



TYPE CERTIFICATE DATA SHEET Nº EA-2017T01

Type Certificate Holder:

DIAMOND AIRCRAFT INDUSTRIES GMBH
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AUSTRIA

EA-2017T01-00
 Sheet 01

DIAMOND
 DA 62

05 May 2017

This data sheet, which is part of Type Certificate No. 2017T01, prescribes conditions and limitations under which the product, for which the Type Certificate was issued, meets the airworthiness requirements of the Brazilian Aeronautical Regulations.

I - Model DA 62 (Normal Category), approved 05 May 2017.

ENGINE	2 Austro Engine E4P (EM 2010T01) (see note 6)	
FUEL	JET A-1 (ASTM 1655) (see note 8)	
ENGINE LIMITS	Max take-off rotational speed (5 min.)	2 300 RPM
	Max. Continuous rotational speed	2 200 RPM
	Max. T/O Power (5 min.) - 100%	132 kW
	Max. Continuous Power – 95%	126 kW
	For power-plants limits refer to AFM, Section 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.
PROPELLER AND PROPELLER LIMITS	2 MT-Propeller MTV-6-R-C-F/CF194-80 (EH 2005T03)	
	Diameter	1 940 mm
	Low pitch setting	11°
	Feather position	80°
	Start lock	15°
AIRSPEED LIMITS (CAS)	Maximum structural cruising speed (V_{NO}) (= Maximum structural design speed (V_C))	160 keas
	Never Exceed speed (V_{NE}):	201 keas
	Maneuvering (V_A) – up to 1 700 kg	117 keas
	1 800 kg to 1 900 kg	126 keas
	1 901 kg to 1 999 kg	130 keas
	2 000 kg to 2100 kg	133 keas
	2101 kg to 2200 kg	136 keas

	Above 2201 kg	140 keas
	Flaps extended (V_{FE})	
	- landing:	118 keas
	- approach:	135 keas
	Minimum control speed - Air (V_{MCA}):	75 keas
	L. G. operation speed (V_{LO}):	160 keas
	L. G. extended (V_{LE}):	201 keas
CG RANGE (Landing gear extended)	none	
CG RANGE	Forward limit:	
	From 1 600 kg to 1 800 kg	2.340 m behind Datum
	At 2 300 kg	2.460 m behind Datum.
	Varying linearly with mass in between	
	Rear limit:	
	At 1 600 kg	2.460 m behind Datum
	At 1 900 kg to 1999 kg	2.510 m behind Datum
	At 2 300 kg	2.530 m behind Datum.
	Varying linearly with mass in between	
DATUM	2.196 m in front of leading edge of stub-wing at the wing joint	
LEVELING MEANS	Floor of front baggage compartment levelled	
MAXIMUM WEIGHT	Takeoff:	1 999 kg (4 407 lb) With MÄM 62-001 - 2 300 kg (5 071 lb)
	Landing:	2 300 kg (5 071 lb)
	Zero Fuel:	2 036 kg (4 489 lb)
MINIMUM CREW	1 pilot	
MAXIMUM PASSENGERS	4, with OÄM 62-019: 6	
MAXIMUM BAGGAGE	Location	Max. allowed Load
	LH Nose Baggage Compartment	30 kg (66 lb)
	RH Nose Baggage Compartment	30 kg (66 lb)
	Rear Baggage Compartment	120 kg (265 lb)
	With OÄM 62-019	46 kg (101 lb)
	For detail see AFM section 2.7	
FUEL CAPACITY	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)	
OIL CAPACITY (each engine)	Maximum: 7 liters Minimum: 5 Liters	
MAXIMUM OPERATING ALTITUDE	6 096 m (20 000 ft)	

**CONTROL SURFACE
MOVEMENTS**

Elevator:	Up $18^{\circ} \pm 0.5^{\circ}$	Down $15^{\circ} \pm 1^{\circ}$
Elevator trim tab:	Nose up at elevator 10° up - $+17^{\circ} \pm 5^{\circ}$	Nose down at elevator 10° up - $-35^{\circ} \pm 5^{\circ}$
Rudder:	Right $30^{\circ} \pm 1^{\circ}$	Left $30^{\circ} \pm 1^{\circ}$
Rudder trim:	Trim RH at rudder 20° LH - $+45^{\circ} \pm 5^{\circ}$	Trim LH at rudder 20° LH - $+28^{\circ} \pm 3^{\circ}$
Aileron:	Up $25^{\circ} \pm 2^{\circ}$	Down $15^{\circ} + 2^{\circ}/-0^{\circ}$
Wing flaps:	Cruise flap setting	$0^{\circ} + 2^{\circ}, -0^{\circ}$
	Approach flap setting	$20^{\circ} + 4^{\circ}, -2^{\circ}$
	Landing flap setting	$42^{\circ} + 3^{\circ}, -1^{\circ}$

SERIAL NUMBER ELIGIBLE

62.080 and subsequent.

This certification applies in addition to serial number 62.007 and 62.009 through 62.079, when transferred from DA 42 Type Certificate EASA.A.005 to the TC No. EASA.A.629 per DAI Factory Campaign No. FC 62-010.

IMPORT ELIGIBILITY

A Brazilian Certificate of Airworthiness may be issued on the basis of on an EASA Export Certificate on Airworthiness (or a third country Export Certificate on Airworthiness, in case of used aircraft imported from such country), including the following statement:

"The aircraft covered by this certificate has been inspected, tested and found to be in conformity with the Brazilian approved type design as defined by the Brazilian Type Certificate no. 2017T01 and in condition of safe operation".

CERTIFICATION BASIS

Brazilian Type Certificate No. 2017T01 issued on 20 April 2017 based 21.29 including the following requirements:

- RBHA 23 (corresponding to 14 CFR Part 23 including amendments 1 thru 55),
- The compliance was verified through equivalency finding to EASA Certification Specification 23, Amendment 4 including EASA issued Special Conditions, Equivalent Level of Safety and endorsed by ANAC:

EASA Special Conditions:

CRI E-02, Use of Jet 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-04, Power plant Instruments
 CRI F-07, Human Factors in Integrated Avionic System
 CRI F-18, Cyber security
 CRI F-21, Battery Endurance

EASA Equivalent Safety Findings:

CRI E-10, Electrical Fuel Pump
 CRI B-03, Stalling Speed in Icing Conditions

- Based on RBAC 21.29(1)(a)(i) the following requirements are applicable: ICAO, Annex 16, Volume 1, Part II and as

implemented in decision No. 2003/4/RM amended of the Agency dated 2 April 2007, on the certification specifications proving for acceptable means of compliance for aircraft noise CS-36, Amendment 1

REQUIRED EQUIPMENT

The basic required equipment, as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane.

DATA PERTINENT TO ALL MODELS:**NOTES:****NOTE 1** Weight and balance.

A current weight and balance report including list of equipment included in the certificated empty weight and loading instructions when necessary, must be provided for each aircraft at the time of original certification.

The certification empty weight and corresponding center of gravity location must include full oil, coolant and unusable fuel.

NOTE 2 Markings and placards.

The placards specified in the approved Aircraft Flight Manual, including the placards in Portuguese specified in the Aircraft Flight Manual Supplement N023 must be displayed.

NOTE 3 Continuing Airworthiness.

Instruction for Continued Airworthiness and Service Life Limited components is included in the Airplane Maintenance Manual Document No. 7.02.25. Revisions to Airworthiness limitation must be approved by EASA.

NOTE 4 The differences of the Brazilian airplanes in relation to the basic EASA type design are summarized below:

1. The Brazilian Airplane Flight Manual Cover Page No. 7.01.25-E
2. Markings and placards listed in Aircraft Flight Manual Supplement N023

NOTE 5 For approved software versions of Garmin G1000 Integrated Avionic System see DAI MSB 62-003, at latest issue.**NOTE 6** 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.**NOTE 7** Propeller Equipment: Governor P-877-16.**NOTE 8** For additional approved Jet Fuel specifications see AFM Section 2.**NOTE 9** Only specific brand names and types of tires are allowed for installation, see AMM and IPC.**NOTE 10** Flights into known or forecast icing conditions is approved if the liquid fluid ice protection system in accordance with Major Design Change OAM 62-003 is installed.

Mario Igawa

**Gerente-Geral de Certificação de Produto Aeronáutico
(Manager, Aeronautical Product Certification)**