

**SUPPLEMENT N023
TO THE AIRPLANE FLIGHT MANUAL
DA 40 F**

OPERATION IN BRAZIL

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This Supplement is approved by EASA on behalf of ANAC.

Signature :



Stamp :



Date of approval :

04. DEZ. 2008

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

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1. GENERAL

No change.

2. OPERATING LIMITATIONS

2.15 LIMITATION PLACARDS

Next to each of the two fuel filler necks:

a) *Standard Tank:*

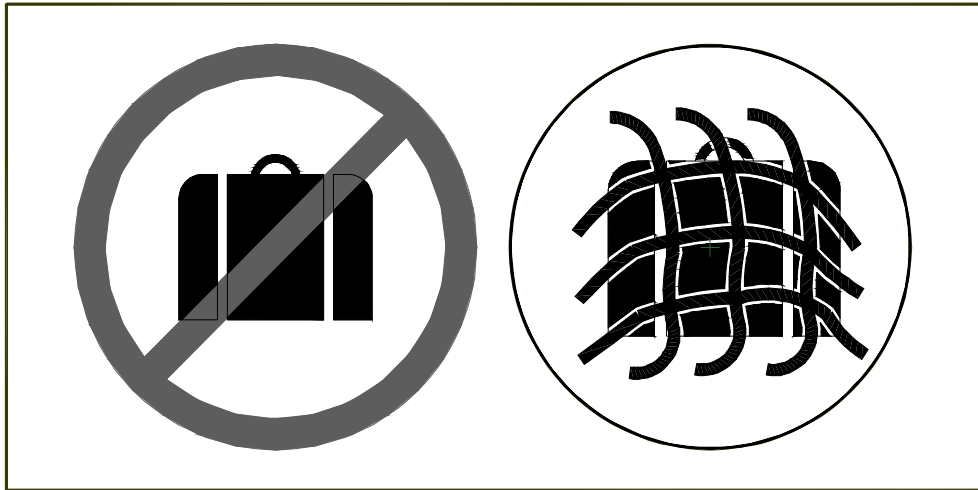


b) *Long Range Tank (if installed):*



Next to the baggage compartment:

b) Extended baggage compartment (OÄM 40-163, if installed):



Beside the door locking device (if installed):

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destrancada durante o vôo.

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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.

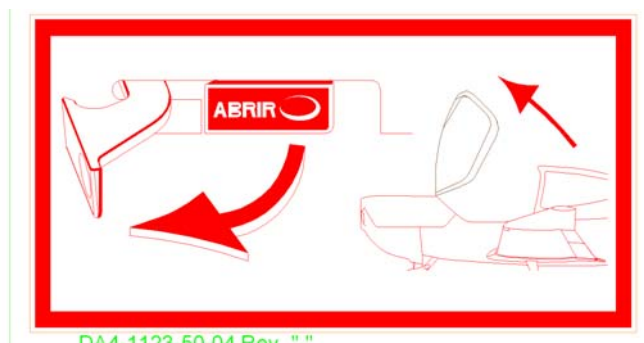
“Cooling Gap” position: A second setting allows the bolts to lock in, leaving a gap under the front canopy.

The front canopy can be blocked by a locking device (optional) 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, but not blocked with the locking device.

A window on the left hand side of the canopy can be opened for additional ventilation or as an emergency window. Some serial numbers have another window on the right hand side of the canopy.



Rear door

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

The door can be blocked by a locking device (optional) 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

The rear door must be closed and locked, but not blocked with the locking device before the engine is started.



8. AIRPLANE HANDLING, CARE AND MAINTENANCE

No change.