
7.5 Sense of Rotation	CW			
8. Fluids				
8.1 Fuel	Jet A-1 (A	STM 165	5),	see Note 6
8.2 Oil				
Engine:	AeroShell	Oil Dies	el Ultra	
	or see AF	-		
Gearbox:	CENTURIC or see AF			N1
8.3 Coolant		-		on, for more details see AFM, Chapter 2
9. Fluid capacities				
9.1 Fuel				
LH Fuel Tank:	Total:	98.4 li	ters	(26 US Gallons)
	Usable:	94.6 li	ters	(25 US Gallons)
RH Fuel Tank:	Total:	96.5 l	iters	(25.5 US Gallons)
	Usable:	90.8 l		(24 US Gallons)
				(_ · · · · · · · · · · · ·)
9.2 Oil	12 I			
9.3 Coolant system	12 I			
10. Air Speeds	Operating	g Manoe	uvring S	peed Vo
	up to 165	-		117 KEAS
	1651 to 1	-		123 KEAS
	Above 18 Flap Exter	-	ed ver	131 KEAS
	Take-Off	nucu spe	.cu v _{FE}	130 KEAS
	Landing			118 KEAS
	Maximun	n Landing	g Gear C	Dperation Speed V_{LO}
				160 KEAS
	Maximum	n Landing	g Gear E	xtended Speed V _{LE}
				160 KEAS
				sing speed V_{NO}
	(= Maxim	um struc	tural de	esign speed V _c)
	NI			150 KEAS
	Never exc	ceed spee	ea V _{NE}	189 KEAS



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12. Approved Operations Capability VFR (Day, Night), IFR See Note 8 13. Maximum Masses Maximum take-off mass 1999 kg (4407 lb) See Note 8 13. Maximum Masses Maximum flight mass 1480 kg (3263 lb) Maximum flight mass 1900 kg (4189 lb) 14. Centre of Gravity Range Maximum landing mass 1990 kg (4407 lb) Vert (1990 kg (1990	11. Flight Envelope) 20,000 ft (6096 m)		
VFR (Day, Night), IFR Flight into known or forcast icing conditions See Note 8 13. Maximum Masses Maximum take-off mass Maximum gight mass 1480 kg (3263 lb) Maximum zero fuel mass 1900 kg (4189 lb) See Note 8 14. Centre of Gravity Range 1900 kg (4189 lb) Maximum landing mass 1900 kg (4187 lb) Havino kg (4407 lb) 14. Centre of Gravity Range 2.315 m aft of datum plane at 1480 kg 2.315 m aft of datum plane at 1750 kg 2.420 m aft of datum plane at 1999 kg Straight line variation between indicated points. Most forward flight CG: 2.355 m aft of datum plane at 1480 kg 2.420 m aft of datum plane at 1480 kg 2.420 m aft of datum plane at 1480 kg 2.420 m aft of datum plane at 1480 kg 2.470 m aft of datum plane at 1499 kg Straight line variation between indicated points. 15. Datum 2.196 m forward of the most forward for the root rib on the stub wing. See Note 7 16. Control surface deflections 17ailing edge up 25° ±2° Aileron Trailing edge up 16° ±2° I Elevator Trim Tab Nose up at elevator neutral 428° ±5° Rudder Left 25° ±1° Right 25° ±1° ±1° Flaps Trim IH at rudder neutral 438° ±2° Flaps Cruise flap setting 0°		Refer to Airplane Flight Manual.				
13. Maximum MassesMaximum take-off mass Minimum flight mass Maximum zero fuel mass Maximum landing mass1999 kg (4407 lb 1480 kg (3263 lb) 1900 kg (4189 lb) 1999 kg (4407 lb)14. Centre of Gravity Range2.315 m aft of datum planes 2.315 m aft of datum plane lt 180 kg 2.420 m aft of datum plane lt 1999 kg 	12. Approved Operations Capabilit					
Minimum flight mass Maximum zero fuel mass Maximum landing mass1480 kg (3263 lb) 1900 kg (4189 lb) 1999 kg (4407 lb)14. Centre of Gravity RangeMost forward flight CG:2.315 m aft of datum plane at 1480 kg 2.315 m aft of datum plane at 1750 kg 2.420 m aft of datum plane at 1999 kg 3.420 m aft of datum plane at 1480 kg 3.420 m aft of datum plane at 1480 kg 3.420 m aft of datum plane at 1999 kg 3.420 m aft of datum plane at 1480 kg 3.420 m aft of datum plane at 1999 kg 3.4200 m aft of datum plane at 1990		Flight into known or forcas	t icing c	onditior	ns See Note 8	
Maximum zero fuel mass1900 k ↓ (183 k)Maximum landing mass1900 k ↓ (183 k)AL Centre of Gravity Range2.315 m aft of datum plane × 1.81 k × kMost forward flight CS2.315 m aft of datum plane × 1.91 k × k2.420 m aft of datum plane × 1.91 k × k2.420 m aft of datum plane × 1.91 k × kMost rearward flight CS2.355 m aft of datum plane × 1.81 k × kMost rearward flight CS2.355 m aft of datum plane × 1.81 k × kAlost rearward flight CS2.355 m aft of datum plane × 1.81 k × k2.420 m aft of datum plane × 1.91 k × k2.420 m aft of datum plane × 1.81 k × kAlost rearward flight CS2.420 m aft of datum plane × 1.81 k × k2.420 m aft of datum plane × 1.91 k × k2.420 m aft of datum plane × 1.81 k × k15. Det mass and training adge up k × k × k3.92 k × k × k × k × k × k × k × k × k × k	13. Maximum Masses				-	
Maximum landing mass1999 kg (4407 lb)14. Centre of Gravity Range		_				
14. Centre of Gravity Range Most forward flight CG: 2.315 m aft of datum plane at 1480 kg 2.315 m aft of datum plane at 1750 kg 2.420 m aft of datum plane at 1999 kg Straight line variation between indicated points. Most rearward flight CG: 2.355 m aft of datum plane at 1480 kg 2.458 m aft of datum plane at 1480 kg 2.458 m aft of datum plane at 14999 kg Straight line variation between indicated points. 15. Datum 15. Datum 16. Control surface deflections Aileron 17ailing edge up 16. Control surface deflections Aileron 17ailing edge up 16. Elevator 17ailing edge up 18.5° ±2° 17ailing edge down 15° ±1° 17ailing edge up 18.5° ±0.5° 17ailing edge down 15° ±1° 16. Nose up at elevator neutral 15° ±1° 16. Control surface deflections 15° ±1° 17ailing edge down 15° ±1° 16° 17ailing edge up 16° ±1° 16° 16° 16° 16° 16° 16° 16° 1						
Most forward flight CG:2.315 m aft of datum plane at 148 ∪ J 2.315 m aft of datum plane at 1999 ∪ J 2.420 m aft of datum plane at 1999 ∪ J 3.535 m aft of datum plane at 148 ∪ J 2.458 m aft of datum plane at 148 ∪ J 2.458 m aft of datum plane at 148 ∪ J 2.458 m aft of datum plane at 148 ∪ J 2.458 m aft of datum plane at 148 ∪ J 2.470 m aft of datum plane at 148 ∪ J 2.470 m aft of datum plane at 149 ∪ J 2.470 m aft of datum plane at 1999 ∪ J 3.196 m forward of the most forward step intervation between intervation	14 Contro of Cravity Pango	Maximum landing mass	1999 K	g (4407	(מו	
2.315 m aft of datum plane at 1750 kg 2.420 m aft of datum plane at 1999 kg Straight line variation between ind:-ted points.Most rearward flight CG2.355 m aft of datum plane at 1480 kg 2.458 m aft of datum plane at 1645 kg 2.470 m aft of datum plane at 1699 kg15. Datum2.196 m forward of the most forward of the most forward flight CG15. Datum2.196 m forward of the most forward flight CGAileron17ailing edge up Trailing edge up 17ailing edge upAileron25° 16. 20°Elevator Trim Tab15° Nose up at elevator neutral Nose up at elevator neutralFalewator Trim Tab15° 16°Rudder16° 16°Falewator Trim Tab15° 16°Falewator Trim Tab15° 16°Falewator Trim Tab16° 16°Falewator Trim Tab16° 16° <t< td=""><td>, -</td><td>2 215 m oft of datum plan</td><td>a at 1/0</td><td>0 ka</td><td></td></t<>	, -	2 215 m oft of datum plan	a at 1/0	0 ka		
Adder Trim Tab2.420 m aft of datum plane at 1999 k3 Straight line variation between ind:-ted plane at 1480 2.355 m aft of datum plane at 1480 2.355 m aft of datum plane at 1645 k3 2.470 m aft of datum plane at 1645 k3 2.470 m aft of datum plane at 1999 k3 	Most forward flight CG:					
Most rearward flight CeiStraight line variation between inlicited pointsMost rearward flight Cei2.355 m aft of datum plane at 1480 kg2.458 m aft of datum plane at 1645 kg2.458 m aft of datum plane at 1699 kg2.470 m aft of datum plane at 1099 kg2.470 m aft of datum plane at 1099 kg5. DatumStraight line variation between inlicited points15. Datum2.196 m forward of the most forward of the most forward of the most forward of the most forward private with wing.16. Control surface deflectionsIter and the most forward of the most forward of the most forward private with wing.16. Control surface deflectionsIter and the most forward fight of datum plane at 168 kgAileronTrailing edge up25°ElevatorTrailing edge up15°Elevator Trim TabNose up at elevator neutral15°Nose down at elevator neutral25°15°Rudder Trim TabLeft25°11°Rudder Trim TabTrim RH at rudder neutral13°22°FlapsCruise flap setting0°11°FlapsCruise flap setting0°11°Landing flap setting28°11°				-		
Most rearward flight CG:2.355 m aft of datum plane at 1480 kg 2.458 m aft of datum plane at 1645 kg 2.470 m aft of datum plane at 1999 kg Straight line variation between indicated points.15. Datur2.196 m forward of the most forward performed of the most forward performed				-		
 2.458 m aft of datum plane at 1645 kg 2.470 m aft of datum plane at 1999 kg 2.470 m aft of datum plane at 1999 kg Straight line variation between indicated point 15. Datum 2.196 m forward of the most forward point of the root rib on the stub wing. 2.196 m forward of the most forward point of the root rib on the stub wing. 15. Datum 2.196 m forward of the most forward point of the root rib on the stub wing. 16. Control surface deflections Aileron Trailing edge up 25° 42° 16. Control surface deflections 15° 41° 16. Control surface deflections 15° 15° 41° 16. Control surface deflections 15° 15° 16. Control surface deflections <	Mart as an used flight CC.	-		•	ioints.	
15. Datum2.470 m aft of datum plane at 1999 k Straight line variation between int= Straight line variation line int= Straight line variation lin	Most rearward flight CG:			-		
Straight line variation between indexted performance of the most forward of th				-		
15. Datum2.196 m forward of the most forward stow stow stow stow stow stow stow stow				-		
stub wing.See Note 716. Current surface deflections15°12°AileronTrailing edge up25°12°ElevatorTrailing edge up15°12°ElevatorTrailing edge up18.5°10°Elevator Trim TabNose up at elevator neutral12°15°RudderLeft20°15°15°Rudder Trim TabLeft20°11°Rudder Trim TabTrim RH at rudder neutral13°12°FlapsCruise flap setting0°12°FlapsEruse flap setting0°11°Take-Off flap setting28°11°StabTim RH at rudder neutral13°12°FlapsCruise flap setting0°11°Take-Off flap setting28°11°StabTake-Off flap setting38°11°		-		-		
AileronTrailing edge up25°±2°Trailing edge down15°+2-0°ElevatorTrailing edge up18.5°±0.5°Trailing edge down15°±1°Elevator Trim TabNose up at elevator neutral+28°±5°Nose down at elevator neutral-25°±5°RudderLeft20°±1°Rudder Trim TabTrim RH at rudder neutral±35°±1°Rudder Trim TabTrim RH at rudder neutral±35°±2°FlapsCruise flap setting0°±1°Take-Off flap setting20°±1°StarTake-Off flap setting38°±1°	15. Datum	•				
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ElevatorTrailing edge up Trailing edge down18.5°±0.5°Elevator Trim TabNose up at elevator neutral+28°±1°Nose down at elevator neutral+28°±5°Nose down at elevator neutral-25°±5°RudderLeft20°±1°Right25°±1°Rudder Trim TabTrim RH at rudder neutral+35°±2°FlapsCruise flap setting0°±1°Take-Off flap setting20°±1°Landing flap setting38°±1°	Aileron	Trailing edge up		25°	±2°	
Trailing edge down15°±1°Elevator Trim TabNose up at elevator neutral+28°±5°Nose down at elevator neutral-25°±5°RudderLeft20°±1°Right25°±1°Rudder Trim TabTrim RH at rudder neutral+35°±2°FlapsCruise flap setting0°±1°Take-Off flap setting20°±1°Landing flap setting38°±1°		Trailing edge down		15°	+2-0°	
Elevator Trim TabNose up at elevator neutral+28°±5°Nose down at elevator neutral-25°±5°RudderLeft20°±1°Right25°±1°Rudder Trim TabTrim RH at rudder neutral+35°±2°Trim LH at rudder neutral-13°±2°FlapsCruise flap setting0°±1°Take-Off flap setting20°±1°Landing flap setting38°±1°	Elevator	Trailing edge up		18.5°	±0.5°	
Nose down at elevator neutral-25°±5°RudderLeft20°±1°Right25°±1°Rudder Trim TabTrim RH at rudder neutral+35°±2°FlapsCruise flap setting0°±1°Take-Off flap setting20°±1°Landing flap setting38°±1°		Trailing edge down		15°	±1°	
RudderLeft20°±1°Right25°±1°Rudder Trim TabTrim RH at rudder neutral+35°±2°Trim LH at rudder neutral-13°±2°FlapsCruise flap setting0°±1°Take-Off flap setting20°±1°Landing flap setting38°±1°	Elevator Trim Tab	Nose up at elevator neutra	l	+28°	±5°	
Right25°±1°Rudder Trim TabTrim RH at rudder neutral+35°±2°Trim LH at rudder neutral-13°±2°FlapsCruise flap setting0°±1°Take-Off flap setting20°±1°Landing flap setting38°±1°		Nose down at elevator neu	ıtral	-25°	±5°	
Rudder Trim TabTrim RH at rudder neutral+35°±2°Trim LH at rudder neutral-13°±2°FlapsCruise flap setting0°±1°Take-Off flap setting20°±1°Landing flap setting38°±1°	Rudder	Left		20°	±1°	
Trim LH at rudder neutral-13°±2°FlapsCruise flap setting0°±1°Take-Off flap setting20°±1°Landing flap setting38°±1°		Right		25°	±1°	
FlapsCruise flap setting0°±1°Take-Off flap setting20°±1°Landing flap setting38°±1°	Rudder Trim Tab	Trim RH at rudder neutral		+35°	±2°	
Take-Off flap setting20°±1°Landing flap setting38°±1°		Trim LH at rudder neutral		-13°	±2°	
Landing flap setting 38° ±1°	Flaps	Cruise flap setting		0°	±1°	
		Take-Off flap setting		20°	±1°	
17. Levelling Means LH door frames, see note 7.		Landing flap setting		38°	±1°	
	17. Levelling Means	LH door frames, see note 7	<i>'</i> .			
18. Minimum Flight Crew 1 (Pilot)	18. Minimum Flight Crew	1 (Pilot)				
19. Maximum Passenger Seating Capacity						
4	4					
20. Baggage/ Cargo Compartments behind passenger seat row 90 kg (198 lb.)	20. Baggage/ Cargo Compartments	s behind passenger seat row	1	90 kg (198 lb.)	
21. Wheels and Tyres Nose Wheel Tyre Size 5.00-5 see AFM	21. Wheels and Tyres	Nose Wheel Tyre Size	5.00-5		see AFM	
Main Wheel Tyre Size 6.00-6 see AFM		Main Wheel Tyre Size	6.00-6		see AFM	



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2. Maintenance Manual

A.IV. Operating and Service Instructions

- 1. Flight Manual Airplane Flight Manual Document No. 9.01.01-E
 - Airplane Maintenance Manual Document No. 9.02.01
- 3. Structural Repair Manual incl. in AMM 9.02.01 Chapter 51-20
- 4. Weight and Balance Manual incl. in AMM 9.02.01 Chapter 08
- 5. reserved



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A.V. <u>Notes</u>

1. Serial Numbers Eligible: 50.002, 50

I

50.002, 50.003, 50.006, 50.C.A.A.007 and subsequent airplanes produced in Austria, 50.C.C.A.001 and subsequent for airplanes produced in Canada, 50.C.Q.A.001 and subsequent for airplanes produced in China, see note 9.

- 2. Diamond Aircraft has been granted a 4 month extended validity time for the certification basis reference date.
- 3. Approved Noise Levels in accordance to the EASA data sheet for noise TCDSN.A.639.
- 4. For approved software versions of Gamin G1000 Integrated Avionic System see DAI MSB 50-003, at latest issue.
- 5. Approved engine model for installation in the DA 50:

Continental Centurion 3.0 (sales designation CD-300)

The approved firmware and mapping is according to DAI MSB 50-002 at latest issue.

- 6. For additional approved Jet Fuel specifications see AFM Chapter 2.
- 7. For the approved aircraft leveling tool and procedure see AMM Chapter 8.
- 8. Flights into known or forecast icing conditions is approved, if the ice protection system in accordance to Design Change OÄM 50-011 is installed.
- For serial number 50.C.Q.A.001 and subsequent produced in QDA/China under Chinese Production Certificate PC0069A-HD, EASA is considered state of design. Pending an agreement between EASA and CAAC, these aircraft serial numbers are not eligible for registration in the European Union (EU). Spareparts with a Chinese Authorized Release Certificate are not eligible for EU registered aircraft.



SECTION ADMINISTRATIVE

I. Acronyms & Abbreviations

AFM	Airplane Flight Manual
AMM	Airplane Maintenance Manual
ICAO	International Civil Aviation Organization
IFR	Flight Rules under IMC
LH	Left Hand
MÄM	Mandatory Design Change Advisory
MSB	Mandatory Service Bulletin
MSL	Mean Sea Level
RH	Right Hand
RPM	Revolutions per minute
T/O	Take-Off
VFR	Flight Rules under VMC

II. Type Certificate Holder Record

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



III. Change Record

Issue Date Changes		Changes	TC Issue No.
13500	Date	Changes	& Date
Issue 01	27 Aug 2020	Initial Issue	Initial Issue,
			27 Aug 2020
Issue 02	26 May 2021	A.II. 7. – Editorial correction.	Initial Issue,
		Major Change approval 10076557, initial issue	27 Aug 2020
		A.III. 19 – Refernce to Note 1B removed	
		A.V. – Note 1A and 1B removed.	
		Major Change approval 10076564, initial issue	
		A.III. 20 – Baggage limitation added	
Issue 03	03 Aug 2022	Major Change Approval 10079414, initial issue	Initial Issue,
		A.II 2. – Cert Basis for Flight into Know icing added.	27 Aug 2020
		A.III 12 Flight into known or forcast icing conditions added	
		as approved operation	
		A.V. – Note 8 added	
Issue 04	28 Feb 2023	A.III 17 rereference corrected	Initial Issue,
			27 Aug 2020
Issue 05	05 Feb 2024	Additional Manufacturer QDA/China	Initial Issue,
		Section A.I: Item 5: Manufacturer QDA/China added	27 Aug 2020
		Section A.V: Note 1 amended	
		Section A.V: Note 9 added	
		Issue 04- TC issue no.& date corrected	
Issue 06	27 Nov 2024	Additional Manufacturer Diamond Aircraft Inc./Canada	Initial Issue,
		Section A.I: Item 3: Manufacturer Diamond Aircraft	27 Aug 2020
		Inc./Canada added	
		Section A.V: Note 1 amended	

-END-

