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
DA 62

Issue 42: 14 June 2019
Content

SECTION A: DA 42

A.I. General
A.II. Certification Basis
A.III. Technical Characteristics and Operational Limitations
A.IV. Operating and Service Instructions
A.V. Operational Suitability Data (OSD)
A.VI. Notes

SECTION B: DA 42 M

B.I. General
B.II. Certification Basis
B.III. Technical Characteristics and Operational Limitations
B.IV. Operating and Service Instructions
B.V. Operational Suitability Data (OSD)
B.VI. Notes

SECTION C: DA 42 NG

C.I. General
C.II. Certification Basis
C.III. Technical Characteristics and Operational Limitations
C.IV. Operating and Service Instructions
C.V. Operational Suitability Data (OSD)
C.VI. Notes

SECTION D: DA 42 M-NG

D.I. General
D.II. Certification Basis
D.III. Technical Characteristics and Operational Limitations
D.IV. Operating and Service Instructions
D.V. Operational Suitability Data (OSD)
D.VI. Notes
SECTION E: DA 62

E.I. General
E.II. Certification Basis
E.III. Technical Characteristics and Operational Limitations
E.IV. Operating and Service Instructions
E.V. Operational Suitability Data (OSD)
E.VI. Notes

ADMINISTRATIVE SECTION

I. Acronyms
II. Type Certificate Holder Record
III. Change Record
SECTION A: DA 42

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 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 OÄM 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


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:

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Span</td>
<td>13.42 m (44 ft 0 in)</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 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)
For powerplant limits refer to applicable AFM, Section 2

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:

<table>
<thead>
<tr>
<th>Load Factor</th>
<th>at ( v_A )</th>
<th>at ( v_{NE} )</th>
</tr>
</thead>
<tbody>
<tr>
<td>Positive</td>
<td>3.8</td>
<td>3.8</td>
</tr>
<tr>
<td>Negative</td>
<td>-1.52</td>
<td>0</td>
</tr>
</tbody>
</table>

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)

Flights into known or forecast icing conditions
See Note 5
13. Maximum Weights:
   Take-off
   Zero Fuel
   Landing
   For approved Weight Configurations see Note 6

14. Centre of Gravity Range
   Forward limit
   Rear limit

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

16. Control surface deflections:
   Aileron
   Elevator
   Elevator Trim Tab
   Rudder
   Rudder Trim Tab
   Flaps

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:
   Location max. allowable Load
   Front Baggage Compartment 30 kg (66 lb)
Behind Rear Seats 45 kg (100 lb)
Aft part of Baggage Extension 18 kg (40 lb)
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

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

   Airworthiness Limitations) Service Information and Service Bulletins

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 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 42L.001 and 42L.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)-(004), SB TAE 000-0007)
   TAE 125-02-99 (Installation Variant 125-02-99-(0003)-(0004), SB TAE 000-0007)
   TAE 125-02-114 (Installation Variant 125-02-114-(0006)-(0007), 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:
<table>
<thead>
<tr>
<th>CRIS</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CRI D-01</td>
<td>Single Lever Power Control</td>
</tr>
<tr>
<td>CRI E-04</td>
<td>Liquid Cooling – Coolant Tank</td>
</tr>
<tr>
<td>CRI E-05</td>
<td>Electronically-controlled Reciprocating Diesel Engine</td>
</tr>
<tr>
<td>CRI E-08</td>
<td>Fuel System – Hot Fuel Temperature</td>
</tr>
<tr>
<td>CRI F-04</td>
<td>Power plant Instruments</td>
</tr>
<tr>
<td>CRI B-03</td>
<td>Stall Speed in Icing Conditions</td>
</tr>
</tbody>
</table>
6. Requirements elected to comply: With OÄM 42-324 installed: CS 23.2270 (a)-(d), (CS23/5)
7. Environmental Standards:
<table>
<thead>
<tr>
<th>CRIS</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAR 36, issued 23-May-1997</td>
<td></td>
</tr>
<tr>
<td>CRI A-03 for additional national requirements</td>
<td></td>
</tr>
<tr>
<td>See Note 2</td>
<td></td>
</tr>
</tbody>
</table>
8. (Reserved) N/A
9. (Reserved) N/A
10. Operational Suitability Requirements
    | CRIS   | Description                                      |
    |--------|--------------------------------------------------|
    | OSD MMEL: CS-GEN-MMEL, Initial Issue dated 31 January 2014 |

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:
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 \( v_{NO} \)** 155 KEAS

(= Maximum structural design speed \( v_{C} \))

- **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**
  - 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>Deflection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aileron</td>
<td>trailing edge up 25° ± 2°</td>
</tr>
<tr>
<td></td>
<td>trailing edge down 15° ± 2°</td>
</tr>
<tr>
<td>Elevator</td>
<td>trailing edge up 15.5° ± 0.5°</td>
</tr>
<tr>
<td></td>
<td>trailing edge down 13° ± 1°</td>
</tr>
<tr>
<td>Elevator Trim Tab</td>
<td>nose up at elevator neutral 28° ± 5°</td>
</tr>
<tr>
<td></td>
<td>nose down at elevator neutral 25° ± 5°</td>
</tr>
<tr>
<td>Rudder</td>
<td>left 27° ± 1°</td>
</tr>
<tr>
<td></td>
<td>right 29° ± 1°</td>
</tr>
<tr>
<td>Rudder Trim Tab</td>
<td>trim RH at rudder neutral 30° ± 5° - 0°</td>
</tr>
<tr>
<td></td>
<td>trim LH at rudder neutral 29° ± 5° - 0°</td>
</tr>
<tr>
<td></td>
<td>With OÄM 42-252 installed:</td>
</tr>
<tr>
<td></td>
<td>trim RH at rudder neutral 45° ± 3°</td>
</tr>
<tr>
<td></td>
<td>trim LH at rudder neutral 41° ± 3°</td>
</tr>
<tr>
<td>Flaps</td>
<td>Cruise flap setting 0° ± 2° - 0°</td>
</tr>
<tr>
<td></td>
<td>Approach flap setting 20° ± 4° - 2°</td>
</tr>
<tr>
<td></td>
<td>Landing flap setting 42° ± 3° - 1°</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 together</td>
<td>45 kg (100 lbs)</td>
</tr>
</tbody>
</table>

21. Wheels and Tyres:

<table>
<thead>
<tr>
<th>Type</th>
<th>Size</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</td>
</tr>
</tbody>
</table>
22. (Reserved): N/A

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

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

2. **Technical Manual:** Airplane Maintenance Manual (AMM) Document No. 7.02.01 (incl. Airworthiness Limitations) Service Information and Service Bulletins

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 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 OÄM 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)-(0), SB TAE 000-0007)
TAE 125-02-114 (Installation Variant 125-02-114-(0006)-(0), 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 OÄM 42-252 with OB 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 OÄM 42-054 is installed.
5. The use of Diesel fuel (EN 590) is approved if Major Design Change MÄM 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>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>1785 kg</td>
<td>1785 kg (3935 lb)</td>
<td>1785 kg (3935 lb)</td>
</tr>
<tr>
<td>MZFM</td>
<td>1650 kg</td>
<td>1674 kg (3690 lb)</td>
<td>1730 kg (3814 lb)</td>
</tr>
<tr>
<td>MLM</td>
<td>1700 kg</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
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

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:**
   - 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 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:**
   - 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-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 °
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
or see AFM, Section 2
Gearbox: Shell SPIRAX GSX 75W-80 or
Shell SPIRAX S6 GXME 75W-80
or see AFM, Section 2

8.3 Coolant: Water / 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

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

Minimum Control Speed Airborne $v_{MCA}$
75 KEAS
MÄM 42-600 70 KEAS

Maximum structural cruising speed $v_{NO}$
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 1900 kg (4189 lb)
   If MÄM 42-678 is installed 1999 kg (4407 lb)
   Zero Fuel 1765 kg (3891 lb)
   If MÄM 42-659 is installed 1835 kg (4045 lb)
   Landing 1805 kg (3979 lb)
   If MÄM 42-659 is installed 1999 kg (4407 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:
   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 28° ± 5°
Rudder
- Trim tab:
  - RH at rudder neutral: trim RH at rudder neutral 45° ± 3°
  - LH at rudder neutral: trim LH at rudder neutral 41° ± 3°
  - With MÄM 42-600 installed:
    - RH at rudder neutral: trim RH at rudder neutral 43° ± 3°
    - LH at rudder neutral: trim LH at rudder neutral 39° ± 5°
  - With MÄM 42-600 and MÄM 42-885 installed:
    - RH at rudder neutral: trim RH at rudder neutral 48° ± 3°
  - LH at rudder neutral: trim LH at rudder neutral 36° ± 5°

Flaps
- Cruise flap setting: 0° + 2° - 0°
- Approach flap setting: 20° + 4° - 2°
- Landing flap setting: 42° +3° - 1°
- RH at rudder neutral:
  - trim RH at rudder neutral 45° ± 3°
  - trim LH at rudder neutral 41° ± 3°

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>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 see Note 9

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 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 MTOM</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 (4189 lb)</td>
<td>1900 kg (4189 lb)</td>
<td>1999 kg (4407 lb)</td>
<td>2001 kg (4411 lb)</td>
</tr>
</tbody>
</table>
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
10. Operational Suitability Requirements
    OSD MMEL: CS-GEN-MMEL, Initial Issue dated 31 January 2014

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:
   \[\begin{array}{ll}
   \text{Span} & 13.42 \text{ m} \quad (44 \text{ ft 0 in}) \\
   \text{Length} & 8.56 \text{ m} \quad (28 \text{ ft 1 in}) \\
   \text{Height} & 2.49 \text{ m} \quad (8 \text{ ft 2 in}) \\
   \text{Wing Area} & 16.29 \text{ m}^2 \quad (175.3 \text{ sqft})
   \end{array}\]

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:
   \[\begin{array}{l}
   \text{Max take-off rotational speed (5 min.)} \quad 2300 \text{ r.p.m.} \\
   \text{Max continuous rotational speed} \quad 2100 \text{ r.p.m} \\
   \text{(Propeller shaft r.p.m)} \\
   \text{Max T/O Power (5 min)} \quad 100\% (123.5 \text{ kW}) \\
   \text{Max. continuous Power} \quad 92\% (114 \text{ kW})
   \end{array}\]
   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: at \(v_A\) at \(v_{NE}\) with flaps in T/O or LDG position
   \[\begin{array}{llll}
   \text{Positive:} & 3.8 & 3.8 & 2.0 \\
   \text{Negative} & -1.52 & 0
   \end{array}\]

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
   \text{See note 5}
   7.3 Number of blades: 3
   7.4 Diameter: 1870 mm or 1900 mm (MÅM 42-600)
   7.5 Sense of Rotation: CW
   7.6 Settings:
   \[\begin{array}{l}
   \text{Low pitch setting:} \quad 12^\circ \\
   \quad 13^\circ \quad \text{(MÅM 42-600)} \\
   \text{Feather position:} \quad 81^\circ \\
   \quad 80^\circ \quad \text{(MÅM 42-600)} \\
   \text{Start Lock:} \quad 15^\circ
   \end{array}\]
8. Fluids:

8.1 Fuel: Jet A-1 (ASTM 1655), see note 8
       Diesel (EN590), 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 $v_{MCA}$ 75 KEAS
       MÄM 42-600 70 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)

Flights into known or forecast icing conditions
See Note 6

13. Maximum Weights: See Note 11
   Take-off
   If MÄM 42-678 is installed 1900 kg (4189 lb)
   Zero Fuel
   If MÄM 42-659 is installed 1765 kg (3891 lb)
   Landing
   If MÄM 42-659 is installed 1835 kg (4045 lb)
   If MÄM 42-678 is installed 1999 kg (4407 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 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:
   Aileron trailing edge up 25° ± 2°
   trailing edge down 15° + 2° - 0°
   Elevator railing edge up 15.5° ± 0.5°
   trailing edge down 13° ± 1°
   Elevator Trim Tab nose up at elevator neutral 28° ± 5°
   nose down at elevator neutral 25° ± 5°
   Rudder left 27° ± 1°
   right 29° ± 1°
   Rudder Trim Tab trim RH at rudder neutral 45° ± 3°
   trim LH at rudder neutral 41° ± 3°
   with MÄM 42-600 and MÄM 42-885 installed:
   trim RH at rudder neutral 48° ± 3°
   trim LH at rudder neutral 36° ± 5°
   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:
   Location                       max. allowable Load
   Front Baggage Compartment     30 kg (66 lb)
   Behind Rear Seats             45 kg (100 lb)
   Aft part of Baggage Extension  18 kg (40 lb)
   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

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 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):  
  for all weights 2,45 m aft of Datum

- 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 (4189 lb)</td>
<td>1900 kg (4189 lb)</td>
<td>1999 kg (4407 lb)</td>
<td>2001 kg (4411 lb)</td>
</tr>
<tr>
<td>MZFM</td>
<td>1765 kg (3891 lb)</td>
<td>1835 kg (4045 lb)</td>
<td>1835 kg (4045 lb)</td>
<td>1835 kg (4045 lb)</td>
</tr>
<tr>
<td>MLM</td>
<td>1805 kg (3979 lb)</td>
<td>1900 kg (4189 lb)</td>
<td>1999 kg (4407 lb)</td>
<td>1999 kg (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.

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.
SECTION E: DA 62

E.I. General

1. a) Type: DA 42
   b) Model: DA 62 see Note 1
   c) Variant: --
2. Airworthiness Category: JAR 23 Normal Category
3. Type Certificate Holder: DIAMOND AIRCRAFT INDUSTRIES GMBH
   N.A. OTTO-STR. 5
   A-2700 WIENER NEUSTADT
   AUSTRIA
4. 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
5. Certification Application Date: 11-Jun-2012
6. (Reserved) N/A
7. (Reserved) N/A

E.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, including the following paragraphs of CS-23 at the stated amendment:
   CS 23.573 (CS 23/2)
   CS 23.603 (CS 23/2)
   CS 23.613 (CS 23/2)
   CS 23.629 (CS 23/2)
3. Special Conditions:

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 23.49 (CS 23/1)
CS 23.149(d) (CS23/0)
CS 23.562 (CS 23/1)
CS 23.807 (CS 23/0)
CS 23.1093 (CS23/0)
CS 23.1326 (CS 23/3)
CS 23.1431 (CS 23/3)
CS 23.1507 (CS 23/0)
CS 23.1563 (CS 23/0)

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

1. **Type Design Definition:** Current issue of Doc. No. 7.07.00, Chapter V007/7
2. **Description:** Twin engine, up to seven-seated cantilever low wing airplane, composite construction, retractable tricycle landing gear, T-tail
3. **Equipment:** Equipment list, AFM, Section 6
4. **Dimensions:**
   - Span: 14.57 m (47 ft 10 in)
   - Length: 9.17 m (30 ft 1 in)
   - Height: 2.82 m (9 ft 3 in)
   - Wing Area: 17.10 m² (184.1 sqft)
5. **Engine:**
   5.1.1 **Model:** 2 Austro Engine E4P see Note 4
   5.1.2 **Type Certificate:** EASA Engine Type Certificate Data Sheet E.200
   5.1.3 **Limitations:**
      - Max take-off rotational speed (5 min.) 2300 r.p.m.
      - Max continuous rotational speed 2200 r.p.m
      - Max T/O Power (5min) 100% (132 kW)
      - Max. continuous Power 95% (126 kW)
      - For power-plants limits refer to AFM, Section 2
   5.1.4 **Firmware:** see DAI MSB 62-002
   5.1.5 **Mapping:** see DAI MSB 62-002
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  0
7. **Propeller:**
   7.1 **Model:** 2 MT-Propeller MTV-6-R-C-F/CF194-80
   7.2 **Type Certificate:** EASA Prop. Type Certificate Data Sheet P.094
   7.3 **Number of blades:** 3
   7.4 **Diameter:** 1940 mm
7.5 Sense of Rotation: CW

7.6 Settings:
- Low pitch setting: 11 °
- Feather position: 80 °
- Start Lock: 15 °

8. Fluids:
8.1 Fuel: Jet A-1 (ASTM 1655), see note 6
8.2 Oil: Engine:
- Shell Helix Ultra 5W30 or 5W40
  or see AFM, Section 2
- Gearbox:
  Shell SPIRAX GSX 75W-80 or
  Shell SPIRAX S6 GXME 75W-80
  or see AFM, Section 2
8.3 Coolant: Water / Cooler Protection
  for more details see AFM, Section 2
8.4 Ice Protection Fluids: Fluids according DTD 406B

9. Fluid capacities:
9.1 Fuel: Standard Fuel Tank
- Total: 196.8 liters / 52 US Gallons
- Usable: 189.2 liters / 50 US Gallons
Auxiliary Fuel Tank
- Total: 140 liters / 37 US Gallons
- Usable: 137.8 liters / 36.4 US Gallons
9.2 Oil: each engine
- Maximum: 7 liters
- Minimum: 5 liters
9.3 Coolant system capacity:
- Approx. 7 liters

10. Air Speeds:
- Operating Manoeuvring Speed $v_o$
  - up to 1700 kg: 117 KEAS
  - 1800 to 1900 kg: 126 KEAS
  - 1901 kg to 1999 kg: 130 KEAS
  - 2000 kg to 2100 kg: 133 KEAS
  - 2101 kg to 2200 kg: 136 KEAS
  - Above 2201 kg: 140 KEAS
- Flap Extended Speed $v_{FE}$
  - Approach: 135 KEAS
  - Landing: 118 KEAS
- Maximum Landing Gear Operation Speed $v_{LO}$
  - 160 KEAS
- Maximum Landing Gear Extended Speed $v_{LE}$
  - 201 KEAS
Minimum Control Speed Airborne $v_{MCA}$ 75 KEAS
Maximum structural cruising speed $v_{NO}$
($= $ Maximum structural design speed $v_C$) 160 KEAS
Never exceed speed $v_{NE}$ 201 KEAS

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

12. Allweather Operations Capability:
Day/Night-VFR, IFR
Flights into known or forecast icing conditions, see Note 8

13. Maximum Weights:

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Take-off</td>
<td>Zero Fuel</td>
</tr>
<tr>
<td></td>
<td>With MÄM 62-001</td>
<td>With MÄM 62-063</td>
</tr>
<tr>
<td></td>
<td>1999 kg (4407 lb)</td>
<td>2300 kg (5071 lb)</td>
</tr>
<tr>
<td></td>
<td>2036 kg (4489 lb)</td>
<td>2200 kg (4850 lb)</td>
</tr>
<tr>
<td></td>
<td>2300 kg (5071 lb)</td>
<td></td>
</tr>
</tbody>
</table>

14. Centre of Gravity Range:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Forward limit</td>
<td>2.340 m behind Datum</td>
</tr>
<tr>
<td>From 1600 kg to 1800 kg</td>
<td></td>
</tr>
<tr>
<td>At 2300 kg</td>
<td>2.460 m behind Datum</td>
</tr>
<tr>
<td></td>
<td>Varying linearly with mass in between</td>
</tr>
</tbody>
</table>

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear limit</td>
<td>2.460 m behind Datum</td>
</tr>
<tr>
<td>At 1600 kg</td>
<td></td>
</tr>
<tr>
<td>At 1900 kg to 1999 kg</td>
<td>2.510 m behind Datum</td>
</tr>
<tr>
<td>At 2300 kg</td>
<td>2.530 m behind Datum</td>
</tr>
<tr>
<td></td>
<td>Varying linearly with mass in between</td>
</tr>
</tbody>
</table>

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

16. Control surface deflections:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Aileron</td>
<td>trailing edge up 25° ± 2°</td>
</tr>
<tr>
<td></td>
<td>trailing edge down 15° ± 2°</td>
</tr>
<tr>
<td>Elevator</td>
<td>trailing edge up 18° ± 0.5°</td>
</tr>
<tr>
<td></td>
<td>trailing edge down 15° ± 1°</td>
</tr>
<tr>
<td>Elevator Trim Tab</td>
<td>nose up at elevator 10° up + 17° ± 5°</td>
</tr>
<tr>
<td></td>
<td>nose down at elevator 10° up -35° ± 5°</td>
</tr>
<tr>
<td>Rudder</td>
<td>left 30° ± 1°</td>
</tr>
<tr>
<td></td>
<td>right 30° ± 1°</td>
</tr>
<tr>
<td>Rudder Trim Tab</td>
<td>trim RH at rudder 20° LH + 45° ± 5°</td>
</tr>
<tr>
<td></td>
<td>trim LH at rudder 20° LH + 28° ± 3°</td>
</tr>
<tr>
<td>Flaps</td>
<td>Cruise flap setting 0° ± 2°</td>
</tr>
<tr>
<td></td>
<td>Approach flap setting 20° ± 4° - 2°</td>
</tr>
<tr>
<td></td>
<td>Landing flap setting 42° ± 3° - 1°</td>
</tr>
</tbody>
</table>
17. Levelling Means: floor of front baggage compartment levelled

18. Minimum Flight Crew: 1 (Pilot)


20. Baggage/Cargo Compartments:

<table>
<thead>
<tr>
<th>Location</th>
<th>max. allowable Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>LH Nose Baggage Compartment</td>
<td>30 kg (66 lb)</td>
</tr>
<tr>
<td>RH Nose Baggage Compartment</td>
<td>30 kg (66 lb)</td>
</tr>
<tr>
<td>Rear Baggage Compartment</td>
<td>120 kg (265 lb)</td>
</tr>
<tr>
<td>With OÄM 62-019</td>
<td>46 kg (101 lb)</td>
</tr>
</tbody>
</table>

For detail see AFM Section 2.7

21. Wheels and Tyres:

<table>
<thead>
<tr>
<th>Tyre Size</th>
<th>max. allowable Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nose Wheel Tyre</td>
<td>6.00–6 see Note 7</td>
</tr>
<tr>
<td>Main Wheel Tyre</td>
<td>6.00–6 see Note 7</td>
</tr>
</tbody>
</table>

22. (Reserved): N/A

E.IV. **Operating and Service Instructions**

1. Flight Manual: Document No. 7.01.25-E


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

4. Instruments and aggregates: refer to AMM Doc. No. 7.02.25 Chapter 1

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

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

1. Master Minimum Equipment List (MMEL)

   The MMEL is defined in the Document No: 11.11.01, Revision Original or later approved revisions.
E.VI. Notes:


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 62-003, at latest issue.

4. Approved engine model for installation in the DA 62: E4P-C
   The approved firmware and mapping is according to DAI MSB 62-002 at latest issue.

5. Propeller Equipment: Governor P-877-16

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

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

8. Flights into known or forecast icing conditions is approved if the liquid fluid ice protection system in accordance to Major Design Change OÃM 62-003 is installed.
**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>
</tr>
</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>
<td></td>
</tr>
</tbody>
</table>
| Issue 3 | 29-Sep-2005 | Page 1: Issue 3 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 | OAM 42-056 Auxiliary fuel tank
OAM 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
Page 7, Section 1, V: add in Notes 1, excluding Sno. 42L.001 and 42L.002 | - |
| Issue 5 | 24-April-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, II.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 | - |
| Issue 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 | - |
| --- | --- | --- | --- |
| Issue 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 | - |
| Issue 8 | 14-Dec-2007 | DA 42 M Model  
Page 7, Section 1, A.V. 9 : OSB 42-033 changed to OSB 42-046 | 14-Dec-2007 |
| Issue 9 | 02-Apr-2008 | OAM 42-102 Autopilot Garmin GFC 700  
Page 6, Section 1, AIV AFM  
Page 11, Section 2, BIV AFM | - |
| Issue 10 | 09-Mar-2009 | VAM 42-004 Model DA 42 NG, P-EASA.A.C.09012  
Section 3 complete new | 09-Mar-2009 |
| Issue 11 | 09-Jun-2009 | VAM 42-005 Model DA 42 M-NG, P-EASA.A.C.11271  
Section 4 complete new  
OAM 42-160 "Flights into Known Icing for DA42 NG"  
Page 15, Section 3.C.III.12, All weather capability  
Page 17, Section 3.CV.6, Note | 09-Jun-2009 |
| Issue 12 | 09-Jul-2009 | OAM 42-175 Fuel TS-1; P-EASA.A.C.12574  
BV Note 6 and AV Note 8 | - |
| Issue 13 | 17-Mar-2010 | Administrative Changes  
Coverpage Page Change Record has been removed no longer required  
D.V. Note 1 Conversion SB added | - |
| Issue 14 | 16-Jul-2010 | OAM 42-188 Increase of the maximum Zero Fuel Weight , EASA Project Nr. 0010004589-001 including OAM 42-195 maximum Landing mass 1785 kg  
All.13 weights changed  
AV. Note 6 changed  
BIll.13 weights changed  
BV. Note 8 added  
Format modified to standard EASA TCDS format. | - |
| Issue 15 | 13-Dec-2010 | Inclusion of Production in Canada for Model DA 42 NG  
TS-1 fuelsformodels DA 42 NG, DA 42 M-NG  
Editorial Changes | - |
| Issue 16 | 26-April-2011 | Section C.V, Note 7; D.V, Note 8: Additional Fuel Grades added, EASA Project No. 001000748-001 | - |
| Issue 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 | - |
| Issue 18 | 12-April-2012 | MÄM 42-600 Performance Enhancement ,EASA Project Number 0010015152  
Section C.III. 16, 9,7,5; Section C.IV.5.AFM New; Section C.V. Note 4, Note 8,9 added  
Editorial changes | - |
| Issue 19 | 06-December-2012 | Editorial Changes  
CRI F-05 deleted in accordance to CRI A-01 | - |
| Issue 20 | 18-Dec-2012 | Section C and D:  
OAM 42-199 Removal of Variable Elevator Stop – aft CG Limits  
EASA Project No. 001000850-001 | - |
| 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  
OAM 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 OAM 42-251 | - |
<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Section</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>03-Dec-2014</td>
<td>Section A.III: replaced reference to AFM Doc No. 7.01.0X with „applicable AFM“</td>
<td>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</td>
</tr>
<tr>
<td>26</td>
<td>21-Jan-2015</td>
<td>Section C.V, Note 13 added: „Commercial designation of DA 42 NG with MÄM 42-600 is DA42-VI“</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>27-Feb-2015</td>
<td>Section C.III 15 Control Surface Deflections updated MÄM 42-600/c Performance Enhancement EASA Project Number 0010035292: Section D.III 5.1.3, 7.1, 7.3, 7.6 10, 16 Section D.IV 1. AFM Doc. No. 7.01.16 added. Section D.V Note 4 E-4C added. Note 12 added.</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>16-Apr-2015</td>
<td>Section E DA 62 added. EASA Project Number 0010017825</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>04-Nov-2015</td>
<td>Section E.III 2.: Number of Seats updated (EASA PN 0010038427) Section E.III 13.: MTOM, MZFM and MLM update (EASA PN 0010038426) Section E.III 14.: CoG limits updated (EASA PN 0010038426) Section E.III 19.: Number of Passengers updated (EASA PN 0010038427) Section E.III 20.: Rear Baggage Compartment load updated (EASA PN 0010038427)</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>01-Jul-2016</td>
<td>Section A.V. 4.: Correction of SB reference for TAE 125-02-114 Section B.V. 3.: Correction of SB reference for TAE 125-02-114 Section D.V note 1: Serial Numbers 42.009 and 42.N034 added as eligible for model DA 42 M-NG</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>20-Jul-2016</td>
<td>Section A.IV: Item 5, MMEL added Section B.IV: Item 5, MMEL added Section C.IV: numbering corrected, Item 5, MMEL added Section D.IV: Item 6, MMEL added Section E.II. 2857: CS 23.775 and 23.1419 added (EASA PN 0010037934) Section E.II. 6.: CS 23.1093 added (EASA PN 0010037934)</td>
<td></td>
</tr>
<tr>
<td>Issue</td>
<td>Date</td>
<td>Section</td>
<td>Change Description</td>
</tr>
<tr>
<td>-------</td>
<td>------------</td>
<td>---------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>33</td>
<td>12-Dec-2016</td>
<td>E.II. 2.</td>
<td>Applicable Airworthiness Requirement corrected</td>
</tr>
<tr>
<td>34</td>
<td>22-Dec-2016</td>
<td>E.II. 8.</td>
<td>Fluid Spec Reference (EASA PN 0010037934)</td>
</tr>
<tr>
<td>35</td>
<td>23-Dec-2016</td>
<td>E.III. 1.</td>
<td>Operating Maneuvring Speeds completed up to new MTOM</td>
</tr>
<tr>
<td>36</td>
<td>17-Aug-2017</td>
<td>E.III. 12.</td>
<td>Approval for FIKI added (EASA PN 0010037934)</td>
</tr>
<tr>
<td>38</td>
<td>15-Nov-2017</td>
<td>E.II. 5.</td>
<td>MMEL added</td>
</tr>
<tr>
<td>39</td>
<td>06-Dec-2017</td>
<td>E.III. 13.</td>
<td>MZFM 2200 kg added (EASA PN 0010040738)</td>
</tr>
<tr>
<td>40</td>
<td>12-Jan-2018</td>
<td>E.III. 12.</td>
<td>Approval for FIKI added (EASA PN 0010037934)</td>
</tr>
<tr>
<td>41</td>
<td>05-Jul-2018</td>
<td>E.V. 8.</td>
<td>MMEL removed (now in Section E.V.)</td>
</tr>
<tr>
<td>42</td>
<td>14-Jun-2019</td>
<td>E.V. 13.</td>
<td>MZFM 2200 kg added (EASA PN 0010040738)</td>
</tr>
</tbody>
</table>