

TEMPORARY REVISION

TR 24-01

Door Latching and Locking

This Temporary Revision TR-24-01 is approved and is valid in conjunction with the latest revision of the DA 42 L360 Airplane Flight Manual (AFM), until this temporary revision has been incorporated into the AFM.

The limitations and information contained herein either supplement or, in the case of conflict, override those in the AFM or its previous Temporary Revisions.

The technical information contained in this document has been approved by Transport Canada.

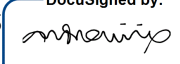
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D42L-AFM-002	2	2-10a, 2-27a
	3	3-3a, 3-11a, 3-63a, 3-63b, 3-67a
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	7	7-16a, 7-17a

Instruction:

- Print this document on yellow paper (single-sided).
- Insert this cover page as the first page of the AFM.
- Insert the other pages of this TR in front of the corresponding AFM pages.

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RECORD OF REVISIONS

Rev. No.	Affected Pages	Approved	
		Date	Name
Rev 7	Cover Page and Back side Pages 0-6 to 0-20 Pages 1-11, 1-12. and 1-19. Pages 2-5, 2-12, 2-15, 2-18, 2-21, 2-29, 2-30, 2-32 and 2-33. Pages 3-34 and 3-54. Pages 4A-4, 4A-9, 4A-12, 4A-13, 4A-18, 4A-19, 4A-45 and 4A-51 50 4A-54. Pages 4B-2 and 4B-24. Pages 5-13 to 5-15, 5-17 to 5-19, 5-21 to 5-23, 5-25 to 5-27 and 5-29 to 5-31. Page 6-10. Pages 7-7, 7-19, 7-27, 7-28, 7-32, and 7-41 to 7-45. Pages 8-5 and 8-13. Pages 9-1 to 9-3.	24-Sep-12	Walter Istchenko Chief, Flight Test For Director, National Aircraft Certification Transport Canada
TR 14-01	Page 0-7 Pages 1-2 and 1-3 Page 8-5.	27-Feb-14	Thomas Gretton Senior Engineer, Aircraft Certification Transport Canada
TR 15-01	Page 4A-41.	15-Apr-15	Diamond Aircraft Industries Inc.
TR 24-01	Pages 2-10a and 2-27a Pages 3-3a, 3-11a, 3-63a, 3- 63b and 3-67a Pages 4A-9a, 4A-9b, 4A- 19a,4A-20a, 4A-29a and 4A- 37a Pages 7-16a and 7-17a	February 20, 2025	DocuSigned by:  2BE2FBE348AE416... Andreas Hartono A/ Chief Flight Test for Director National Aircraft Certification TRANSPORT CANADA Transport Canada

2. OPERATING LIMITATIONS

2.6 WARNING, CAUTION AND ADVISORY ALERTS ON THE G1000

2.6.1 WARNING, CAUTION AND ADVISORY ALERTS ON THE G1000

The following item is amended to read:

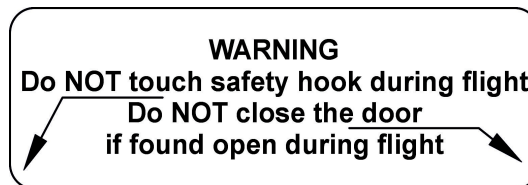
Color and significance of the Warning alerts on the G1000

Warning Alerts (red)	Meaning / Cause
DOOR OPEN	Canopy and/or passenger door and/or baggage door are/is not closed and latched.

2.15 LIMITATION PLACARDS

The following placard is added:

On the Inside of the Passenger Door Above the Latch and the Safety Hook:



3. EMERGENCY PROCEDURES

The following headline is amended to read:

I	3.9.4 UNLATCHED DOORS	63
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3.2 AIRPLANE-RELATED G1000 WARNINGS

3.2.7 DOOR OPEN

The following items are amended to read:

DOOR OPEN Canopy and/or passenger door and/or baggage door are/is not closed and latched.

- ~~(a) Airspeed reduce~~
- ~~(b) Canopy check visually if closed~~
- ~~(c) Rear passenger door check visually if closed~~

WARNING

~~**NEVER UNLOCK THE REAR PASSENGER DOOR DURING FLIGHT. IT CAN BREAK AWAY AND CAUSE DAMAGE TO THE AIRCRAFT AND PERSONAL INJURY.**~~

- ~~(d) Front baggage doors check visually if closed~~
- ~~(e) Land at the nearest suitable airfield.~~

Proceed according to:

3.9.4 - UNLATCHED DOORS

END OF CHECKLIST

3.9 OTHER EMERGENCIES

The following procedure is amended to read:

3.9.4 UNLATCHED DOORS

WARNING

DO NOT TRY TO LATCH THE PASSENGER DOOR IN FLIGHT. THE SAFETY HOOK MAY DISENGAGE AND THE PASSENGER DOOR OPENS. USUALLY THIS RESULTS IN A SEPARATION OF THE PASSENGER DOOR FROM THE AIRPLANE.

NOTE

If the passenger door has been lost the airplane can be safely flown to the next suitable airfield.

- (a) Airspeed reduce immediately
- (b) Canopy check visually if closed and latched
- (c) Passenger door check visually if closed and latched
- (d) Front baggage doors check visually if closed and latched

Canopy or Passenger Door Unlatched

- (e) Airspeed below 140 KIAS
- (f) Land at the next suitable airfield.

END OF CHECKLIST

~~Rear Passenger Door Unlocked~~

~~(e) Airspeed below 140 KIAS~~

~~(f) Land at the next suitable airfield.~~

WARNING

~~DO NOT TRY TO LOCK THE REAR PASSENGER DOOR IN FLIGHT. THE SAFETY LATCH MAY DISENGAGE AND THE DOOR OPENS. USUALLY THIS RESULTS IN A SEPARATION OF THE DOOR FROM THE AIRPLANE.~~

NOTE

~~If the door has been lost the airplane can be safely flown to the next suitable airfield.~~

END OF CHECKLIST

Front Baggage Door Open

WARNING

SEPARATION OF A BAGGAGE DOOR MAY DAMAGE THE PROPELLER AND MAY LEAD TO AN ENGINE FAILURE.

(e) Airspeed reduce, so that door is
in a stable position

(f) Land at the next suitable airfield.

WARNING

~~SEPARATION OF A BAGGAGE DOOR MAY DAMAGE THE PROPELLER AND MAY LEAD TO AN ENGINE FAILURE.~~

3.9.7 EMERGENCY EXIT

The sentence is amended to read:

- In case of a roll over of the airplane on ground, the passenger door can be used as exit.
- For this purpose the front hinge of the passenger door can be disconnected. The function is displayed on a placard beside the hinge.

END OF CHECKLIST

4A.6 CHECKLISTS FOR NORMAL OPERATING PROCEDURES

4A.6.1 PRE-FLIGHT INSPECTION

(a) Cabin check

Check procedure:

Steps (8) and (9) are amended to read, steps (10) thru (17) are added:

- | | | |
|--|-------------------------------|--|
| | (8) Flight controls | check free and correct movement
up to full deflection |
| | (9) Trims | check free and correct movement
up to full deflection |
- DOOR OPEN warning check:*
- | | | |
|--|---|---|
| | (10) All doors
(baggage doors, passenger door, canopy) . . | close and latch |
| | (11) DOOR OPEN warning | check extinguished |
| | (12) Passenger door | unlatch |
| | (13) DOOR OPEN warning | check active |
| | (14) Pull on outer passenger door handle | the safety hook must hold the
passenger door in the closed
position |
| | (15) Passenger door | check front and rear locking
bolt (firmly mounted and
undamaged) |

CONTINUED

- █ (16) Passenger door check push-button
█ Push-button returns freely to the
█ fully extended position after
█ pressing and releasing
- █ (17) ELECT. MASTER. OFF

END OF CHECKLIST

(b) Walk-around check, visual inspection

(10) *Front Fuselage and Nose Landing Gear:*

Step (B) is amended to read:

- (B) Left and right front baggage door visual inspection, closed and
■ latched

4A.6.2 BEFORE STARTING ENGINE

The note for step (b), step (c) and the following caution are amended to read:

(b) Passengers. briefed

NOTE

Ensure all the passengers have been fully briefed on the use of the seat belts, doors and emergency exits and the ban on smoking.



Advise the passengers that after closing the passenger door, latching requires a separate action. Instruct the passengers not to latch an unlatched passenger door in flight. Instead inform the pilot.

(c) Passenger door. closed and latched

CAUTION

WHEN OPERATING THE CANOPY, PILOTS/OPERATORS MUST ENSURE THAT THERE ARE NO OBSTRUCTIONS BETWEEN THE CANOPY AND THE MATING FRAME, FOR EXAMPLE SEAT BELTS, CLOTHING, ETC. WHEN OPERATING THE CANOPY HANDLE DO NOT APPLY UNDUE FORCE.



A SLIGHT DOWNWARD PRESSURE ON THE CANOPY MAY BE REQUIRED TO EASE THE CANOPY HANDLE OPERATION.

4A.6.4 STARTING ENGINE WITH EXTERNAL POWER

The note for step (2), step (3) and the following caution are amended to read:

- (2) Passengers briefed

NOTE

Ensure all the passengers have been fully briefed on the use of the seat belts, doors and emergency exits and the ban on smoking.

- Advise the passengers that after closing the passenger door, latching requires a separate action. Instruct the passengers not to latch an unlatched passenger door in flight. Instead inform the pilot.

- (3) Passenger door closed and latched

CAUTION

**WHEN OPERATING THE CANOPY, PILOTS/OPERATORS MUST ENSURE THAT THERE ARE NO OBSTRUCTIONS BETWEEN THE CANOPY AND THE MATING FRAME, FOR EXAMPLE SEAT BELTS, CLOTHING, ETC. WHEN OPERATING THE CANOPY HANDLE DO NOT APPLY UNDUE FORCE.
A SLIGHT DOWNWARD PRESSURE ON THE CANOPY MAY BE REQUIRED TO EASE THE CANOPY HANDLE OPERATION.**

4A.6.7 BEFORE TAKE-OFF

Step (e), the following caution, step (f) and step (h) are amended to read:

- | (e) Passenger door. check closed and latched

CAUTION

| **WHEN OPERATING THE CANOPY, PILOTS/ OPERATORS MUST ENSURE THAT THERE ARE NO OBSTRUCTIONS BETWEEN THE CANOPY AND THE MATING FRAME, FOR EXAMPLE SEAT BELTS, CLOTHING, ETC. WHEN OPERATING THE CANOPY HANDLE DO NOT APPLY UNDUE FORCE.**

| **A SLIGHT DOWNWARD PRESSURE ON THE CANOPY MAY BE REQUIRED TO EASE THE CANOPY HANDLE OPERATION.**

- | (f) Canopy closed and latched

- | (h) DOOR OPEN warning. check no indication

7. DESCRIPTION OF THE AIRPLANE AND ITS SYSTEMS

7.9 CANOPY, PASSENGER DOOR AND CABIN INTERIOR

The following paragraph is amended to read:

Canopy

The canopy is closed by pulling down on the canopy frame. The canopy is latched with the canopy handle on the left hand side of the canopy frame. On latching, bolts engage into mating holes in plastic blocks.

“Cooling gap” position: The bolts are able to engage in a second setting to leave a gap under the canopy.

The canopy can be locked by a key lock on the left side near the outside canopy handle by turning the key clockwise. The closed and locked canopy can be unlatched from inside by pulling the lever inside of the canopy handle.

The following warnings and paragraphs are amended to read:

WARNING

THE AIRPLANE MAY BE OPERATED WITH THE CANOPY IN THE “COOLING GAP” POSITION ON THE GROUND ONLY. BEFORE TAKE-OFF THE CANOPY MUST BE COMPLETELY CLOSED AND LATCHED.

DO NOT LOCK THE CANOPY WITH THE KEY BEFORE FLIGHT TO ASSURE EMERGENCY EVACUATION FROM OUTSIDE.

A window on the left and right hand side of the canopy can be opened for additional ventilation or as an emergency window.

Passenger Door

The passenger door is closed in the same way, by pulling down on the passenger door. The passenger door is latched with the passenger door handle. A gas pressure damper prevents the passenger door from dropping; in strong winds the assembly must be securely held. The passenger door is protected against unintentional opening by the safety hook.

The passenger door can be locked by a key lock on the left side near the outside passenger door handle by turning the key clockwise. The closed and locked passenger door can be unlatched from inside by pulling the lever inside of the passenger door handle.

WARNING

DO NOT LOCK THE PASSENGER DOOR WITH THE KEY BEFORE FLIGHT TO ASSURE EMERGENCY ACCESS FROM OUTSIDE.