Civil Aviation Authority
United Kingdom

TYPE-CERTIFICATE DATA SHEET

UK.TC.A.00101

for

DA 62

Type Certificate Holder
Diamond Aircraft Industries Inc.
1560 Crumlin Sideroad London,
ON, N5V 1S2 Canada

Model(s):	DA 62
Issue:	1
Date of issue:	11 March 2025

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Section 1 DA 62

I General

1. Type/ Model/ Variant	
1.1 Type	DA 62
1.2 Model	DA 62
1.3 Variant	--
2. Airworthiness Category	CS-23 Normal Category
3. Type Certificate Holder:	Diamond Aircraft Industries Inc. 1560 Crumlin Sideroad London, ON, N5V 1S2 Canada
4. Manufacturer	Diamond Aircraft Industries Inc. 1560 Crumlin Sideroad London, ON, N5V 1S2 Canada Diamond Aircraft Industries GmbH Nikolaus-August-Otto-Strasse 5 2700 Wiener Neustadt Austria
5. Certification Application Date:	02-Oct-2015
6. State of Design Authority	Transport Canada Civil Aviation
7. (Reserved)	N/A
8. (Reserved)	N/A

II Certification Basis

1. Reference Date for determining the applicable requirements:	02-Oct-2015	
2. Airworthiness Requirements:	CS-23, Amendment 4, issued 15-Jul-2015	
3. Special Conditions	CRI E-02	Use of Jet Fuel for Reciprocating Engines
	CRI E-04	Liquid Cooling – Coolant Tank
	CRI E-05	Electronically-controlled Reciprocating Diesel Engine
	CRI E-06	Engine Vibration Level
	CRI E-07	Engine Torque
	CRI F-04	Power Plant Instruments
	CRI F-07	Human Factors in Integrated Avionic System
	CRI F-18	System Cyber Security
	CRI F-21	Battery Endurance
4. Exemptions	None	

5. Deviations	None	
6. Equivalent Safety Findings	CRI E-10	Electrical Fuel Pump
	CRI B-03	Stalling Speed in Icing Conditions
7. Requirements Elected to Comply	None	
8. Environmental Protection	ICAO, Annex 16, Volume 1, Part II and as implemented in Decision No. 2003/4/RM amended by Decision 2007/007/R of The Executive Director of the Agency dated 2 April 2007, on certification specifications providing for acceptable means of compliance for aircraft noise	
9. (Reserved)	N/A	
10. (Reserved)	N/A	
11. Operational Suitability Requirements	OSD MMEL: CS-GEN-MMEL, Initial Issue dated 31 January 2014	

III Technical Characteristics and Operating Limitations

1. Type Design Definition:	Doc. No. D62-AW-0004, latest revision		
2. Description:	Twin engine, up to seven-seated cantilever low wing airplane, composite contruction, retractable tricycle landing gear, T-tail		
3. Equipment	Equipment list, AFM, Section 6		
4. Dimensions	Span	14.57m	(47 ft 10 in)
	Length	9.17m	(30 ft 1 in)
	Height	2.82m	(9 ft 3 in)
	Wing Area	17.10 m^2	(184.1 sqft)
5. Engine			
5.1.1 Model	2 Austro Engine E4P see Note 4		
5.1.2 Type Certificate	Engine Type Certificate		EASA.E.200
5.1.3 Limitations	Max take-off rotational speed (5 min.)		2300 r.p.m.
	Max continuous rotational speed		2200 r.p.m.
	Max T/O Power (5min)		100% (132 kW)
	Max. continuous Power		95% (126 kW)
	For power-plants limits refer AFM, Section 2		
5.1.4 Firmware:	see DAI MSB 62-002		See Note 4
5.1.5 Mapping:	see DAI MSB 62-002		See Note 4

6. Load factors	at V_A	at V_{NE}	with flaps in T/O or LDG position
Positive	3.8	3.8	2.0
Negative	-1.52	0	0

7. Propeller	
7.1 Model	2 MT-Propeller MTV-6-R-C-F/CF 194-80
7.2 Type Certificate	Prop. Type Certificate EASA.P.094

		See note 5	
7.3	Number of blades	3	
7.4	Diameter	1940 mm	
7.5	Sense of Rotation	CW	
7.6	Settings:	Low pitch setting	11 °
		Feather position:	80 °
		Start Lock:	15 °

8. Fluids

8.1	Fuel:	Jet A-1 (ASTM 1655), see note 6	
8.2	Oil Engine:	Shell Helix Ultra 5W30 or 5W40	
		or see AFM, Section 2	
	Gearbox:	Shell SPIRAX GSX 75W-80 or	
		Shell SPIRAX S6 GXME 75W-80	
		or see AFM, Section 2	
8.3	Coolant:	Water / Coolant Protection	
		for more details see AFM, Section 2	
8.4	Ice Protection Fluids:	Fluids according DTD 406B	

9. Fluid capacities

9.1	Fuel:	Standard Fuel Tank	
		Total: 196.8 litres	52 US Gallons
		Usable 189.2 litres	50 US Gallons
		Auxiliary Fuel Tank	
		Total: 140 litres	37 US Gallons
		Usabe: 137.8 litres	36.4 US Gallons
9.2	Oil: each engine	Maximum: 7 litres	
		Minimum 5 litres	
9.3	Coolant system capacity:	Approx. 7 litres	

10. Air Speeds:

Operating Manoeuvring Speed V_o	
Up to 1700 kg	117 KEAS
1800 to 1900 kg	126 KEAS
1901 kg to 1999 kg	130 KEAS
2000 kg to 2100 kg	133 KEAS
2101 kg to 2200 kg	136 KEAS
Above 2201 kg	140 KEAS
Flap Extended Speed V_{FE}	
Approach	135 KEAS
Landing	118 KEAS
Maximum Landing Gear Operation Speed V_{LO}	160 KEAS
Maximum Landing Gear Extended Speed V_{LE}	201 KEAS
Minimum Control Speed Airborne V_{MCA}	75 KEAS
Maximum structural	

	Cruising Speed V_{NO}	160 KEAS
	(= Maximum structural design speed VC)	
	Never exceed speed V_{NE}	201 KEAS

11. Maximum Operating Altitude: 6096 m (20 000 ft)

12. All weather operations Capability: Day/Night-VFR, IFR
Flights into known or forecast icing conditions,
See Note 8

13. Maximum Weights:

Take-off		1999 kg (4406 lb)
	With MAM 62-001 installed	2300 kg (5017 lb)
Zero Fuel		2036 kg (4489 lb)
	With MAM 62-063 installed	2200 kg (4850 lb)
Landing		2300 kg (5017 lb)

14. Centre of Gravity Range:

Forward limit

From 1600 kg to 1800 kg	2.340 m behind Datum At
2300 kg	2.460 m behind Datum

Varying linearly with mass betweend

Rear limit

At 1600 kg	2.460 m behind Datum
At 1900 kg to 1999 kg	2.510 m behind Datum
At 2300 kg	2.530 m behind Datum

Varying linearly with the mass in between

15. Datum: 2.196 m in front of leading edge of stub-wing at the wing joint

16. Control surface deflections:

Aileron	Trailing edge up	25°	± 2°
	Trailing edge down	15°	± 2/-0°
Elevator	Trailing edge up	18°	± 0.5°
	Trailing edge down	15°	± 1°
Elevator Trim Tab	Nose up at elevator 10° up	+ 17°	± 5°
	Nose down at elevator 10° up	- 35°	± 5°
Rudder	Left	30°	± 1°
	Right	30°	± 1°
Rudder Trim Tab	Trim RH at rudder 20° LH	+ 45°	± 5°
	Trim LH at rudder 20° LH	+ 28°	± 3°
Flaps	Cruise flap setting	0°	+ 2° - 0°
	Approach flap setting	20°	+ 4° - 2°
	Landing flap setting	42°	+ 3° - 1°

17. Levelling Means: Floor of front baggage compartment levelled

18. Minimum Flight Crew:		1 (Pilot)
19. Maximum Passenger Seating Capacity:		4
	With OAM 62-019 installed:	6
20. Baggage/Cargo Compartments:	Location	max. allowable Load
	LH Nose Baggage Compartment	30 kg (66 lb)
	RH Nose Baggage Compartment	30 kg (66 lb)
	Rear Baggage Compartment	120 kg (265 lb)
	With OAM 62-019 inst.	46 kg (101 lb)
21. Wheels and Tyres:	Nose Wheel Tyre Size 6.00-6	see Note 7
	Main Wheel Tyre Size 6.00-6	see Note 7

IV Operating and Service Instructions

1. Flight Manual	Document 11.01.05-E (Revision of 7.01.25-E under new document number), see Note 10
2. Technical Manual	Airplane Maintenance Manual (AMM) Document No. 7.02.25 (incl. Airworthiness Limitations) Service Information and Service Bulletins
3. Spare Parts Catalogue (IPC)	Document No. 7.03.25
4. Instruments and aggreagates	Refer to AMM Doc. No. 7.02.25 Chapter 1

V Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.A.005 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List (MMEL)
   The MMEL is defined in the Document No: 11.11.01, Revision Original or later approved revisions.

VI Notes

1 Serial Numbers Eligible: see also Note 2
- 62.009 and subsequent (Austrian Production)
- 62.C001 and subsequent (Canadian Production, marked with “C”)

2. Design Responsibility History

   Originally the model DA 62 was designed by Diamond Aircraft Industries GmbH in Austria (DAI-A) and initially certified by EASA as a derivative of the DA 42 (EASA TC / TCDS No. EASA.A.005).

   On request of DAI-A, the model DA 62 was split out to a separate TC later on (EASA TC / TCDS No. EASA.A.629) as a separate type. All DA 62 aircraft manufactured under EASA TC No EASA.A.005 were eligible to be transferred to EASA TC No EASA.A.629 using DAI Factory

Campaign FC 62-010.

Effective 15-Nov-2017 the design responsibility for the type DA 62 certified under TC EASA.A.629 was transferred from DAI-A and EASA to Diamond Aircraft Industries Inc. (DAI-C) and Transport Canada (TCCA), issuing TCCA TC No. A-273, validated by EASA cancelling EASA TC No EASA.A.629 and issuing EASA TC No EASA.IM.A.629.

Following the transfer, all model DA 62 serial numbers produced on EASA TC No EASA.A.629 and all model DA 62 Serial numbers manufactured on TC EASA.A.005, that had already been transferred to TC EASA.A.629 under the Factory Campaign, were under the responsibility of DAI-C and TCCA.

The Factory Campaign had not been completed at the time of the transfer of the type design responsibility to Diamond Aircraft Industries Inc. All aircraft manufactured on EASA TC No EASA.A.005 and still associated with that TC, were eligible to be transferred TCCA TC No A-273 using DAI Factory Campaign FC 62-010, but remained under the responsibility of DAI-A and EASA until they were transferred.

The Factory Campaign was completed effective 24 March 2023 and all type certified Model DA 62 serial numbers are now covered by TCCA TC A-273 under the responsibility of DAI-C and TCCA.

No further serial numbers will be produced under EASA.A.005 or EASA.A.629.

3. Approved Noise Levels in accordance to the EASA data sheet for noise TCDSN UK.TC.A.00101.
4. For approved software versions of Gamin G1000 Integrated Avionic System see, until further notice, DAI MSB 62-003, at latest issue.
5. Approved engine model for installation in the DA 62: E4P-C

   The approved firmware and mapping is, until further notice, according to DAI MSB 62-002 at latest issue.
6. Propeller Equipment: Governor P-877-16
7. For additional approved Jet Fuel specifications see AFM Section 2.
8. Only specific brand names and types of tires are allowed for installation, see AMM and IPC
9. Flights into known or forecast icing conditions is approved if the liquid fluid ice protection system in accordance to Major Design Change OÄM 62-003 is installed.
10. As indicated in NOTE 2, the type design responsibility for the DA 62 was transferred effective 15 November 2017 to DAI-C and TCCA. Temporary Revision TR-17-05 to the pre-existing AFM, 7.01.25-E, was issued to reflect the change in type design responsibility and identify AFM 7.01.25-E as the Transport Canada approved AFM until such time as the Temporary Revision had been incorporated into the AFM.

    Temporary Revision TR-17-05 has now been incorporated in the AFM by reissuing it in full with new Doc. No. 11.01.05-E as a revision to AFM Doc. No. 7.01.25-E.

    AFM 11.01.05-E, latest revision, is the approved AFM required for use in accordance with the Canadian Aviation Regulations.

Section 2 Administration

I. Acronyms and Abbreviations

Acronym / Abbreviation	Definition
TC	Type Certificate
TCDS	Type Certificate Data Sheet
TCH	Type Certificate Holder

II. Type Certificate Holder Record

TCH Record	Period
Diamond Aircraft Industries GmbH Nicolaus-August-Otto-Straße 5 2700 Wiener Neustadt Austria	Until 15 November 2017
Diamond Aircraft Industries Inc. 1560 Crumlin Sideroad London, ON, N5V1S2 Canada	Since 15 November 2017

III. Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
1	11 March 2025	This certificate supersedes EASA.IM.A.629. All data taken from EASA.IM.A.629 Issue 08.	11 March 2025

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