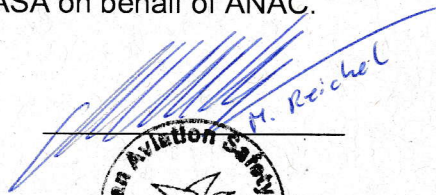


**SUPPLEMENT N023
TO THE AIRPLANE FLIGHT MANUAL
DA 42 NG
OPERATION IN BRAZIL**

Doc. No. : 7.01.16-E
Date of Issue of the Supplement : 28-May-2020
Design Change Advisory : NÄM 42-023/a

This Supplement is approved by EASA on behalf of ANAC.

Signature :


M. Reichel

Stamp :



Date of approval :

16-Jun-2020

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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AUSTRIA**



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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

Chapter	Page	Date
0	9-N023-1	10-Mar-2010
	9-N023-2	10-Mar-2010
	9-N023-3	10-Mar-2010
	9-N023-4	10-Mar-2010
	9-N023-5	10-Mar-2010
	9-N023-6	28-May-2020
1	9-N023-7	28-May-2020
2	9-N023-8	28-May-2020
	9-N023-9	28-May-2020
	9-N023-10	28-May-2020
	9-N023-11	28-May-2020
	9-N023-12	28-May-2020
3	9-N023-13	28-May-2020
4A	9-N023-14	28-May-2020
4B	9-N023-15	28-May-2020
5	9-N023-16	28-May-2020
6	9-N023-17	28-May-2020
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1. GENERAL

No change.

2. OPERATING LIMITATIONS

2.15 LIMITATION PLACARDS

(a) Next to Each of the Two Fuel Filler Necks:

ATENÇÃO
COMBUSTÍVEL APROVADO
JET A-1
É PROIBIDO O USO DE ÓLEO DIESEL
VEJA A SEÇÃO 2 DO MANUAL DE VÔO
94.6 LITROS UTILIZÁVEIS

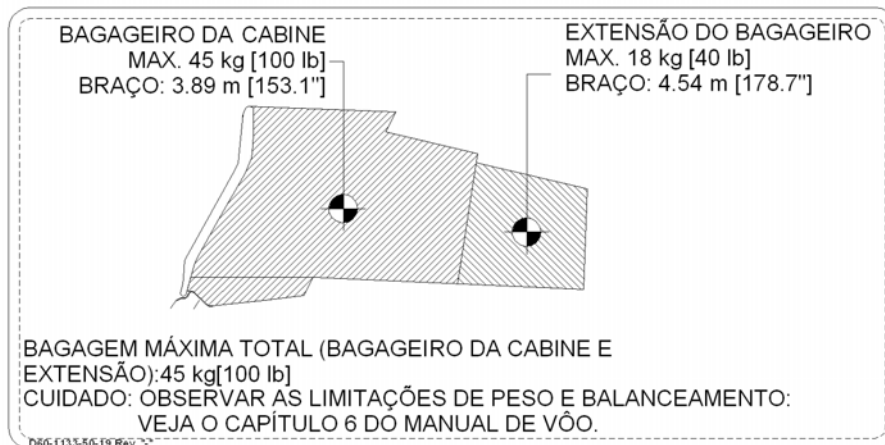
(b) In Addition Next to Each of the Two Auxiliary Fuel Filler Necks (If Installed):

ATENÇÃO
COMBUSTÍVEL APROVADO
JET A-1
É PROIBIDO O USO DE ÓLEO DIESEL
VEJA A SEÇÃO 2 DO MANUAL DE VÔO
50.0 LITROS UTILIZÁVEIS

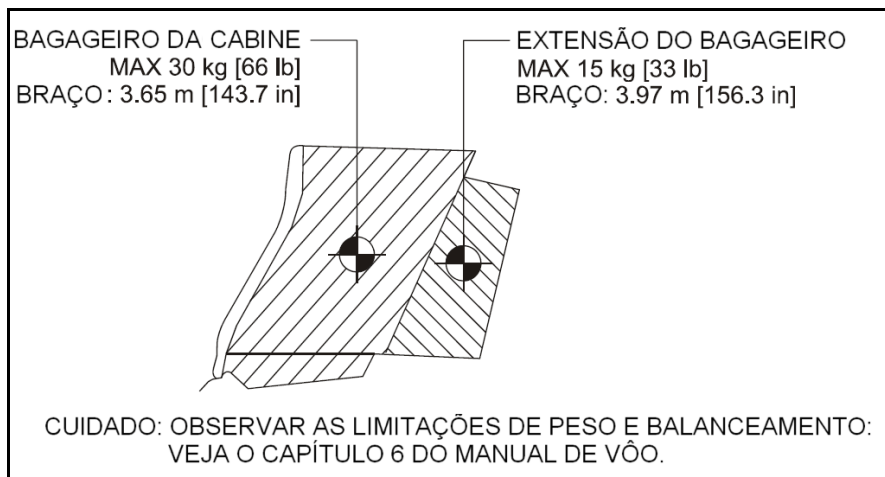
Next to the Baggage Compartment:



Extended Baggage Compartment (If Installed):



Short Baggage Extension (if OÄM 42-207 is installed)



In the Nose Baggage Compartment:

CAPACIDADE MÁXIMA
DESTE COMPARTIMENTO
(lado esquerdo mais lado
direito): 30 kg
VEJA O CAPÍTULO 6 DO
MANUAL DE VÔO

Beside the Door Locking Device Installed in the Passenger's Door:

SAÍDA DE EMERGÊNCIA
A fechadura deve estar
destrancada durante o vôo.

2.16 OTHER LIMITATIONS

2.16.11 G1000 GPS NAVIGATION SYSTEM LIMITATIONS

Note

Currently, SBAS (Satellite-Based Augmentation System) is not available in Brazil. While SBAS is not functional, operations that require it, such as GNSS vertical navigation modes, are not available and should not be performed in Brazilian airspace.

3. EMERGENCY PROCEDURES

No change.

4A. NORMAL OPERATING PROCEDURES

No change.

4B. ABNORMAL OPERATING PROCEDURES

No change.

5. PERFORMANCE

No change.

6. MASS AND BALANCE

No change.

7. DESCRIPTION OF THE AIRPLANE AND ITS SYSTEMS

7.8 CANOPY, REAR DOOR AND CABIN INTERIOR

Front canopy

The front canopy is closed by pulling down on the canopy frame, following which it is locked by means of a handle on the left hand side of the frame. On locking, steel bolts lock into mating holes in polyethylene blocks.

“Cooling Gap” position: A second setting allows the bolts to lock in, leaving a gap under the front canopy.

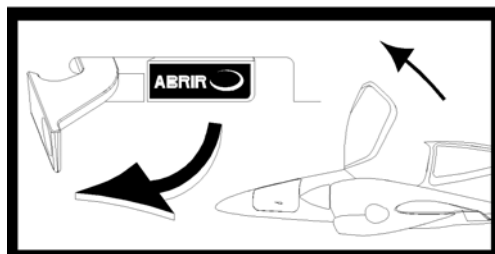
The canopy can be blocked by a locking device on the left side near the canopy opening lever by turning the key clockwise. The closed and blocked canopy can be opened from inside by pulling the lever inside the opening handle.

WARNING

The airplane may be operated with the front canopy in the “cooling gap” position on the ground only. Before take-off the front canopy must be completely closed and locked.

Do not block the canopy with the locking key before flight in order to assure emergency evacuation from outside.

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



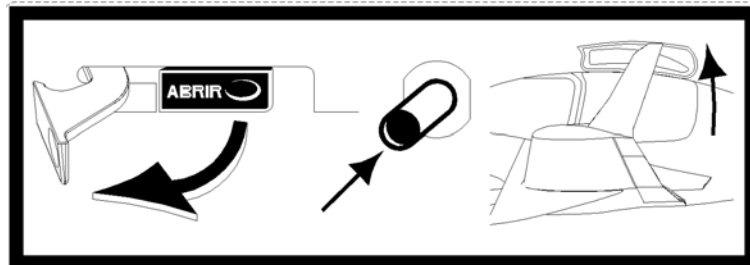
Rear door

The rear door is closed in the same way, by pulling down on the frame and locking it with the handle. A gas pressure damper prevents the door from dropping; in strong winds the assembly must be securely held. The rear door is protected against unintentional opening by an additional lever.

The door can be blocked by a locking device on the left side near the door opening lever by turning the key clockwise. The closed and blocked door can be opened from inside by pulling the lever inside the opening handle.

WARNING

Do not block the door with the locking key before flight in order to assure emergency access from outside.



8. AIRPLANE HANDLING, CARE AND MAINTENANCE

No change.