TYPE-CERTIFICATE

DATA SHEET

NO. EASA.A.065

for
H 36

Type Certificate Holder
Diamond Aircraft Industries GmbH

Nikolaus-August-Otto Str. 5
2700 Wiener Neustadt
Austria

For models:	H 36	“DIMONA”
	HK 36	“SUPER DIMONA”
	HK 36 R	“SUPER DIMONA“
	HK 36 TS	
	HK 36 TC	
	HK 36 TTS	
	HK 36 TTC	
	HK 36 TTC-ECO	

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Contents

SECTION A: H 36 "DIMONA"

A.I General

1.	Type/ Model/ Variant	
	Type:	H 36 "DIMONA"
	Model:	---
	Variant:	---
2.	Airworthiness Category	Utility
3.	Manufacturer	Hoffmann Flugzeugbau Friesach Gesellschaft mbH 9322 Hirth/Friesach Austria Hoffmann Aircraft Flugzeugproduktion und Entwicklung GmbH Richard Neutra-Gasse 5 1214 Wien Austria
4.	EASA Type Certification Application Date:	See Note 6

Note: State of Design Authority certification application date for grandfathered products

5.	State of Design Authority	Initial: Austria
6.	State of Design Authority Type Certificate Date	See Note 6
	The EASA Type Certificate replaces the Austrian Type Certificate SF 3/82.	
7.	EASA Type Certification Date	21-Dec-2005 (reissue for EASA)

A.II EASA Certification Basis

1	Reference Date for determining the applicable requirements	-
2.	Airworthiness Requirements	JAR-22, Change -, issued 15-Mar-1982
3.	Special Conditions	None
4.	Exemptions	None
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	None
7.	Environmental Protection	Zivilluftfahrzeug-Lärmzulässigkeitverordnung BGBl. 700/1986

A.III Technical Characteristics and Operational Limitations

Type Design Definition		H36 Top Drawing Set and following approved Design Changes (ÄM – System)	
2.	Description	Single engine, two-seated cantilever low wing airplane, GFRP-construction, T-tail, side by side seating configuration, fixed two-legged landing gear, air brakes on upper wing surface	
3.	Equipment	Minimum Equipment: 1 airspeed indicator (range up to 300 km/h) 1 altimeter with mbar barometric dial 1 magnetic compass with deviation table 1 RPM indicator 1 running time meter 1 oil pressure gauge 1 oil temperature gauge 1 fuel quantity gauge 1 cylinder head temperature gauge 1 at least 4-point harness for each seat 1 voltmeter	
4.	Dimensions	Span Length Height Wing Area	16 m 6.85 m - 15.2 m
5	Engine		
	Model	L 2000 EB 1.C or L 2000 EB 1.AC (see Note 5)	
	Type Certificate	EASA.E.083	
	Limitations	Max take-off rotational speed Max continuous rotational speed For power-plants limits refer to AFM	3400 RPM 3000 RPM
6	Propeller		
	Model	Hoffmann HO-V62-R/L 160 T or 1 Hoffmann HO-V62-R/L 160 BT Low pitch setting/ Static RPM: 2800+/- 100	
	Type Certificate	EASA.P.065	
	Number of blades	2	
	Diameter	1600 mm	
	Sense of Rotation	CCW	
7.	Fuel capacities		
	Tank in the fuselage	Total: 80 liters Usable: 80 liters	
8.	Launching Hooks	N/A	
9.	Weak Links	N/A	
10.	Load Factors	see AFM	
11.	Air Speeds	Design manoeuvring speed v_A: Maximum rough air speed v_{ra}:	176 km/h 210 km/h

		Never exceed speed v_{NE}:	275 km/h
12.	Approved Operations Capability	VFR Day	
13.	Launch methods	Self-launch	
14.	Maximum Masses	Take-off	770 kg
		Maximum mass of non lifting parts	560 kg
15.	Centre of Gravity Range		
	Forward limit:	270 mm behind Datum for all masses	
	Rear limit:	up to 740 kg 385 mm behind Datum	
		at 770 kg 370 mm behind Datum	
		varying linearly with mass in between	
16.	Datum	wing leading edge at root rib	
17.	Levelling Means	tangent to wing lower surface at root rib (0.6 m beside plane of symmetry) horizontal	
18.	Control Surface Deflections	See AMM	
19.	Minimum Flight Crew	1 (Pilot)	
20.	Maximum Passenger Seating Capacity	2	
21.	Baggage/ Cargo Compartments	Behind seats 12 kg	
22.	Lifetime limitations	See AMM	

A.IV <u>Operating and Service Instructions</u>

1.	Flight Manual	Airplane Flight Manual, Issue May 1984, BAZ approved, valid for S/Ns. 36.01 – 36.193 and S/Ns. 35.01 – 35.39 inclusive Airplane Flight Manual, Issue 15-Nov-1985, BAZ approved, valid for S/Ns. 36.151 – 36.153 and S/Ns. 36.204 and subsequent
2.	Maintenance Manual	Maintenance Manual, Issue May 1984, valid for S/Ns. 36.01 – 36.193 and S/Ns. 35.01 – 35.39 inclusive Maintenance Manual, Issue 15-Nov-1985, valid for S/Ns. 36.151 – 36.153 and from S/Ns. 36.204 inclusive

All Master Manuals are issued in German Language only.

A.V Notes

1. Only industrial manufacturing is permitted.
2. All components exposed to direct sunlight, except for areas used for registration markings and warning marks, must basically have a white surface. In individual cases, deviations are permitted only in agreement with the type certificate holder.
3. The installation and use of a differential braking system in accordance with HOAC/DAI SB 42, latest issue, is permitted.
4. Use of unleaded fuel, min. ROZ 96, in accordance with HOAC/DAI SB 56, latest issue, is permitted.
5. Engine type designation in accordance with Limbach Technical Bulletin 17.
6. Initial Certification carried out by LBA- Germany TC 820 and transferred to Austria TC SF 3/82 before production start.

SECTION B: HK 36 "SUPER DIMONA"

B.I General

1.	Type/ Model/ Variant	
	Type:	H 36 "DIMONA"
	Model:	HK 36 "SUPER DIMONA"
	Variant:	---
2.	Airworthiness Category	Utility
3.	Manufacturer	Hoffmann Aircraft GesmbH N.A. Otto-Str. 5 2700 Wiener Neustadt Austria HOAC Austria GesmbH N.A. Otto-Str. 5 2700 Wiener Neustadt Austria Diamond Aircraft Industries GmbH N.A. Otto-Str. 5 2700 Wiener Neustadt Austria
4.	EASA Type Certification Application Date: --	
Note: State of Design Authority certification application date for grandfathered products		
5.	State of Design Authority	Initial: Austria
6.	State of Design Authority Type Certificate Date	15-May-1990
	The EASA Type Certificate replaces the Austrian Type Certificate SF 3/82.	
7.	EASA Type Certification Date	21-Dec-2005 (reissue for EASA)

B.II EASA Certification Basis

1.	Reference Date for determining the applicable requirements	-
2.	Airworthiness Requirements	JAR-22, Change 4, issued 07-May-1987
3.	Special Conditions	None
4.	Exemptions	None
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	None
7.	Environmental Protection	Zivilluftfahrzeug-Lärmzulässigkeitverordnung BGBl. 700/1986

B.III Technical Characteristics and Operational Limitations

1.	Type Design Definition		HK36 Top Drawing Set and following approved Design Changes (ÄM – System)	
2.	Description		Single engine, two-seated cantilever low wing airplane, GFRP-construction, two main wheels on fixed spring bow and steered tail wheel, T-tail, air brakes on upper wing surface	
3.	Equipment		Minimum Equipment: 1 airspeed indicator (range up to 300 km/h) 1 altimeter with mbar barometric dial 1 magnetic compass with deviation table 1 RPM indicator 1 running time meter 1 oil pressure gauge 1 oil temperature gauge 1 cylinder head temperature gauge 1 fuel quantity gauge 1 manifold pressure gauge 1 fuel pressure control light 1 ammeter 1 4-point harness for each seat	
4.	Dimensions		Span	16.2 m
			Length	7.1 m
			Height	1.76 m
			Wing Area	15.3 m²
5.	Engine			
	Model		L 2400 EB 1.C or L 2400 EB 1.AC (see Note 4)	
	Type Certificate		EASA E.084	
	Limitations		Max take-off rotational speed	3200 RPM
			Max continuous rotational speed	3000 RPM
	For power-plants limits refer to Flight Manual			
6.	Propeller			
	Model		mt-Propeller MTV-1-A/L 160-03 Constant Speed	
	Type Certificate		32.130/53	
	Number of blades		2	
	Diameter		1600 mm	
	Sense of Rotation		CCW	
	Settings		Low pitch setting/ Static Rpm: 2950 +/-100	
7.	Fuel capacities			
	Standard Tank	Total	55 liters	
		Usable	54 liter	
	Optional	Total	80 liters	
		Usable	79 liter	
8.	Launching Hooks		N/A	

9.	Weak Links	N/A	
10	Load Factors	See AFM	
11.	Air Speeds	Design Manoeuvring Speed V_A:	176 km/h
		Maximum rough air speed V_C:	210 km/h.
		Never exceed speed V_{NE}:	261 km/h
12.	Approved Operations Capability	VFR Day	
13.	Launch methods	Self-launch	
14.	Maximum Masses	Take-off	770 kg
		Maximum mass of non lifting parts	590 kg
15.	Centre of Gravity Range	Forward limit	318 mm behind Datum
		Rear limit	430 mm behind Datum
16.	Datum	wing leading edge at root rib	
17.	Levelling Means	wedge 1000 : 52.5 horizontal on fuselage tube	
18.	Control Surface Deflections	See AMM	
19.	Minimum Flight Crew	1 (Pilot)	
20.	Maximum Passenger Seating Capacity	2	
21.	Baggage/ Cargo Compartments	Behind Rear Seats	12 kg
22.	Lifetime limitations	see AMM	

B.IV Operating and Service Instructions

1.	Flight Manual	Airplane Flight Manual, HK 36 “SUPER DIMONA”, issued April 1990, BAZ approved, valid for S/Ns. 36.301 and subsequent
2.	Maintenance Manual (incl. Airworthiness Limitations)	Airplane Maintenance Manual, HK 36 “SUPER DIMONA”, Doc. No. 3.02.21 or Doc. No. 3.02.04 (German Version) See Note 5
		Service Information’s and Service Bulletins

B.V Notes

1. Only industrial manufacturing is permitted.
2. All components exposed to direct sunlight, except for areas used for registration markings and warning marks, must basically have a white surface. Deviations in accordance to the maintenance manual are permitted.
3. The installation and use of a differential braking system, in accordance with the HOAC/DAI SB 42, latest issue, is permitted.
4. Engine type designation in accordance with Limbach Technical Bulletin 17.
5. The HK 36 Series AMM Doc. No. 3.02.21 and 3.02.04 replaces the former singular AMM Doc. No. 3.02.01 and 3.02.01E, which will be no longer revised. Supplemental supplier manuals which are required for maintenance are listed in the HK 36 Series AMM.
6. Acrobatics, cloud flying, night VFR and intentional spinning are not permitted

SECTION C: HK 36 R "SUPER DIMONA"

C.I General

1. Type/ Model/ Variant

Type:	H 36 "DIMONA"
Model:	HK 36 R "SUPER DIMONA"
Variant:	---

2. Airworthiness Category: Utility
3. Manufacturer:

Hoffmann Aircraft GesmbH
N.A. Otto-Str. 5
2700 Wiener Neustadt
Austria

HOAC Austria GesmbH
N.A. Otto-Str. 5
2700 Wiener Neustadt
Austria

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

4. EASA Type Certification Application Date: --

5. State of Design Authority: Initial: Austria
6. State of Design Authority Type Certificate Date: 06-Sep-1990

The EASA Type Certificate replaces the Austrian Type Certificate SF 3/82.

7. EASA Type Certification Date: 21-Dec-2005 (reissue for EASA)

C.II EASA Certification Basis

1. Reference Date for determining the applicable requirements: ---
2. Airworthiness Requirements: JAR-22, Change 4, issued 07-May-1987
3. Special Conditions: CRI O-3 "Tow Cable Retraction mechanism"
4. Exemptions: None
5. (Reserved) Deviations: None
6. Equivalent Safety Findings: CRI A-9 "Deviations of Serial No. 36307"
7. Environmental Protection: Zivilluftfahrzeug-Lärmzulässigkeitverordnung BGBl. 738/1993

C.III Technical Characteristics and Operational Limitations

1.	Type Design Definition	HK36 Top Drawing Set and following approved Design Changes (ÄM – System)
2.	Description	Single engine, two-seated cantilever low wing airplane, GFRP-construction, T-tail, side by side seating configuration, fixed two-legged landing gear, air brakes on upper wing surface
3.	Equipment	Minimum Equipment: 1 airspeed indicator (range up to 300 km/h) 1 altimeter with mbar barometric dial 1 magnetic compass with deviation table 1 RPM indicator 1 running time meter 1 oil pressure gauge 1 oil temperature gauge 1 cylinder head temperature or coolant temperature gauge (MÄM 36-450 installed) 1 fuel quantity gauge 1 manifold pressure gauge 1 fuel pressure control light 1 ammeter 1 at least 4-point harness for each seat
4.	Dimensions	Span 16.2 m Length 7.22 m Height 1.76 m Wing Area 15.3 m²
5.	Engine	
	Model	Rotax 912 A2 or Rotax 912 A3
	Type Certificate	EASA.E.121
	Limitations	Max take-off rotational speed 5800 RPM Max continuous rotational speed 5500 RPM For power-plants limits refer to Flight Manual
6.	Propeller	
	Model	For Rotax Engine 912 A2: 1. mt-Propeller MTV-1-A/L 170-08 Constant Speed 2. Hoffmann HO14-170 S 123 3. mt-Propeller MT-170R125-2A Propeller type Certificate: EASA P.006 For Rotax Engine 912 A3: 1. Hoffmann HOV-352F-S1/S170FQ 2. mt-Propeller MTV-21-A-C-F/CF 175-05 see Note 9 Settings see AMM for the relevant propeller combination Number of blades 2

	Diameter	1700 mm or 1750 mm		
	Sense of Rotation	CW		
7.	Fuel capacities			
	Standard Fuel Tank	Total	55 liters	
		Usable	54 liter	
	Optional	Total	80 liters	
		Usable	79 liter	
8.	Launching Hooks	N/A		
9.	Weak Links	N/A		
10.	Load Factors	see AFM		
11.	Air Speeds	Design Manoeuvring Speed V_A:		176 km/h
		Maximum rough air speed V_{ra}:		210 km/h
		Never exceed speed V_{NE}:		261 km/h
12.	Approved Operations Capability	VFR Day, see Note4		
13.	Launch methods	Self-launch		
14.	Maximum Masses	Take-off		770 kg
		Maximum mass of non lifting parts		590 kg
15.	Centre of Gravity Range	Forward limit	318 mm behind Datum	
		Rear limit	430 mm behind Datum	
16.	Datum	wing leading edge at root rib		
17.	Levelling Means	wedge 1000 : 52.5 horizontal on fuselage tube		
18.	Control Surface Deflections	see AMM		
19.	Minimum Flight Crew	1 (Pilot)		
20.	Maximum Passenger Seating Capacity	2		
21.	Baggage/ Cargo Compartments	Behind Rear Seats	12 kg	
22.	Lifetime limitations	see AMM		

C.IV Operating and Service Instructions

1.	Flight Manual	Airplane Flight Manual, HK 36 R “SUPER DIMONA” issued June 1990, BAZ approved, valid for S/Ns. 36.301 and subsequent, if engine Rotax 912 A2 is installed Airplane Flight Manual, HK 36 R “SUPER DIMONA”, Doc. No. 3.01.04, ACG approved on 22-Jul-1994, latest effective issue, valid for S/Ns. 36.301 and subsequent, if engine Rotax 912 A3 is installed Flughandbuch für den Motorsegler HK 36 R “SUPER DIMONA”, Doc. No. 3.01.03, ACG approved on 03-May-2001, latest effective issue, valid for S/N 36.307, if Rotax 912 A3 and mt-Propeller MTV-21-A-C-F/CF175-05 are installed

2. Maintenance Manual (incl. Airworthiness Limitations)

Airplane Maintenance Manual, HK 36 “SUPER DIMONA”, Doc. No. 3.02.21 or Doc. No. 3.02.04 (German Version), see Note 5

Service Informations and Service Bulletins

C.V Notes

1. Only industrial manufacturing is permitted.
2. All components exposed to direct sunlight, except for areas used for registration markings and warning marks, must basically have a white surface. Deviations, carried out in accordance with the maintenance manual, are permitted.
3. The installation and use of a differential braking system, in accordance with HOAC/DAI SB 42, latest issue, is permitted, is permitted.
4. Acrobatics, cloud flying, night VFR and intentional spinning are not permitted.
5. The HK 36 Series AMM Doc. No 3.02.21 and 3.02.04 replaces the former singular AMM Doc. No. 3.02.01 and 3.02.01E, which will be no longer revised. Supplemental supplier manuals which are required for maintenance are listed in the HK 36 Series AMM.
6. The use of the type HK 36 R “Super Dimona” as a towing airplane in accordance with HOAC/DAI SB 40, latest effective issue, is permitted.
7. The use of unleaded fuel in accordance with SB No. 36 is permitted.
8. The installation and use of the type HK 36 R as a towing airplane with a tow rope retraction unit in accordance with HOAC/DAI SB 61, latest effective issue, is permitted.
9. The propeller is only approved for S/N 36.307. The deviations from the basic model are defined in Doc. No. 3.07.01, Chapter R36-003 “Design Deviations”. The retrofit in accordance with RÄM 36-003 is permitted.

Propeller type:	mt-Propeller MTV-21-A-C-F/CF175-05
Data Sheet No.:	EASA.P.101
Diameter:	1750 mm ± 0 mm
Low Pitch:	12°±0.2°
Starting Pitch:	14°±1°
Feathered Pitch:	83°±1°
Ctrwts. At Low Pitch:	28°±1°
High Pitch:	23°±1°

Propeller RPM is reduced 1:2.273 to engine RPM

SECTION D: HK 36 TS

D.I General

1.	Type/ Model/ Variant	
	Type:	H 36 “DIMONA”
	Model:	HK 36 TS
	Variant:	---
2.	Airworthiness Category	Utility
3.	Manufacturer	Diamond Aircraft Industries GmbH N.A. Otto-Str. 5 2700 Wiener Neustadt Austria
4.	EASA Type Certification Application Date	-
5.	State of Design Authority	Initial: Austria
6.	State of Design Authority Type Certificate Date	06-Mar-1996
	The EASA Type Certificate replaces the Austrian Type Certificate SF 3/82.	
7.	EASA Type Certification Date	21-Dec-2005 (reissue for EASA)

D.II EASA Certification Basis

1.	Reference Date for determining the applicable requirements	-
2.	Airworthiness Requirements	JAR-22, Change 4, issued 07-May-1987
3.	Special Conditions	CRI E-1 “Propeller feathering control” CRI O-1 “Use as a Tow Plane” CRI O-3 “Tow Cable Retraction Mechanism”
4.	Exemptions	None
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	CRI D-1 “Middle air brake stop” CRI E-2 “Propeller Type Definition”
7.	Environmental Protection	Zivilluftfahrzeug-Lärmzulässigkeitverordnung BGBl. 738/1993

D.III Technical Characteristics and Operational Limitations

1.	Type Design Definition	Drawing List HK 36 TS Doc. 3.08.01 dated 01-Jan-1996 including Design Changes 1 and following List of Design Changes (ÄM) HK 36 TS	
2.	Description	Single engine, two-seated cantilever low wing airplane, GFK/CFK-construction, T-tail, side by side seating configuration, tail wheel, fixed two-legged landing gear, air brakes on upper wing surface	
3.	Equipment	Minimum Equipment: 1 airspeed indicator (range up to 300 km/h) 1 altimeter with mbar barometric dial 1 magnetic compass with deviation table 1 RPM indicator (Prop RPM) 1 running time meter 1 oil pressure gauge 1 oil temperature gauge 1 cylinder head temperature or coolant temperature gauge (MÄM 36-450 installed) 1 fuel quantity gauge 1 manifold pressure gauge 1 fuel pressure control light 1 ammeter 1 4-point harness for each seat	
4.	Dimensions	Span	16.33 m (incl. Winglet)
		Length	7.28 m
		Height	1.78 m
		Wing Area	15.3 m²
5.	Engine		
	Model	Rotax 912 A3	
	Type Certificate	EASA.E.121	
	Limitations	Max take-off rotational speed	5800 RPM
		Max continuous rotational speed	5500 RPM
		For power-plants limits refer to Flight Manual	
6.	Propeller		
	Model	mt-Propeller MTV-21-A-C-F/CF 175-05	
	Type Certificate	EASA.P.101	
	Number of blades	2	
	Diameter	1750 mm	
	Sense of Rotation	CW	
	Settings	Low pitch setting:	12°±0.2°
		Starting Pitch:	14°±1°
		Feathered Pitch:	83°±1°
		Ctrwts. At Low Pitch:	28°±1°
		High pitch setting:	23°±1°

		Gearbox Ratio	1:2.273	
7.	Fuel capacities			
	Standard Fuel Tank	Total	55 liters	
		Usable	54 liter	
	Optional	Total	79 liters	
		Usable	77 liter	
8.	Launching Hooks	N/A		
9.	Weak Links	N/A		
10.	Load Factors	see AFM		
11.	Air Speeds	Design Manoeuvring Speed V_A:		176 km/h
		Maximum rough air speed V_{ra}:		210 km/h
		Never exceed speed V_{NE}:		261 km/h
12.	Approved Operations Capability	VFR Day, see Note4		
13.	Launch methods	Self-launch		
14.	Maximum Masses	Take-off		770 kg
		Maximum mass of non lifting parts		590 kg
15.	Centre of Gravity Range	Forward limit	318 mm behind Datum	
		Rear limit	430 mm behind Datum	
16.	Datum	wing leading edge at root rib		
17.	Levelling Means	wedge 1000 : 52.5 horizontal on fuselage tube		
18.	Control Surface Deflections	see AMM		
19.	Minimum Flight Crew	1 (Pilot)		
20.	Maximum Passenger Seating Capacity	2		
21.	Baggage/ Cargo Compartments	Behind Rear Seats	12 kg	
22.	Lifetime limitations	see AMM		

D.IV <u>Operating and Service Instructions</u>

1.	Flight Manual	Airplane Flight Manual, HK 36 TS, Doc. No. 3.01.06, ACG approved, issued 30-Jan-1996, see Note. 9
2.	Maintenance Manual (incl. Airworthiness Limitations)	Airplane Maintenance Manual, HK 36 “SUPER DIMONA”, Doc. No. 3.02.21 or Doc. No. 3.02.04 (German Version) See Note 5 Service Informations and Service Bulletins

D.V Notes

1. Only industrial manufacturing is permitted.
2. All components exposed to direct sunlight, except for areas used for registration markings and warning marks, must basically have a white surface. Deviations in accordance with the maintenance manual are permitted.
3. Certification valid for S/Ns. 36.415 – 36.416 and S/Ns. 36.501 and subsequent, excluding Serial No 36.713, 36.717, 36.719, 36.725 and 36.729.

   S/Ns. 36.415 and 36.416 have the following deviations according to HOAC Doc. No. 3.07.101, Chapter 2:

   - Fuselage structure
   - Landing gear mount
   - Horizontal stabilizer structure
   - Tank drain
   - Electric bonding.
4. Acrobatics, cloud flying, night VFR and intentional spinning are not permitted.
5. The HK 36 Series AMM Doc. No. 3.02.21 and 3.02.04 replaces the former singular AMM Doc. No. 3.02.01 and 3.02.01E, which will be no longer revised. Supplemental supplier manuals which are required for maintenance are listed in the HK 36 Series AMM.
6. The engine Rotax 912 A3 has to be modified in accordance with Rotax SB 912-11, ACG approved on 29-Feb-1996, with Propeller Governor WOODWARD A210790 or Rotax SB 912-24, ACG approved, with Propeller Governor McCauley DCFU290D17B/T1.
7. The installation and use of the type HK 36 TS as a towing airplane in accordance with DAI SB 40, latest effective issue, is permitted.
8. The installation and use of a differential braking system, in accordance with DAI SB 42, latest effective issue, is permitted.
9. For Serial Nos. 36.517 and subsequent Airplane Flight Manual HK 36 TS, Doc. No. 3.01.06, Revision 1 or later, ACG approved, is required.
10. The change of the propeller designation from MTV-21-A-C-F/C175-05 to MTV-21-A-C-F/CF175-05 in accordance with DAI SB 52, ACG approved, is permitted.
11. The installation of a tow rope retraction unit and use of the type HK 36 TS as a towing airplane in accordance with DAI SB 61, latest effective issue, is permitted.

SECTION E: HK 36 TC

E.I General

1.	Type/ Model/ Variant	
	Type:	H 36 “DIMONA”
	Model:	HK 36 TC
	Variant:	---
2.	Airworthiness Category	Utility
3.	Manufacturer	Diamond Aircraft Industries GmbH N.A. Otto-Str. 5 2700 Wiener Neustadt Austria
4.	EASA Type Certification Application Date	18-Mar-1996
5.	State of Design Authority	Initial: Austria
6.	State of Design Authority Type Certificate Date	12-Jul-1996
	The EASA Type Certificate replaces the Austrian Type Certificate SF 3/82	
7.	EASA Type Certification Date	21-Dec-2005 (reissue for EASA)

E.II EASA Certification Basis

1.	Reference Date for determining the applicable requirements	---
2.	Airworthiness Requirements	JAR-22, Change 4, issued 07-May-1987 Amendment 22/90/1, Amendment 22/91/1 CRI A-1 HK36TC and HK36TC with Rotax 912S
3.	Special Conditions	CRI E-1 “Propeller feathering control” CRI O-1 “Use as a Tow Plane” CRI O-3 “Tow Cable Retraction Mechanism”
4.	Exemptions	None
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	CRI D-1 “Middle air brake stop” CRI E-2 “Propeller Type Definition”
7.	Environmental Protection	Zivilluftfahrzeug-Lärmzulässigkeitverordnung BGBl. 738/1993

E.III Technical Characteristics and Operational Limitations

1.	Type Design Definition	Drawing List HK 36 TC Doc. 3.08.01 dated 12-Jul-1996 including Design Changes 14 andfollowing List of Design Changes (ÄM) HK 36 T**
2.	Description	Single engine, two-seated cantilever low wing airplane, GFK/CFK-construction, T-tail, side by side seating configuration, fixed two-legged tri-cycle landing gear, air brakes on upper wing surface
3.	Equipment	Minimum Equipment: 1 airspeed indicator (range up to 300 km/h) 1 altimeter with mbar barometric dial 1 magnetic compass with deviation table 1 RPM indicator (Prop RPM) 1 running time meter 1 oil pressure gauge 1 oil temperature gauge 1 cylinder head temperature or coolant temperature gauge (MÄM 36-450 installed) 1 fuel quantity gauge 1 manifold pressure gauge 1 fuel pressure control light 1 ammeter 1 4-point harness for each seat
4.	Dimensions	Span 16.33 m (incl. Winglet) Length 7.28 m Height 1.78 m Wing Area 15.3 m²
5.	Engine	
	Model	Rotax 912 A3 or Rotax 912 S3
	Type Certificate	EASA.E.121
	Limitations	Max take-off rotational speed 5800 RPM Max continuous rotational speed 5500 RPM for Rotax 912 S3 see Note 11 For power-plants limits refer to Flight Manual
6.	Propeller	
	Model	mt-Propeller MTV-21-A-C-F/CF 175-05
	Type Certificate	EASA.P.101
	Number of blades	2
	Diameter	1750 mm
	Sense of Rotation	CW
	Settings	For Rotax 912 A3: Low pitch setting: 12°±0.2° Starting Pitch: 14°±1°

		Feathered Pitch:	83°±1°
		Ctrwts. At Low Pitch:	28°±1°
		High pitch setting:	23°±1°
		Gearbox Ratio	1:2.273
		For Rotax 912 A3:	
		Low pitch setting:	14°±0.2°
		Starting Pitch:	14°±1°
		Feathered Pitch:	83°±1°
		Ctrwts. At Low Pitch:	28°±1°
		High pitch setting:	20°±1°
		Gearbox Ratio	1:2.4286
7.	Fuel capacities		
	Standard Fuel Tank	Total	55 liters
		Usable fuel	54 liter
	Optional	Total	79 liters
		Usable fuel	77 liter
8.	Launching Hooks	N/A	
9.	Weak Links	N/A	
10.	Load Factors	see AFM	
11.	Air Speeds	Design Manoeuvring Speed V_A:	176 km/h
		Maximum rough air speed V_{RA}:	210 km/h.
		Never exceed speed V_{NE}:	261 km/h
12.	Approved Operations Capability	VFR Day, see Note4	
13.	Launch methods	Self-launch	
14.	Maximum Masses	Take-off	770 kg
		Maximum mass of non lifting parts	610 kg
		For S/N 36.505:	590 kg
15.	Centre of Gravity Range	Forward limit	318 mm behind Datum
		Rear limit	430 mm behind Datum
16.	Datum	wing leading edge at Y = 0.6 m	
17.	Levelling Means	wedge 1000 : 52.5 horizontal on fuselage tube	
18.	Control Surface Deflections	see AMM	
19.	Minimum Flight Crew	1 (Pilot)	
20.	Maximum Passenger Seating Capacity	2	
21.	Baggage/ Cargo Compartments	Behind Seats	12 kg
22.	Lifetime limitations	see AMM	

E.IV Operating and Service Instructions

1.	Flight Manual	Airplane Flight Manual, HK 36 TC, Doc. No. 3.01.10-E, ACG approved, for powerplant Rotax 912 A3, issued 15-May-1996 (see Note 8)

Airplane Flight Manual, HK 36 TC, Doc. No. 3.01.12-E, ACG approved, for powerplant Rotax 912 S3, issued 09-Jan-2002 (see Note 11)

2. Maintenance Manual (incl. Airworthiness Limitations)

Airplane Maintenance Manual, HK 36 “SUPER DIMONA”, Doc 3.02.21 or Doc. 3.02.04 (German Version) See Note 5

Service Informations and Service Bulletins

E.V Notes

1. Only industrial manufacturing is permitted.
2. All components exposed to direct sunlight, except for areas used for registration markings and warning marks, must basically have a white surface. Deviations in accordance with the maintenance manual are permitted.
3. Certification valid for S/N 36.505 andS/N 36.517 and subsequent except S/N 36.713, 36.717, 36.719, 36.725, 36.729 and 36.735.
4. S/N 36.505 has the following deviations according to HOAC Doc. No. 3.07.101, Chapter 2:
   - Wing structure
   - Main bulkhead structure
   - Air brake system
5. Acrobatics, cloud flying, night VFR and intentional spinning are not permitted.
6. The HK 36 Series AMM Doc. No. 3.02.21 and 3.02.04 replaces the former singular AMM Doc. No. 3.02.01 and 3.02.01E, which will be no longer revised. Supplemental supplier manuals which are required for maintenance are listed in the HK 36 Series AMM.
7. The engine Rotax 912 A3 has to be modified in accordance with Rotax SB 912-11, ACG approved on 29-Feb-1996, with Propeller Governor WOODWARD A210790 or Rotax SB 912-24, ACG approved, with Propeller Governor McCauley DCFU290D17B/T1.
8. The use of the type HK 36 TC as a towing airplane in accordance with DAI SB 40, latest effective issue, is permitted.
9. For S/N 36.505, in addition to the Airplane Flight Manual Supplement 4 is valid, ACG approved on 7-Oct-1996
10. The change of the propeller designation from MTV-21-A-C-F/C175-05 to MTV-21-A-C-F/CF175-05 in accordance with DAI SB 52, ACG approved, is permitted.
11. The installation of a tow rope retraction unit in accordance with DAI SB No. 61 in conjunction with DAI SB 40, use as a tow-plane, is permitted.
12. The optional installation of the engine Rotax 912 S3 by the manufacturer in accordance with OÄM 36-200 is permitted for serial no. 36.640 and subsequent. The retrofit installation between Engine 1 and Engine 2 is permitted for all effective serial numbers, in accordance with OSB 36-078.

SECTION F: HK 36 TTS

F.I General

1.	Type/ Model/ Variant	
	Type:	H 36 “DIMONA”
	Model:	HK 36 TTS
	Variant:	---
2.	Airworthiness Category	Utility
3.	Manufacturer	Diamond Aircraft Industries GmbH N.A. Otto-Str. 5 2700 Wiener Neustadt Austria
4.	EASA Type Certification Application Date	07-May-1996
5.	State of Design Authority	Initial: Austria
6.	State of Design Authority Type Certificate Date	20-Dec-1996
	The EASA Type Certificate replaces the Austrian Type Certificate SF 3/82	
7.	EASA Type Certification Date	21-Dec-2005 (reissue for EASA)

F.II EASA Certification Basis

1.	Reference Date for determining the applicable requirements	-
2.	Airworthiness Requirements	JAR-22, Change 5
3.	Special Conditions	CRI A-1 HK36TTC and HK36TTS CRI E-1 “Propeller feathering control” CRI O-1 “Use as a Tow Plane” CRI O-3 “Tow Cable Retraction Mechanism”
4.	Exemptions	None
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	CRI D-1 “Middle air brake stop” CRI E-2 “Propeller Type Definition” CRI G-1 “Engine Operating Limitation”
7.	Environmental Protection	Zivilluftfahrzeug-Lärmzulässigkeitverordnung BGBl. 738/1993

F.III Technical Characteristics and Operational Limitations

1.	Type Design Definition	Drawing List HK 36 T** Doc. 3.08.01 dated 20-Dec-1996 including Design Changes 57 and following List of Design Changes (ÄM) HK 36 T**
2.	Description	Single engine, two-seated cantilever low wing airplane, GFK/CFK-construction, T-tail, side by side seating configuration, fixed two-legged landing gear, tail wheel, air brakes on upper wing surface
3.	Equipment	Minimum Equipment: 1 airspeed indicator (range up to 300 km/h) 1 altimeter with mbar barometric dial 1 magnetic compass with deviation table 1 RPM indicator (Prop RPM) 1 running time meter 1 oil pressure gauge 1 oil temperature gauge 1 cylinder head temperature or coolant temperature gauge (MÄM 36-450 installed) 1 fuel quantity gauge 1 manifold pressure gauge 1 fuel pressure control light 1 ammeter 1 4-point harness for each seat 1 temperature control light (EGT, airbox) 1 generator warning light 1 TCU control light 1 TCU warning light
4.	Dimensions	Span 16.33 m (incl. Winglet) Length 7.28 m Height 1.78 m Wing Area 15.3 m²
5.	Engine	
	Model	Rotax 914 F3 or Rotax 914 F4
	Type Certificate	EASA.E.122
	Limitations	Max take-off (5 min) 5800 RPM / 38.4 inHg or 39.0 inHg max. 39.9 inHg Max continuous 5500 RPM / 34.0 inHg or 34.9 inHg max. 35.4 inHg see Note 11
6.	Propeller	
	Model	mt-Propeller MTV-21-A-C-F/CF 175-05

	Type Certificate	EASA.P.101		
	Number of blades	2		
	Diameter	1750 mm		
	Sense of Rotation	CW		
	Settings	Low pitch setting:	16.5°±0.2°	
		High pitch setting:	28°±0.2°	
		Starting locks setting:	19°±1°	
		Feathered Pitch:	83°±1°	
		Ctrwts. At Low Pitch:	32.5°±1°	
7.	Fuel capacities			
	Standard Fuel Tank	Total	55 liters	
		Usable	54 liter	
	Optional	Total	79 liters	
		Usable	77 liter	
8.	Launching Hooks	N/A		
9.	Weak Links	N/A		
10.	Load Factors	see AFM		
11.	Air Speeds	Design Manoeuvring Speed V_A:		176 km/h
		Maximum rough air speed V_{RA}:		210 km/h
		Never exceed speed V_{NE}:		261 km/h
		Air Brake in Middle Stop V_{abf}:		150 km/h
12.	Approved Operations Capability	VFR Day, see Note4		
13.	Launch methods	Self-launch		
14.	Maximum Masses	Take-off		770 kg
		Maximum mass of non lifting parts		590 kg
		For S/N 36.511 and 36.517 and subsequent		610 kg
15.	Centre of Gravity Range	Forward limit	318 mm behind Datum	
		Rear limit	430 mm behind Datum	
16.	Datum	wing leading edge at Y = 0.6 m		
17.	Levelling Means	wedge 1000 : 52.5 horizontal on fuselage tube		
18.	Control Surface Deflections	see AMM		
19.	Minimum Flight Crew	1 (Pilot)		
20.	Maximum Passenger Seating Capacity	2		
21.	Baggage/ Cargo Compartments	Behind Seats	12 kg	
22.	Lifetime limitations	see AMM		

F.IV Operating and Service Instructions

1.	Flight Manual	Airplane Flight Manual, HK 36 TTS, Doc. No. 3.01.15-E, ACG approved, issued 03-Mar-2017
2.	Maintenance Manual (incl. Airworthiness Limitations)	Airplane Maintenance Manual, HK 36 “SUPER DIMONA”, Doc. No. 3.02.21 or Doc. No. 3.02.04 (German Version), see Note 5 Service Informations and Service Bulletins

F.V Notes

1. Only industrial manufacturing is permitted.
2. All components exposed to direct sunlight, except for areas used for registration markings and warning marks, must basically have a white surface. Deviations in accordance with the maintenance manual are permitted.
3. Certification valid for S/Ns 36.393 and 36.511 and subsequent (see Note 10), excluding S/Ns 36.713, 36.717, 36.719, 36.725 and 36.729.
4. Acrobatics, cloud flying, night VFR and intentional spinning are not permitted.
5. The HK 36 Series AMM Doc. No. 3.02.21 and 3.02.04 replaces the former singular AMM Doc. No. 3.02.01 and 3.02.01E, which will be no longer revised. Supplemental supplier manuals which are required for maintenance are listed in the HK 36 Series AMM.
6. The engine Rotax 914 F has to be modified in accordance with Rotax SB 914-01, ACG approved, with Propeller Governor WOODWARD A210790 or Rotax SB 914-09, ACG approved, with Propeller Governor McCauley DCFU290D17B/T2.
7. The use of the type HK 36 TTS as a towing airplane in accordance with DAI SB 40, latest effective issue, is permitted.
8. The installation and use of a differential braking system, in accordance with DAI SB 42, latest effective issue, is permitted.
9. The installation of a tow rope retraction unit in accordance with DAI SB 61 in conjunction with DAI SB 40, use as a tow-plane, is permitted.
10. S/N 36.393 has deviations, in accordance with DAI Doc. No. 3.07.201, Chapter 2. In addition, Supplement No. 4 to the Airplane Flight Manual, ACG approved, must be followed.
11. Use of different engine TCU-versions, in accordance with the DAI SB 66, is permitted.

SECTION G: HK 36 TTC

G.I General

1.	Type/ Model/ Variant	
	Type:	H 36 “DIMONA”
	Model:	HK 36 TTC
	Variant:	-
2.	Airworthiness Category	Utility
3.	Manufacturer	Diamond Aircraft Industries GmbH N.A. Otto-Str. 5 2700 Wiener Neustadt Austria
4.	EASA Type Certification Application Date	07-May-1996
5.	State of Design Authority	Initial: Austria
6.	State of Design Authority Type Certificate Date	20-Dec-1996

The EASA Type Certificate replaces the Austrian Type Certificate SF 3/82.

7.	EASA Type Certification Date	21-Dec-2005 (reissue for EASA)

G.II EASA Certification Basis

1.	Reference Date for determining the applicable requirements	-
2.	Airworthiness Requirements	JAR-22, Change 5 CRI A-1 HK36TTC and HK36TTS
3.	Special Conditions	CRI E-1 “Propeller feathering control” CRI O-1 “Use as a Tow Plane” CRI O-2 “Tow Cable Retraction Mechanism”
4.	Exemptions	None
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	CRI D-1 “Middle air brake stop” CRI E-2 “Propeller Type Definition” CRI G-1 “Engine Operating Limitation”
7.	Environmental Protection	Zivilluftfahrzeug-Lärmzulässigkeitverordnung BGBl. 738/1993

G.III Technical Characteristics and Operational Limitations

1.	Type Design Definition	Drawing List HK 36 T** Doc. 3.08.01 dated 20-Dec-1996 including Design Changes up to 57 and following List of Design Changes (ÄM) HK 36 T**
2.	Description	Single engine, two-seated cantilever low wing airplane, GFRP-construction, T-tail, side by side seating configuration, fixed two-legged tri cycle landing gear, air brakes on upper wing surface
3.	Equipment	Minimum Equipment: 1 airspeed indicator (range up to 300 km/h) 1 altimeter with mbar barometric dial 1 magnetic compass with deviation table 1 RPM indicator 1 running time meter 1 oil pressure gauge 1 oil temperature gauge 1 cylinder head temperature or coolant temperature gauge (MÄM 36-450 installed) 1 fuel quantity gauge 1 manifold pressure gauge 1 fuel pressure control light 1 ammeter 1 4-point harness for each seat 1 temperature control light (EGT, airbox) 1 generator warning light 1 TCU control light 1 TCU warning light
4.	Dimensions	Span 16.33 m (incl. Winglet) Length 7.28 m Height 1.78 m Wing Area 15.3 m²
5.	Engine	
	Model	Rotax 914 F3 or Rotax 914 F4
	Type Certificate	EASA.E.122
	Limitations	
	Max take-off Power (5 min)	5800 RPM / 38.4 inHg or 39.0 inHg max. 39.9 inHg
	Maximum Continuous Power	5500 RPM / 34.0 inHg or 34.9 inHg max. 35.4 inHg see Note 9
6.	Propeller	
	Modelmt-Propeller	MTV-21-A-C-F/CF 175-05
	Type Certificate	EASA.P.101
	Number of blades	2
	Diameter	1750 mm
	Sense of Rotation	CW
	Settings	Low pitch setting: 16.5°±0.2°

		High pitch setting:	28°±1°
		Starting locks setting:	19°±1°
		Feathered Pitch:	83°±1°
		Ctrwts. At Low Pitch:	32.5°±1°
		Gearbox Ratio	1: 2.4286
7.	Fuel capacities		
	Standard Fuel Tank	Total	55 liters
		Usable	54 liter
	Optional	Total	79 liters
		Usable	77 liter
8.	Launching Hooks	N/A	
9.	Weak Links	N/A	
10.	Load Factors	see AFM	
11.	Air Speeds	Design Manoeuvring Speed V_A:	176 km/h
		Maximum rough air speed V_{RA}:	210 km/h.
		Never exceed speed V_{NE}:	261 km/h
		Air Brake in Middle Stop V_{abf}:	150 km/h
12.	Approved Operations Capability	VFR Day, see Note4	
		Cloud flying not permitted	
		Aerobatic manoeuvres not permitted	
13.	Launch methods	Self-launch	
14.	Maximum Masses	Take-off	770 kg
		Maximum mass of non lifting parts	610 kg
15.	Centre of Gravity Range	Forward limit	318 mm behind Datum
		Rear limit	430 mm behind Datum
16.	Datum	wing leading edge at Y = 0.6 m	
17.	Levelling Means	wedge 1000 : 52 horizontal on fuselage tube	
18.	Control Surface Deflections	see AMM	
19.	Minimum Flight Crew	1 (Pilot)	
20.	Maximum Passenger Seating Capacity	2	
21.	Baggage/ Cargo Compartments	Behind Seats	12 kg
22.	Lifetime limitations	see AMM	

G.IV <u>Operating and Service Instructions</u>

1.	Flight Manual	Airplane Flight Manual, HK 36 TTC, Doc. No. 3.01.20, ACG approved, issued 30-July-1996
2.	Maintenance Manual (incl. Airworthiness Limitations)	Airplane Maintenance Manual, HK 36 “SUPER DIMONA”, Doc.No. 3.02.21 or Doc. 3.02.04 (German Version), see Note 5 Service Informations and Service Bulletins

G.V Notes

1. Only industrial manufacturing is permitted.
2. All components exposed to direct sunlight, except for areas used for registration markings and warning marks, must basically have a white surface. Deviations, carried out in accordance with the Maintenance Manual, are permitted.
3. Certification is valid for S/Ns 36.518 and subsequent except S/Ns 36.713, 36.717, 36.719, 36.725, 36.729 and 36.735.
4. Acrobatics, cloud flying, night VFR and intentional spinning are not permitted.
5. The HK 36 Series AMM Doc. No. 3.02.21 and 3.02.04 replaces the former singular AMM Doc. No. 3.02.01 and 3.02.01E which will be no longer revised. Supplemental supplier manuals which are required for maintenance are listed in the HK 36 Series AMM.
6. The engine Rotax 914 F has to be modified in accordance with Rotax SB 914-01, ACG approved, with Propeller Governor WOODWARD A210790, or Rotax SB 912-24, ACG approved, with Propeller Governor McCauley DCFU290D17B/T2.
7. The installation and use of the type HK 36 TTC as a towing airplane in accordance with DAI SB 40, latest effective issue, is permitted.
8. The installation of a tow-rope retraction device, in accordance with DAI SB 61, in conjunction with DAI SB 40; use as a tow-plane, is permitted.
9. Use of different engine TCU-versions, in accordance with the DAI SB 66, is permitted.

SECTION H: HK 36 TTC-ECO

H.I General

1.	Type/ Model/ Variant	
	Type:	H 36 “DIMONA”
	Model:	HK 36 TTC-ECO
	Variant:	-
2.	Airworthiness Category	Utility
3.	Manufacturer	Diamond Aircraft Industries GmbH N.A. Otto-Str. 5 2700 Wiener Neustadt Austria
4.	EASA Type Certification Application Date	26-Mar-1997
5.	State of Design Authority	Initial: Austria
6.	State of Design Authority Type Certificate Date	10-Jun-1998

The EASA Type Certificate replaces the Austrian Type Certificate SF 3/82

7.	EASA Type Certification Date	21-Dec-2005 (reissue for EASA)

H.II EASA Certification Basis

1.	Reference Date for determining the applicable requirements	-
2.	Airworthiness Requirements	JAR-22, Change 5, issued 28-Oct-1995 JAR-1, Change 5, issued 15-Jul-1996
3.	Special Conditions	CRI E-1 Propeller Feathering Control CRI G-1 Engine Operating Limitation CRI O-1 Use as Tow-plane
4.	Exemptions	None
5.	(Reserved) Deviations	None
6.	Equivalent Safety Findings	CRI E-2 Propeller Type Definition CRI D-1 Middle Air brake stop CRI E-3 Fuel System
7.	Environmental Protection	Zivilluftfahrzeug-Lärmzulässigkeitverordnung BGBl. 738/1993

H.III Technical Characteristics and Operational Limitations

1.	Type Design Definition	Drawing List HK 36 T** Doc. 3.08.01 dated 20-Dec-1996 including Design Changes up to 57 and following List of Design Changes (ÄM) HK 36 T**
2.	Description	Single engine, two-seated cantilever low wing airplane, GFRP-construction, T-tail, side by side seating configuration, fixed two-legged tri cycle landing gear, air brakes on upper wing surface, wing tanks
3.	Equipment	Minimum Equipment: 1 airspeed indicator (range up to 300 km/h) 1 altimeter with mbar barometric dial 1 magnetic compass with deviation table 1 RPM indicator (Showing engine RPM) 1 running time meter 1 oil pressure indicator 1 oil temperature indicator 1 cylinder head temperature or coolant temperature gauge (MÄM 36-450 installed) 2 fuel quantity indicators 1 “Low Fuel” caution light 1 manifold pressure indicator 1 fuel pressure warning light 1 ammeter 1 4-piece harness for each seat 1 temperature control light (EGT, airbox) 1 generator warning light 1 TCU warning light 1 TCU control light
4.	Dimensions	Span 16.33 m including Winglet Length 7.28 m Height 1.78 m Wing Area 15.3 m²
5.	Engine	
	Model	Rotax 914 F3 or Rotax 914 F4
	Type Certificate	EASA.E.122
	Limitations	
	Max take-off Power (5 min)	5800 RPM / 38.4 inHg or 39.0 inHg max. 39.9 inHg
	Maximum Continuous Power	5500 RPM / 34.0 inHg or 34.9 inHg max. 35.4 inHg

6.	Propeller			
		Model	mt-Propeller MTV-21-A-C-F/CF 175-05	
		Type Certificate	EASA.P.101	
		Number of blades	2	
		Diameter	1750 mm	
		Sense of Rotation	CW	
		Settings	Low pitch setting:	16.5°±0.2°
			High pitch setting:	28°±1°
			Starting locks setting:	19°±1°
			Feathered Pitch:	83°±1°
			Ctrwts. At Low Pitch:	32.5°±1°
			Gearbox Ratio	1: 2.4286
7.	Fuel capacities			
		Tank in right wing	55 liters	
		Tank in left wing	55 liters	
		Total	110 liters	
		Usable fuel	106 liters, additional 9 liter system fuel	
8.	Launching Hooks		N/A	
9.	Weak Links		N/A	
10.	Load Factors		see AFM	
11.	Air Speeds		Design Manoeuvring Speed V_A:	176 km/h
			Maximum rough air speed V_{RA}:	210 km/h.
			Never exceed speed V_{NE}:	261 km/h
			Air Brake in Middle Stop V_{abf}:	150 km/h
12.	Approved Operations Capability		VFR Day, see Note4	
13.	Launch methods		Self-launch	
14.	Maximum Masses		Take-off	770 kg
			Maximum mass of non lifting parts	610 kg
15.	Centre of Gravity Range		Forward limit	318 mm behind Datum
			Rear limit	430 mm behind Datum
16.	Datum		wing leading edge at Y = 0.6 m	
17.	Levelling Means		wedge 1000 : 52 horizontal on fuselage tube	
18.	Control Surface Deflections		see AMM	
19.	Minimum Flight Crew		1 (Pilot)	
20.	Maximum Passenger Seating Capacity		2	
21.	Baggage/ Cargo Compartments		Behind Seats	30 kg
22.	Lifetime limitations		see AMM	

H.IV Operating and Service Instructions

1.	Flight Manual	Airplane Flight Manual, HK 36 TTC-ECO, Doc. No. 3.01.25, ACG approved, issued 10-July-1998
2.	Maintenance Manual (incl. Airworthiness Limitations)	Airplane Maintenance Manual, HK 36 “SUPER DIMONA”, Doc. No. 3.02.21 or Doc. No. 3.02.04 (German Version), see Note 5 Service Informations and Service Bulletins

H.V Notes

1. Only industrial manufacturing is permitted.
2. All components exposed to direct sunlight, except for areas used for registration markings and warning marks, must basically have a white surface. Deviations, carried out in accordance with the Maintenance Manual, are permitted.
3. Certification is eligible for S/Ns 36.581 and subsequent except 36.713, 36.717, 36.719, 36.725 and 36.729.
4. Acrobatics, cloud flying, night VFR and intentional spinning are not permitted
5. The HK 36 Series AMM Doc. No. 3.02.21 and 3.02.04 replaces the former singular AMM Doc. No. 3.02.01 and 3.02.01E which will be no longer revised. Supplemental supplier manuals which are required for maintenance are listed in the HK 36 Series AMM.
6. The engine Rotax 914 F has to be modified in accordance with Rotax SB 914-01, ACG approved, with Propeller Governor WOODWARD A210790, or Rotax SB 912-24, ACG approved, with Propeller Governor McCauley DCFU290D17B/T2 and Rotax TM 914-06 exhaust muffer.
7. The installation and use of the type HK 36 TTC-ECO as a towing airplane, in accordance with DAI SB 40, latest revision, is permitted.
8. Use of different engine TCU-versions in accordance with DAI SB 66 is permitted.

SECTION I: ADMINISTRATIVE SECTION

I.I Acronyms & Abbreviations

ACG Austrocontrol GmbH
AFM Airplane Flight Manual
AMM Airplane Mainenance Manual
DAI Diamond Aircraft Industries GmbH
HOAC Hoffmann Aircraft
S/N Serial Number
SB Bervice Bulletin

I.II Type Certificate Holder Record

Before 1996:
Hoffmann Flugzeugbau Friesach Gesellschaft mbH
9322 Hirth/Friesach
Austria

Hoffmann Aircraft Flugzeugproduktion und Entwicklung GmbH,
Richard Neutra-Gasse 5
1214 Wien
Austria

Hoffmann Aircraft GesmbH
N.A. Otto-Str. 5
2700 Wiener Neustadt
Austria

HOAC Austria GesmbH
N.A. Otto-Str. 5
2700 Wiener Neustadt
Austria

Since 1996:
Diamond Aircraft Industries GmbH
N.A. Otto-Str. 5
2700 Wiener Neustadt
Austria

I.III Change Record

Issue	Date	Changes	TC Issue No. & Date
Issue 01	21-Dec-2005	Transfer fromACG TCDS SF 3/82 issue 15 to the EASA Type Design	Initial Issue, 21-Dec-2005
Issue 02	06-Jul-2009	Corrections B.III.5 engine shall be L2400 Inclusion of EASA engine and Propeller TC Numbers, issue Nr for that changes remain unchanged	Initial Issue, 21-Dec-2005
Issue 03	24-Aug-2015	C.III.7.1. Propeller designation corrected.MÄM 36-450, EASA Project No. 0010037087;C. III.3 to H.III.3: “1 cylinder head temperature or coolant temperature gauge (MÄM36-450 installed)”	22-Apr-2013
Issue 04	03-Aug-2016	MÄM 36-396, EASA 0010008901B.IV; C.IV; D.IV; E.IV; F.IV; G.IV; H.IV. - AMM document number, applicable manuals included in the AMMB.V.; C.V; D.V; E.V;F.V; G.V; H.V - standard wording in all notes for color and marking limitations Sections renumbered to alphanumeric (A to H), separate section issue dates removed and replaced by TCDS Issue and change record.	22-Apr-2013
Issue 05	30-MAR-2021	Transfer to new TCDS template, editorial/typo changes and corrections.	22-Apr-2013

-END-