TEMPORARY REVISION
TR-MÄM 42-542
Landing With Gear Up Procedure

This Temporary Revision TR-MÄM 42-542 is approved in conjunction with the Mandatory Design Change Advisory MÄM 42-542 and is valid in conjunction with the latest revision of the DA 42 Airplane Flight Manual until this Temporary Revision has been incorporated into the Airplane Flight Manual.

The limitations and information contained herein either supplement or, in the case of conflict, override those in the Airplane Flight Manual or its previous Temporary Revisions.

The technical information contained in this document has been approved under the authority of DOA No. EASA.21J.052.

Doc. No.	Chapter	Affected Page
7.01.05-E	3	3-38a, 3-39a, 3-39b, 3-45a, 3-45b

Instruction

– Print this document on yellow paper (single-sided).

– Insert this cover page as the first page of the AFM.

– Insert the other page of this TR in front of the corresponding AFM page.

Affected Chapter:

3.5 ONE ENGINE INOPERATIVE PROCEDURES

The existing paragraph is amended to read:

3.5.8 GO-AROUND / BALKED LANDING WITH ONE ENGINE INOPERATIVE

CAUTION

The go-around / balked landing is not recommended to be initiated below a minimum of 800 ft above ground.

For performance data with one engine inoperative and flaps and gear UP refer to 5.3.9 - ONE ENGINE INOPERATIVE CLIMB PERFORMANCE.

Under certain combinations of ambient conditions, such as turbulence, cross wind and windshear, as well as pilot skill, the resulting climb performance may nevertheless be insufficient for a successful go-around / balked landing.

1. POWER lever . . . . . MAX / as required
2. Rudder . . . . . maintain directional control
3. Airspeed . . . . . v_{YSE} = 82 KIAS / as required
4. Landing Gear . . . . . UP / retract
5. FLAPS . . . . . UP

- Establish minimum sideslip and manoeuver for a new attempt to land. Repeat from step 1 of this section.

CONTINUED

If a positive rate of climb cannot be established:

- Land so as to keep clear of obstacles.

If time allows the following steps can reduce the risk of fire in an event of collision with obstacles after touchdown:

6. ENGINE MASTER . . . . . both OFF
7. FUEL SELECTOR . . . . . both OFF
8. FLAPS . . . . . APP or LDG, as required

NOTE

If landing is performed off airfield, depending on the surface condition it may be beneficial to land with the gear UP. Note that the energy absorbing function of the landing gear is lost in such cases.

NOTE

Extending the gear and extending the flaps to LDG will increase drag and incur a high sink rate. Only when the landing area can be reached safely, landing with flaps LDG is advisable.

9. Approach speed:
   at 1700 kg (3748 lb) . . . . . 82 KIAS (v_{REF}/FLAPS APP)
   76 KIAS (v_{REF}/FLAPS LDG)
   at 1785 kg (3935 lb) . . . . . 82 KIAS (v_{REF}/FLAPS APP)
   78 KIAS (v_{REF}/FLAPS LDG)

CONTINUED

If landing with landing gear extended:

10. LANDING GEAR . . . . . DOWN, check 3 green
11. ELECT. MASTER . . . . . OFF
12. Touch down . . . . . lowest practical speed

If landing with landing gear retracted:

10. LANDING GEAR . . . . . UP
11. Touch down . . . . . lowest practical speed

Immediately after touchdown:

12. ELECT. MASTER . . . . . OFF

NOTE

If the ELECT. MASTER is switched OFF before touchdown the landing gear will extend slowly.

END OF CHECKLIST

3.6 LANDING GEAR SYSTEM FAILURES

The existing paragraph is amended to read:

3.6.3 LANDING WITH GEAR UP

NOTE

This procedure applies if the landing gear is completely retracted.

1. Approach . . . . . with power at normal approach airspeeds and flap settings
2. POWER lever . . . . . IDLE / just before touchdown

If the time / situation allows, the following steps can help to reduce the risk of fire:

3. ENGINE MASTER . . . . . both OFF
4. FUEL SELECTOR . . . . . both OFF

Touchdown:

5. Touchdown . . . . . Contact surface with minimum airspeed
6. On ground . . . . . Maintain directional control with rudder as long as possible so as to avoid collision with obstacles

Immediately after touchdown:

7. ELECT. MASTER . . . . . OFF

CONTINUED

NOTE

If the ELECT. MASTER is switched OFF before touchdown the landing gear will extend slowly.

END OF CHECKLIST