

**SUPPLEMENT N017
TO THE AIRPLANE FLIGHT MANUAL
DA 40 D**

I **IAC AR CERTIFIED AIRPLANES**

Doc. No. : 6.01.05-E
Date of Issue of the Supplement : 04-Jul-2008
I **Design Change Advisory : NÄM 40-017/d**

I This Supplement is approved by EASA on behalf of IAC AR under EASA P/N 10025226.

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I This airplane must be operated in compliance with the information and limitations contained
I herein.

I Prior to operation the pilot must take notice of all information contained in this supplement
I to the Airplane Flight Manual.

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0.1 RECORD OF REVISIONS

Rev. No.	Reason	Chapter	Page(s)	Date of Revision	Approval Note	Date of Approval	Date Inserted	Signature
1	Changes according to IAC AR, Corrections	All	All	17-Dec-2013	Rev.1 to AFM Supplement N017 to AFM Doc.No. 6.01.05-E is approved by EASA on behalf of IAC AR under EASA P/N 10025226	29-Jul-2015		

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1. GENERAL

No change.

2. OPERATING LIMITATIONS

2.11 OPERATING ALTITUDE

NOTE

I For flights at altitudes above 3650 m or 12000 ft the crew
I must use oxygen equipment. Flights between 3050 m or
I 10000 ft and 3650 m or 12000 ft altitude without oxygen
I equipment for the crew are limited to a maximum of 30
I minutes.

I For airplane operation above 3050 m or 10000 ft for more
I than 30 minutes, oxygen supply must be provided for at least
I one passenger.

I If the Garmin G1000 system (OÄM 40-193, OÄM 40-224, OÄM 40-268 or OÄM 40-278)
I is installed, the flight level under IFR must not exceed 4250 m or 14000 ft.

I If the Garmin G1000 system (OÄM 40-193, OÄM 40-224, OÄM 40-268 or OÄM 40-278)
I is **not** installed, the airplane may only be operated under VFR. If a second attitude indicator
I is installed, the flight level under IFR must not exceed 4250 m or 14000 ft.

The maximum permitted airfield elevation is less than 1000 m (3280 ft) Pressure Altitude.

2.12 FLIGHT CREW

If the right stick is not removed, the right seat may only be occupied by a crew member.

2.16 OTHER LIMITATIONS

2.16.8 AIRSPACE

Flights in the CIS airspace are permitted only along the routes with continuous ATC monitoring using RBS mode with VHF covering zones.

2.16.9 OUTSIDE GROUND AIR TEMPERATURE

The airplane may only be operated if the Outside Ground Air Temperature is in between -20 °C (-4°F) and +45 °C (+113 °F).

2.16.10 RUNWAY SURFACE

Take Off and landing operations must be conducted on paved dry or wet surfaces.

2.16.11 FLIGHTS OVER WATER

Flights over water are permitted within the limitations prescribed by operational regulations.

3. EMERGENCY PROCEDURES

3.1 INTRODUCTION

3.1.1 General

NOTE

If possible switch on the landing lights during emergency landings.

NOTE

After an emergency landing remove the VHF radio from the back of the pilots seat (or from under the pilots seat) and operate it as prescribed in the enclosed instruction.

3.8 FAILURES IN THE CONTROLS SYSTEM

3.8.1 DISCONNECTED OR JAMMED CONTROLS

Disconnected or Jammed Rudder

With a disconnected rudder adequate directional control can be achieved by using ailerons.

During approach use a glide path as shallow as possible and extend the pattern to achieve a long final.

During landing the airplane may turn initially in opposite direction of aileron use. Avoid bank angles exceeding 20° during the pattern and 10° on final approach.

During crosswind landings it is necessary to lower the wing into the wind. Before correcting the crab for runway heading, consider the yaw effect when changing the bank.

A change in power may lead to yaw movement (increase power will lead to left turn; decrease power will lead to right turn).

Disconnected or Jammed Ailerons

Adequate lateral control can be achieved by using the rudder.

During approach use a glide path as shallow as possible and extend the pattern to achieve a long final.

During landing the airplane has to be controlled with use of rudder.

Avoid bank angles exceeding 20° during the pattern and 10° on final approach.

During crosswind landings it is necessary to crab into the wind. Directional changes prior touchdown may cause a wing lift and must be conducted carefully.

Disconnected Elevator

Adequate pitch control can be achieved by using the elevator trim and engine power. The flap setting has to be chosen in accordance to weight, balance and power and shall be established in the very beginning of the final approach.

During approach use a glide path as shallow as possible and extend the pattern to achieve a long final.

During landing expect the airplane to pitch down when reducing power. Correct with elevator trim prior touch down and reduce power slowly. Avoid aggressive power changes during the approach.

Jammed Elevator

Adequate pitch control can be achieved by using engine power and the elevator trim in opposite sense whereas the main pitch control will be achieved with power and the effectiveness of trim is reduced.

With jammed elevator the airplane must be landed in the flaps up position.

During approach use a glide path as shallow as possible and extend the pattern to achieve a long final.

During landing expect the airplane to pitch down when reducing power. Correct with elevator trim prior touch down and reduce power slowly. Avoid aggressive power changes during the approach.

4A. NORMAL OPERATING PROCEDURES

4A.6 CHECKLISTS FOR NORMAL OPERATING PROCEDURES

4A.3.7 TAKE OFF

NOTE

In strong crosswinds steering can be augmented by use of the toe brakes. It should be noted, however, that this method increases the take-off roll, and should not generally be used.

Upon take-off the application of aileron control into the wind to maintain wings level and rudder to maintain directional control may be required.

4A.3.12 LANDING APPROACH

NOTE

During landing in crosswind conditions, immediately prior to touchdown, lower upwind wing and align the fuselage with the runway by use of rudder. During rollout, hold aileron control into the wind and maintain directional control with rudder and brakes.

4B. ABNORMAL OPERATING PROCEDURES

No change.

5. PERFORMANCE

I No change.

6. MASS AND BALANCE

I No change.

7. DESCRIPTION OF THE AIRPLANE AND ITS SYSTEMS

I No change.

8. AIRPLANE HANDLING, CARE AND MAINTENANCE

I No change.