

SUPPLEMENT STC 62-002
TO THE AIRPLANE FLIGHT MANUAL
DA 62
Alternative Seating Configuration

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This Supplement to the Airplane Flight Manual is EASA approved under Approval No.10073494.

0.2 RECORD OF REVISIONS

Rev. No.	Reason	Chapter	Page(s)	Date of Revision	Approval Note	Date of Approval	Date Inserted	Signature
1	STC 62-001/d	All	All, except cover page	11-Feb-2022	Rev. 1 to AFM Supplement STC-62-002 to AFM Doc. No. 7.01.25-E is approved under the authority of DOA ref. EASA.21J.05 2	07-Mar-2022		

0.3 LIST OF EFFECTIVE PAGES

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I **FOREWORD**

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I or submitted to E-Mail: airworthiness-austria@diamondaircraft.com

1. GENERAL

This Supplement describes an alternative Seating Configuration with STC 62-002 installed. The three seats of the first passenger row are replaced with two single seats with adjustable backrests.

This Supplement is a permanent part of the AFM and must remain in the AFM at all times, when the STC 62-002 is installed.

2. OPERATING LIMITATIONS

2.12 FLIGHT CREW

Minimum crew : 1 (one person)
Maximum number of occupants : 4 (four persons)
6 (six persons) if OÄM 62-019 is installed

3. EMERGENCY PROCEDURES

3.13 OTHER EMERGENCIES

3.13.8 EMERGENCY EXIT

I

By adjusting one backrest rearward, the gap between the backrests allows easy egress between passenger row I and II. The knobs for adjusting the backrests are easily accessible from the third row.

The use of the knobs is placarded.

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NOTE

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By pulling the backrest release of unoccupied seats of passenger row I the backrest can be flipped forward to provide a larger egress passage way for occupants in passenger row II.

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4A NORMAL OPERATING PROCEDURES

4A.6.2 BEFORE STARTING ENGINE

NOTE

The pilot must ensure that all passengers are instructed in the operation of the adjustable backrests and the doors.

4A.6.11 APPROACH AND LANDING

Approach:

1. Adjustable backrests adjust to the upright position designated by the placards and verify proper fixation

4B ABNORMAL OPERATING PROCEDURES

No Change.

5. PERFORMANCE

No Change.

6. MASS AND BALANCE / EQUIPMENT LIST

6.4. FLIGHT MASS AND CENTER OF GRAVITY

6.4.1 MOMENT ARMS

Item	Lever Arm	
	[m]	[in]
Occupants on rear seats, row I	3.29	129.5

6.4.3 CALCULATION OF LOADING CONDITION

CALCULATION OF LOADING CONDITION	DA 62 (Example)		Your DA 62	
	Mass [kg] [lb]	Moment [kgm] [in.lb]	Mass [kg] [lb]	Moment [kgm] [in.lb]
1. Empty mass (from Mass and Balance Report)	1600 3528	3885.0 337,203		
2. Front seats Lever arm: 2.30 m (90.6 in)	160 353	368.0 31,941		
3. Passenger seats row I Lever arm: 3.29 m (129.5 in)	140 308	460.6 39,886		
4. Passenger seats row II Lever arm: 4.15 m (163.4 in)	60 132	249.0 21,612		
5. LH Nose baggage compt. Lever arm: 0.47 m (18.5 in)	30 66	14.1 1,224		
6. RH Nose baggage compt. Lever arm: 0.05 m (2.0 in)	30 66	1.5 130		
7. Rear baggage compt. (Section A) Lever arm: 4.06 m (159.8 in)	0 0	0.0 0		
8. Rear baggage compt. (Sections B, C, D, F) Lever arm: 4.18 m (164.5 in)	0 0	0.0 0		
9. Rear baggage compt. (Section E) Lever arm: 4.41 m (173.6 in)	5 11	22.05 1,914		

CALCULATION OF LOADING CONDITION	DA 62 (Example)		Your DA 62	
	Mass [kg] [lb]	Moment [kgm] [in.lb]	Mass [kg] [lb]	Moment [kgm] [in.lb]
10. De-icing fluid (1.1 kg/l (9.02 lb/US gal)) Lever arm: 0.90 m (35.4 in)	10 22	9.0 781		
11. Total mass & total moment with empty fuel tanks (Total of 1.-10.)	2035 4486	5009.25 434,591		
12. Usable fuel, main tanks (0.84 kg/liter) (7.01 lb/US gal) Lever arm: 2.63 m (103.5 in)	90 198	236.7 20,545		
13. Usable fuel, auxiliary tanks (if installed), (0.84 kg/liter) (7.01 lb/US gal) Lever arm: 3.2 m (126 in)	116 256	371.2 32,219		
14. Total mass & total moment with fuel	2241 4940	5617.15 487,455		

7. DESCRIPTION OF THE AIRPLANE AND ITS SYSTEMS

7.6 SEATS AND SAFETY HARNESSSES

- Two seats in passenger seat row I are installed.

The passenger row I seats have adjustable backrests installed. The angle of the backrests and the lumbar can be adjusted for best comfort. The backrest adjustment knob is situated on the side of the backrest.

However, during take-off, landing and emergency landing the backrests must be fixed in the upright position designated by placards.

The lumbar support can be adjusted by operating the lumbar support lever support lever. The lumbar support lever is mounted on the right side of the seat pan.

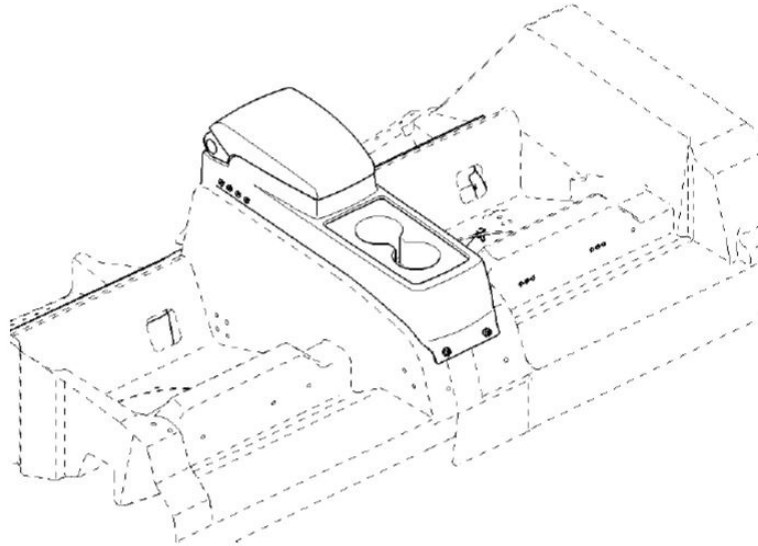
In case of an emergency, to allow easy egress from the passenger row II, the passenger row I seat backrests can be adjusted backward operating the adjustment knob. The knobs for adjusting the backrests are easily accessible from the passenger row II. The use of the knobs is placarded.

- The seat backrest can be released for easier access to passenger row II or the baggage compartment

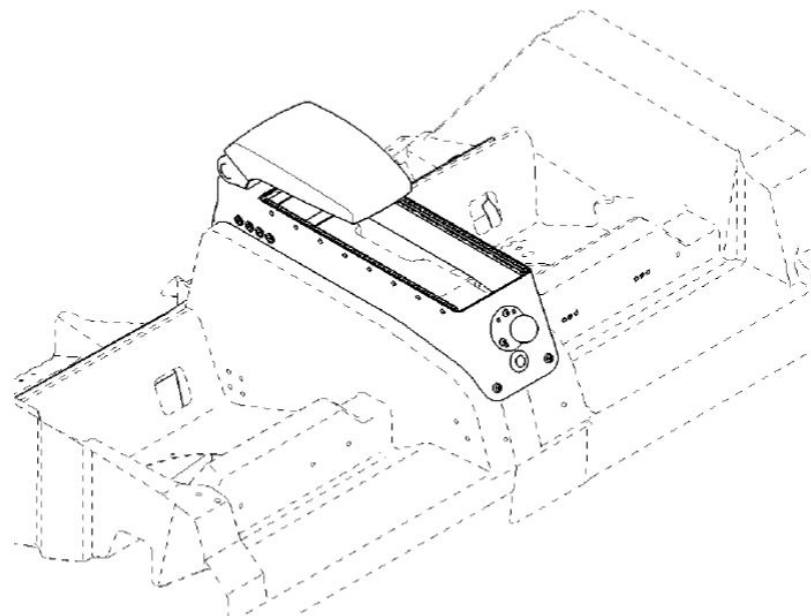
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- An optional center console can be installed between the two seats. Two versions of center consoles are available:

- The Module STC 62-002-M010 “Business Console” has an upward foldable armrest.
- Under the armrest is a storage box for small items like two drinking bottles or cell phones and pens. A foam insert keeps the items in position. In front of the armrest a foam insert serves as cup holder. The two cup holders should not be used during take-off, landing and under bumpy weather conditions.



|| The Module STC 62-002-M020 “MPP Console” is designed for the use in airplanes
|| with STC 62-001 installed. Mission equipment can be installed into the console. Space
|| not used for equipment is closed with blanking plates. A foldable armrest serves for
|| comfort, when access to equipment covered by the armrest is not required.



8. AIRPLANE HANDLING, CARE AND MAINTENANCE

No change.