DA 62

DIAMOND AIRCRAFT INDUSTRIES

1560 Crumlin Sideroad London, ON, Canada

Doc. No.: 7.01.25-E

BRAZILIAN AIRPLANE FLIGHT MANUAL

This Airplane Flight Manual is approved by the TCCA on behalf of the "Agência Nacional de Aviação Civil" – ANAC for Brazilian registered airplanes, in accordance with the Regulamento Brasileiro da Aviação Civil – RBAC 21, Section 21.29.

Approved by:

Thudall Chief, Flight Test for Director, National Aircraft Certification Transport Canada

Date:

17 Sept 2020

This Airplane shall be operated in accordance with the limitation and instructions herein established.

SUPPLEMENT N023 TO THE AIRPLANE FLIGHT MANUAL DA 62

OPERATION IN BRAZIL

Doc. No. : 7.01.25-E

Date of Issue of the Supplement : 15-Mar-2017

Design Change Advisory : NÄM 62-023

This Supplement is approved by EASA on behalf of ANAC.

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.

DIAMOND AIRCRAFT INDUSTRIES GMBH N.A. OTTO-STR. 5 A-2700 WIENER NEUSTADT AUSTRIA



DA 62 AFM Supplement N023

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0.1 RECORD OF REVISIONS

Rev. No.	Reason	Chap- ter	Page(s)	Date of Revision	Approval Note	Date of Approval	Date Inserted	Signature

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Operation in Brazil

1. GENERAL



2. OPERATING LIMITATIONS

2.15 LIMITATION PLACARDS

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





In the Nose Baggage Compartments:

LH Nose Baggage Compartment:

RH Nose Baggage Compartment:

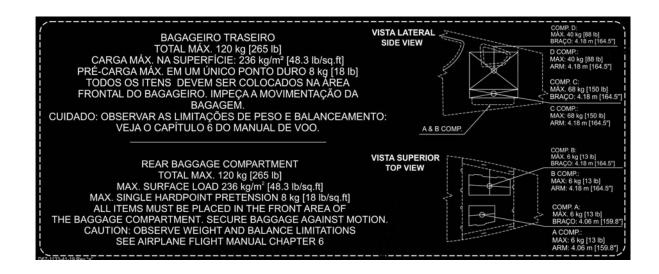
Bagagem Máx:
30 kg (66 lb)

Max. Baggage:
30 kg (66 lb)



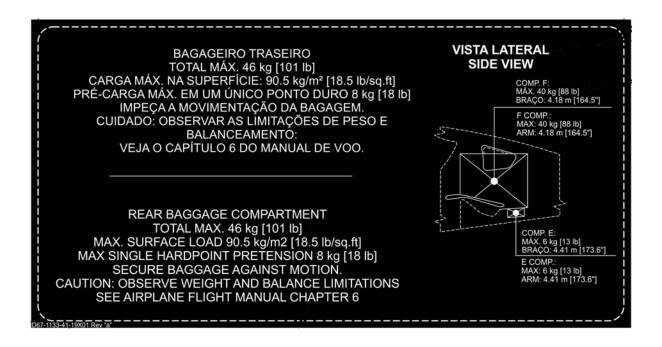
In the Rear Baggage Compartment:

If OÄM 62-019 is NOT carried out:





If OÄM 62-019 is carried out:



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





2.16 OTHER LIMITATIONS

If Supplement A33 is installed:

2.16.10 G1000 GPS NAVIGATION SYSTEM LIMITATIONS

An approved alternate means of navigation appropriate to the route and phase of flight must be installed and operational, and it must be possible, from any point of the route, to proceed to the final or alternative destination using that means.

The SBAS functionality is not available in Brazil, therefore operations that require such functionality, such as GNSS vertical navigation modes, are prohibited in Brazilian airspace.

When operating the VHF-COMM system in Brazilian air space, the selection of 8.33kHz in the channels spacing can cause the loss of communication with the Air Traffic Control (ATC).



3. EMERGENCY PROCEDURES



4A. NORMAL OPERATING PROCEDURES



4B. ABNORMAL OPERATING PROCEDURES



5. PERFORMANCE



6. MASS AND BALANCE



7. DESCRIPTION OF THE AIRPLANE AND ITS SYSTEMS

No change.

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8. AIRPLANE HANDLING, CARE AND MAINTENANCE

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