

**SUPPLEMENT N076
TO THE AIRPLANE FLIGHT MANUAL
DA 42 NG & DA 42 M-NG**

FATA CERTIFIED AIRPLANES

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This Supplement is approved by EASA on behalf of FATA under EASA CSV 0060061220.

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

Prior to operation the pilot must take notice of all information contained in this supplement 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

0.2 LIST OF EFFECTIVE PAGES

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0	9-N076-1	05-Nov-2019
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1. GENERAL

No change.

2. OPERATING LIMITATIONS

2.11 OPERATING ALTITUDE

NOTE

For flights at altitudes above 3600 m (11811 ft) the crew must use oxygen equipment. Flights between 3000 m (9842 ft) and 3600 m (11811 ft) altitude without oxygen equipment for the crew are limited to a maximum of 30 minutes.

For airplane operation above 3000 m (9842 ft) for more than 30 minutes, oxygen supply must be provided for at least one passenger.

The flight level under IFR must not exceed 4200 m (13779 ft).

The maximum permitted airfield elevation is less than 3050 m (10000 ft) Pressure Altitude.

2.12 FLIGHT CREW

Piloting of the airplane is only permitted from the left hand front seat.

If the right hand control stick is not removed, the right seat must not be occupied by a passenger.

2.16 OTHER LIMITATIONS

2.16.12 OUTSIDE GROUND AIR TEMPERATURE

The airplane may only be operated if the Outside Ground Air Temperature is in between -35 °C (-31°F) and +45 °C (+113 °F) and the airplane has not been stored at a temperature below -20 °C (-4 °F) for more than 5 hours.

2.16.13 RUNWAY SURFACE

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

2.16.14 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

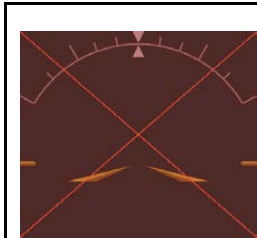
If possible switch on the landing lights during emergency landings.

NOTE

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

3.4 G1000 SYSTEM WARNINGS

3.4.2 ATTITUDE FAIL




The display system is not receiving attitude reference information from the AHRS; accompanied by the removal of sky/ground presentation and a red X over the attitude area.

3.4.3 AIRSPEED FAIL




The display system is not receiving airspeed input from the air data computer; accompanied by a red X through the airspeed display.


3.4.4 ALTITUDE FAIL

 A vertical digital altimeter display with a red 'X' overlaid across the center, indicating a failure.	<p>The display system is not receiving altitude input from the air data computer; accompanied by a red X through the altimeter display.</p>
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3.4.5 VERT SPEED FAIL

 A vertical digital vertical speed indicator display with a red or yellow 'X' overlaid across the center, indicating a failure.	<p>The display system is not receiving vertical speed input from the air data computer; accompanied by a red or yellow X through the vertical speed display.</p>
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3.4.6 HDG

 A digital heading display with a red 'X' overlaid across the center, indicating a failure.	<p>The display system is not receiving valid heading input from the AHRS; accompanied by a red X through the digital heading display.</p>
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3.12 FAILURES IN THE CONTROLS SYSTEM

3.10.1 DISCONNECTED OR JAMMED CONTROLS

Disconnected Rudder

With a disconnected rudder adequate directional control can be achieved using the rudder trim and asymmetric engine power.

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 and the airplane has to be laterally balanced with the aileron as required when using asymmetric power. Avoid bank angles exceeding 30° during the pattern and 15° 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 angle and use rudder trim for corrections.

Jammed Rudder

With a jammed rudder directional control can be achieved with asymmetric power and the rudder trim control which will operate in the opposite sense.

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 asymmetric power and rudder trim as required whereas the main directional control will be achieved with power and the effectiveness of trim is reduced.

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 angle and use asymmetric power for corrections.

Disconnected or Jammed Ailerons

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Adequate lateral control can be achieved by using a combination of rudder and asymmetric engine power.

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 asymmetric power and the use of rudder as required whereas the main directional control will be achieved with rudder and the bank angle shall be corrected mainly with power.

During crosswind landings it is necessary to lower the wing into the wind and before touch down add power on the lowered side to balance the bank angle and keep the runway direction with the rudder.

Disconnected Elevator

Adequate pitch control can be achieved by using the elevator trim and symmetric 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 symmetric 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.6.6 BEFORE TAKE-OFF

If OÄM 42-251 is installed:

CAUTION

Take-off is only permitted when the Fuel Temperature Indication is in the green range.

4A.6.7 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.6.11 APPROACH AND LANDING

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

5.3.12 APPROVED NOISE DATA

The certificated noise levels for the Diamond DA 42 NG and DA 42 M-NG comply with noise levels limits specified in Aviation Regulations, Part 36, Section F.

Noise levels:

MTOW [kg]	Propeller	Add. Modification	Actual [dB(A)]	Max. allowable [dB(A)]
1900	MTV-6-R-C-F/CF187-129	-	78.0	88.0
1900	MTV-6-R-C-F/CF187-129	OÄM 42-173	70.4	88.0
1900	MTV-6-R-C-F/CF187-129	OÄM 42-168	78.9	88.0
1900	MTV-6-R-C-F/CF187-129	OÄM 42-168 + OÄM 42-173	71.0	88.0
1900	MTV-6-R-C-F/CF187-129	OÄM 42-169	79.0	88.0
1900	MTV-6-R-C-F/CF187-129	OÄM 42-169 + OÄM 42-173	71.3	88.0
1900	MTV-6-R-C-F/CF187-129	OÄM 42-170	79.0	88.0
1900	MTV-6-R-C-F/CF187-129	OÄM 42-170 + OÄM 42-173	71.2	88.0
2001	MTV-6-R-C-F/CF187-129	MÄM 42-678 + OÄM 42-260	79.5	88.0
1999	MTV-6-R-C-F/CF187-129	MÄM 42-678	79.5	88.0
2001	MTV-6-R-C-F/CF187-129	MÄM 42-678 and OÄM 42- 260 and OÄM 42-228 or OÄM 42-240 or OÄM 42-241	80.7	88.0

MTOW [kg]	Propeller	Add. Modification	Actual [dB(A)]	Max. allowable [dB(A)]
1999	MTV-6-R-C-F/CF187-129	MÄM 42-678 and OÄM 42-168 or OÄM 42-169 or OÄM 42-170 or OÄM 42-208	80.7	88.0
2001	MTV-6-R-C-F/CF187-129	MÄM 42-678 and OÄM 42-260 and OÄM 42-168 or OÄM 42-169 or OÄM 42-170 or OÄM 42-208	80.7	88.0
1999	MTV-6-R-C-F/CF187-129	MÄM 42-678 + OÄM 42-228 or OÄM 42-240 or OÄM 42-241	80.7	88.0
1995	MTV-6-R-C-F/CF187-129	OÄM 42-221	80.7	88.0
2001	MTV-6-R-C-F/CF187-129	OÄM 42-221	80.7	88.0

NOTE

The above noise levels are also in compliance with ICAO Annex 16, Volume 1, Chapter 10 noise limits.

No determination has been made by the FATA Aviation Register that the noise levels of this airplane are or should be acceptable or unacceptable for operation at, into, or out of any airport.

6. MASS AND BALANCE

No change.

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7. DESCRIPTION OF THE AIRPLANE AND ITS SYSTEMS

No change.

8. AIRPLANE HANDLING, CARE AND MAINTENANCE

No change.