

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:

Randall 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.

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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 |
|----------|--------|---------|---------|------------------|---------------|------------------|---------------|-----------|
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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:

(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)

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Bagagem Máx:
30 kg (66 lb)

Max. Baggage:
30 kg (66 lb)

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In the Rear Baggage Compartment:

If OÄM 62-019 is NOT carried out:

BAGAGEIRO TRASEIRO
TOTAL MÁX. 120 kg [265 lb]
CARGA MÁX. NA SUPERFÍCIE: 236 kg/m² [48.3 lb/sq.ft]
PRÉ-CARGA MÁX. EM UM ÚNICO PONTO DURO 8 kg [18 lb]
TODOS OS ITENS DEVEM SER COLOCADOS NA ÁREA
FRONTAL DO BAGAGEIRO. IMPEÇA A MOVIMENTAÇÃO DA
BAGAGEM.
CUIDADO: OBSERVAR AS LIMITAÇÕES DE PESO E BALANCEAMENTO:
VEJA O CAPÍTULO 6 DO MANUAL DE VOO.

REAR BAGGAGE COMPARTMENT
TOTAL MAX. 120 kg [265 lb]
MAX. SURFACE LOAD 236 kg/m² [48.3 lb/sq.ft]
MAX. SINGLE HARDPOINT PRETENSION 8 kg [18 lb/sq.ft]
ALL ITEMS MUST BE PLACED IN THE FRONT AREA OF
THE BAGGAGE COMPARTMENT. SECURE BAGGAGE AGAINST MOTION.
CAUTION: OBSERVE WEIGHT AND BALANCE LIMITATIONS
SEE AIRPLANE FLIGHT MANUAL CHAPTER 6

**VISTA LATERAL
SIDE VIEW**

**VISTA SUPERIOR
TOP VIEW**

COMP. D:
MAX: 40 kg [88 lb]
BRAÇO: 4.18 m [164.5"]

D COMP:
MAX: 40 kg [88 lb]
ARM: 4.18 m [164.5"]

COMP. C:
MAX: 68 kg [150 lb]
BRAÇO: 4.18 m [164.5"]

C COMP:
MAX: 68 kg [150 lb]
ARM: 4.18 m [164.5"]

COMP. B:
MAX: 6 kg [13 lb]
BRAÇO: 4.18 m [164.5"]

B COMP:
MAX: 6 kg [13 lb]
ARM: 4.18 m [164.5"]

COMP. A:
MAX: 6 kg [13 lb]
BRAÇO: 4.06 m [159.8"]

A COMP:
MAX: 6 kg [13 lb]
ARM: 4.06 m [159.8"]

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If OÄM 62-019 is carried out:

| | |
|--|---|
| <p>BAGAGEIRO TRASEIRO TOTAL MÁX. 46 kg [101 lb] CARGA MÁX. NA SUPERFÍCIE: 90,5 kg/m² [18,5 lb/sq.ft] PRÉ-CARGA MÁX. EM UM ÚNICO PONTO DURO 8 kg [18 lb] IMPEÇA A MOVIMENTAÇÃO DA BAGAGEM. CUIDADO: OBSERVAR AS LIMITAÇÕES DE PESO E BALANCEAMENTO: VEJA O CAPÍTULO 6 DO MANUAL DE VOO.</p> | <p>VISTA LATERAL SIDE VIEW</p>  <p>COMP. F: MÁX. 40 kg [88 lb] BRAÇO: 4.18 m [164.5"]</p> <p>F COMP.: MÁX. 40 kg [88 lb] ARM: 4.18 m [164.5"]</p> <p>COMP. E: MÁX. 6 kg [13 lb] BRAÇO: 4.41 m [173.6"]</p> <p>E COMP.: MÁX. 6 kg [13 lb] ARM: 4.41 m [173.6"]</p> |
| <p>REAR BAGGAGE COMPARTMENT TOTAL MAX. 46 kg [101 lb] MAX. SURFACE LOAD 90.5 kg/m² [18.5 lb/sq.ft] MAX SINGLE HARDPOINT PRETENSION 8 kg [18 lb] SECURE BAGGAGE AGAINST MOTION. CAUTION: OBSERVE WEIGHT AND BALANCE LIMITATIONS SEE AIRPLANE FLIGHT MANUAL CHAPTER 6</p> | |

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

SAÍDA DE EMERGÊNCIA:
A fechadura deve estar
destravada durante o voo

EMERGENCY EXIT:
The keylock must be
unlocked during flight!

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

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

No change.

8. AIRPLANE HANDLING, CARE AND MAINTENANCE

No change.