

TEMPORARY REVISION
TR-MÄM 40-1086
DISCONTINUE USE OF KATHON™ FP 1.5 BIOCIDES

This temporary revision TR-MÄM 40-1086 is approved in conjunction with the Mandatory Design Change Advisory MÄM 40-1086, and is valid in conjunction with the latest revision of the DA 40 NG 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.

The technical information contained in this document has been approved by the Canadian Department of Transport.

Doc. No.	Chapter	Affected Pages
6.01.15-E	2	2-26
	4A	4A-38, 4A-39

Instructions:

- Print this document on 8.5" x 11" yellow paper (single sided).
- Copy on yellow paper (single sided) at a reduced size of 72% to get the correct size for the AFM.
- Cut the paper to 6" x 8.5" and punch the holes on the left side of each page.
- Insert the cover page as the first page of the AFM.
- Insert the pages of this temporary revision in front of the corresponding pages in the AFM.
- Sign the Temporary Revision Log as having inserted this temporary revision.
- Keep this temporary revision until the information has been incorporated into the DA 40 NG AFM.

2.14 FUEL

Approved fuel grades:

- * JET A, JET A-1 (ASTM D 1655)
- * TS-1 (Russia, GOST 10227-86)
- * TS-1 (Ukraine, GSTU 320.00149943.011-99)
- * RT (Russia, GOST 10227-86)
- * RT (Ukraine, GSTU 320.00149943.007-97)
- * JP-8 (F34) (USA, MIL-DTL-83133G-2010)
- * No. 3 Jet Fuel (China, GB 6537-2006)
- * blends of the above listed fuel grades

NOTE

A minimum cetane number of 36 determined acc. to EN ISO 5165/ASTM D613 is recommended.

NOTE

Use only uncontaminated fuel from reliable sources.

Any mixture of the different types of fuel additives is not permitted.

OPERATION WITH ANTI-MICROBIAL LIFE FUEL ADDITIVES

The application of the following additives is permitted:

- * BIOBOR JF : max. 270 ppm for initial treatment
max. 135 ppm for permanent use after initial treatment

Anti-microbial life fuel additives may be manually batch-blended into the fuel tanks. In this case, introduce the additive while filling the tank after approximately the half tank is filled.

Anti-icing fuel additives should not be batch-blended into the fuel tank. The fuel additive should be injected into a stream of fuel.

Record the brand and the amount of fuel additives in the airplane log every time fuel additives are added.

Typical Dosing Quantities:

(a) BIOBOR JF

Fuel Quantity				Fuel Additive BIOBOR JF*			
				135 ppm		270 ppm	
Liter	US gal	kg	lb	mL	oz	mL	oz
50	13.2	40.2	88.68	5.2	0.18	10.4	0.35
100	26.4	80.4	177.37	10.4	0.35	20.9	0.71
150	39.6	120.6	266.05	15.6	0.53	31.3	1.06
* Calculation according to SB No. 982, "Instructions for use of BIOBOR JF"							

(b) PRIST Hi-Flash

Fuel Quantity				Fuel Additive* ** PRIST Hi-Flash (1500 ppm)	
Liter	US gal	kg	lb	mL	oz
50	13.2	40.2	88.68	58.9	1.99
100	26.4	80.4	177.37	117.9	3.99
150	39.6	120.6	266.05	176.8	5.98
* Densities used for calculation: fuel: 0.804 kg/L, PRIST Hi-Flash: 1.05 kg/L					
** Do not batch blend					

4A.5.20 FLIGHT AT HIGH ALTITUDE

At high altitudes, the provision of oxygen for the occupants is necessary. Legal requirements for the provision of oxygen should be adhered to.

Also see Section 2.11 - OPERATING ALTITUDE.