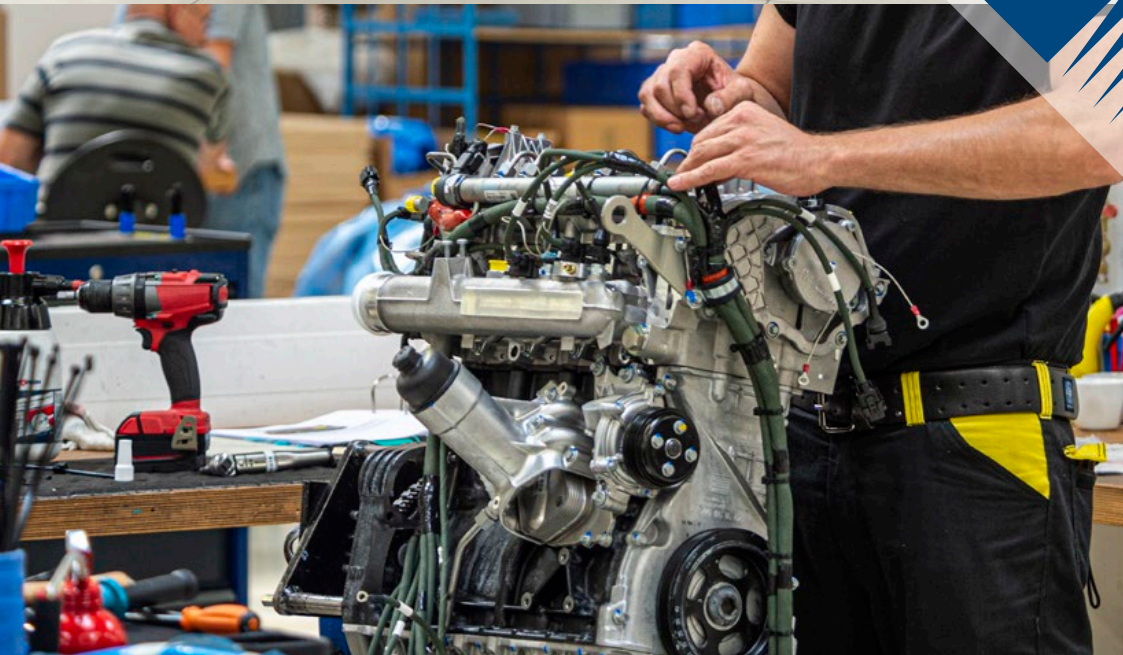


# YOUR TURNKEY FLIGHT TRAINING SOLUTION



# THE FLIGHT SCHOOL & STUDENT PERSPECTIVE



## THE FLIGHT SCHOOL PERSPECTIVE

Flying is a passion – Training is a business:



**COST** is a major driver: your aircraft are business tools. They need to meet the mission, be safe and reliable and generate the maximum possible margin.



**ENVIRONMENT:** you care about the environment. You want your aircraft to be fuel efficient and to produce less CO<sub>2</sub> and noise emissions.



**IMAGE:** you are a modern flight school and take care of your students. You want to use what the best flight schools use.



## THE STUDENT PERSPECTIVE

Your students appreciate the many benefits of flying a Diamond:



**21<sup>ST</sup> CENTURY APPEAL:** great looking state-of-the-art aircraft with comfortable interiors and the most modern avionics.



**HANDLING:** exciting performance, great visibility and easy to fly.



**SAFETY:** both pilot cadets and their families will value training aircraft with the best safety record in the industry.



# THE DIAMOND PERSPECTIVE - YOUR KEY TO SUCCESS

## LESS FUEL - MORE FLIGHT HOURS

Fuel costs have become the single largest hourly expense for many high utilization operators, exceeding even capital and insurance costs. That's why Diamond is bullish on aerodynamic efficiency and even alternative fuel powerplants. Refuel only once a day and increase operation of every of your Diamond aircraft significantly. You can operate your aircraft worldwide and most often benefit from additional cost savings through lower fuel prices for jet fuel.



**50% LESS FUEL**  
compared to  
AvGas engines



**5.2 UsGal**  
**PER HOUR**  
(60%) power  
(JET-A1 Version)



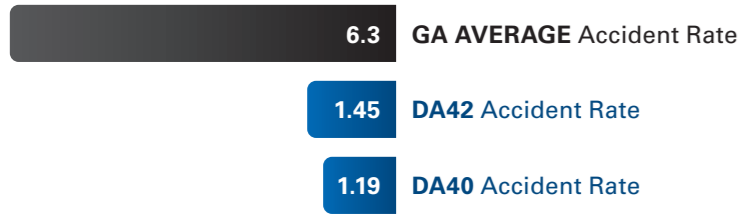
**JET-A1**  
worldwide  
operability



**REFUEL**  
only once  
a day

## NO. 1 IN SAFETY IN GENERAL AVIATION

Safety is critical to any business. When it comes to safety, positive results are what really matter most. Diamond has earned a safety record, backed by real world data, that is second to none. Our primary design goal is to build aircraft that are a pleasure to fly, yet forgiving and safe, while offering maximum protection in case of an accident. To learn more about our safety obsession visit our website at: [www.diamondaircraft.com/about-diamond/why-diamond/safety](http://www.diamondaircraft.com/about-diamond/why-diamond/safety)



Source: Aviation Consumer, January 2012

## WE CARE ABOUT THE ENVIRONMENT

Diamond and Austro Engine invested a lot of time and money to bring new engines into aviation, which are environmentally acceptable. Compared to conventional piston aircraft engines running on AvGAS, AUSTRO jet fuel engines:

- burn up to 50% less fuel at equal power
- produce significantly less exhaust emissions
- are exceptionally silent

## PROPRIETARY JET FUEL ENGINE

Innovation and industry leadership mean saying "no" to doing things the way they have been done before. With Diamond's proprietary AUSTRO jet fuel piston engines, that means no manual mixture control, no magneto ignition, no manual priming, no prop control lever, no hard starting – hot or cold, no manual runup tests, no shock cooling, no cowl flaps, no power calculations based on rpm and manifold pressure. In short, less work and zero guesswork – more efficiency in every regard.

Icons below: as of 2019



**OPERATION**  
> 2,500,000  
flight hours



**PRODUCTION**  
> 2,300 engines  
in service



**SAFE DESIGN**  
**MTBF**  
> 110,000 h



**TBR**  
1,800 h

## WE KEEP YOU FLYING

When it's flying, your aircraft generates revenue, when it's AOG, it costs money. Demonstrated reliability gives you confidence that unscheduled downtime is minimized, not only for the cost of repair, but for the lost opportunity costs. Diamond designs its aircraft with high utilization in mind. Our twins offer known ice certification, keeping your students safe and allowing you to take-off when others remain grounded.

## MODERN AVIONICS

Back in 2001, Diamond Aircraft was the first to commit to GARMIN's - then top secret - fully integrated G1000 glass cockpit. The today's G1000 NXi, similar to those used in large airliners, offers unparalleled situational awareness and flight monitoring. It meets the highest expectations regarding operator convenience and better safety.



## MODERN AIRFRAME

Made out of robust and at the same time strong glass and carbon fiber composite material, our safety cell meets high standards that are unique in our industry. The structure offers a damage tolerance of 26 G in crash tests and 10 G in flight. Diamond aircraft offer you the ultimate in durability, aerodynamic and safety compared to traditional aluminum airplanes. Our rugged airframes have an unlimited lifetime, allowing you to fly as many flight hours as you want, and guarantee a high resale price. Ductile composite materials, rather than aluminum, allow superior aerodynamically surfaces and sturdy designs. Performance and efficiency can be stylish – our airplane's ramp appeal proves it and you and your students will love it.



## FNPT II SOLUTION

Diamond's model-specific flight training devices perfectly complement your Diamond training fleet. Designed both for basic and advanced instrument, navigation and procedural training, they are perfectly suited for instruction, check flights, screening purposes and skill proficiency tests - they help you to further increase the efficiency of your training syllabus, saving time and money.



## YOUR PERFECT MARKETING TOOL: 21<sup>ST</sup> CENTURY APPEAL

Where do you see your institution in 10 years from now? Let Diamond be your competitive advantage! With Diamond Aircraft you'll be part of the future. Planes certified according to 21<sup>st</sup> century aviation standards and not according to the "old days".



# THE DIAMOND PERSPECTIVE - YOUR KEY TO SUCCESS

## FLEET COMMONALITY

Ask any successful commercial operator and they will tell you that fleet commonality simply makes business sense. Diamond offers you all the advantages of fleet commonality.



**MINIMIZED  
INSTRUCTOR  
STANDARDIZATION**



**RAPID  
STUDENT  
TRANSITION**



**REDUCED  
PARTS  
INVENTORIES**



**SOLE SOURCE  
PROVIDER**



**DIAMOND SIMULATOR  
FNPT II**



**AUSTRO ENGINE AE300  
JET-A1 PISTON ENGINE**



**GARMIN G1000 NXi  
COCKPIT**



**PILOT + MAINTENANCE  
TRAINING**

**SOLE SOURCE PROVIDER**  
Diamond got you covered: From the right aircraft and flight simulators to match any of your missions to the proprietary jet fuel engine it is fitted with, the glass cockpit to pilot training and EASA Part-147 certified maintenance training in their own ATO (Approved Training Organisation).



**MEP: DA42-VI**



**SEP: DA40 NG  
DA40 XLT**



**SEP: DA20i KATANA  
DA20 C1**

# GET THE RIGHT TOOL - CHOOSE YOUR FLEET



## Single Engine Piston (SEP)

### DA20 Series



The DA20 takes new pilots from first flight through night VFR, for less money than any other aircraft.

- Rotax or Continental engine
- Panoramic canopy providing excellent visibility during all flight maneuvers
- Lowest acquisition and operating costs in the industry
- Outstanding performance
- Utility category certification to gross weight
- Spin certified (only DA20 C1)
- Proven flight training record



G500 TXi



2 SEATS



600 LBS



>1,200 UNITS

### DA40 Series



The DA40 is an effective training platform for commercial cross-country navigation and instrument approach/landing procedures.

- Jet fuel (Austro Engine) or AvGas (Lycoming) engine
- Panoramic canopy providing excellent visibility during all flight maneuvers
- 6.5 hours flight in flight training cycle (1 pilot + 2 passengers + fully fueled aircraft, DA40 NG)
- Simple operation and easy maintenance
- Optional air-conditioning and "rough terrain landing gear" available



G1000 NXi



DESIGNED 4 FLIGHT TRAINING



4 SEATS



5.2 UsGal PER HOUR (DA40 NG)



>2,200 UNITS

## Multi Engine Piston (MEP)

### DA42-VI



The DA42 is an excellent platform for training. With its unique combination of performance and utility, the jet fuel powered aircraft is designed to make transitioning from a single engine to a twin so much easier.

- Jet fuel turbo diesel power with AUSTRO engines
- Panoramic canopy providing excellent visibility during all flight maneuvers
- 6 hours flight in flight training cycle (1 pilot + 2 passengers + fully fueled aircraft)
- Optional oxygen, de-icing and air-conditioning system
- Simple, single lever EECU controlled
- FIKI (Flight Into Known Icing)



G1000 NXi



4 SEATS



10.4 UsGal PER HOUR IN TOTAL



~1,000 UNITS

## Flight and Navigation Procedures Trainer (FNPT)

### Diamond Flight Simulators (Level 5)



Diamond's model-specific flight training devices have been developed by pilots, flight instructors and engineers to create training tools that are second to none.

- The flight dynamic model is validated with reference data from our flight test department
- Built of authentic Diamond aircraft parts, with real avionics, high-end visuals and OEM flight dynamic models
- Accurate aerodynamics, comprehensive systems replication, realistic aircraft instruments simulation, as well as sophisticated environmental and visual effects
- The only training device for the DA40/DA42 fleet available on the market that is based on an officially approved Diamond data package
- Due to the real Diamond cockpit it can be also utilised for aircraft type specific training



FOR DA40 & DA42



>140 UNITS



GLOBAL TECHNICAL SERVICES

# ADVANCED AVIONICS



LIGHTS

ON OFF

GEAR WARN MUTE INSTRUMENT FLOOD LANDING TAXI POSITION STROBE

EMERGENCY

BARO

1000

0 10 20

KTS FEET

ELT

ARMED

RESET TEST

RC200

DO NOT OPERATE SYSTEM BELOW 200 PSI

GARMIN

OE-FTF

NAV HDG

117.70 115.50 SNU 118.525 122.650 123.475 130.000

LOAN INFO

2000 1100 1000 860 700 600 1014HPA

NO DTK ENR

092°

ISA +11°C GS Dkt OAT 25°C

Map/FSL TFC Map PFD Opt CDI ADF/DME XPDR Ident Tmr/Ref Nearest Alerts

GARMIN

Map - Navigation Map

117.70 115.50 SNU GS Dkt 118.525 122.650 123.475 130.000

TRK 088° ETE

750 RPM 770

Fuel Flow 0.4 GPH 0.4

Oil Temp

Oil Press

Coolant Temp

Fuel Temp

Fuel Qty Gal

Map Opt

NO SMOKING

DE-ICE

ALTERNATE

ICE LIGHT PUMP 2

ANNUN TEST - PUMP 1

LH MAIN BUS

COM1 GPS/NAVI XPDR ENG INST

5 5 5 5

PITOT XFR PUMP DE-ICE

10 10

TAXI/HAP ACL FLOOD

5 5

RH MAIN BUS

GEAR WRN ELEV. LIMIT GEAR

5 5 5

MFD AH STALL WRN FLAP

5 3 10 5

LDS LT INST LT AV/CDU AVIONIC AV CONT.

5 5 5 3 25 2

AVIONICS BUS

AUTO PILOT DATA LINK Wx 500 ADF DME TAS

5 5 5 7% 3 2 3 3

AVIONICS BUS EYS IRIDIUM Wx RDR

PITOT HEAT

LEFT ENGINE MASTER START LEFT START RIGHT MASTER

ON OFF

ELECT. MASTER AV MASTER

LANDING GEAR GEAR/FIRE TEST

UNSAFE LEFT RIGHT

FUEL PUMPS LH ENGINE FUEL PUMPS RH ENGINE

FUEL PUMP A FUEL PUMP B

7/4 7/4 7/4 7/4

FLAPS

UP APP 133 KIAS

LH ENG ECU BUS LH RH RH ENG ECU BUS

ECU BUS ECU B ECU A ALT. LH BATT BATT ALT. RH ECU BUS ECU B ECU A

30 20 20 60 90 90 60 30 20 20

AP DISC

AP TRIM

PTT

EMERGENCY

INTERMEDIATE AIR

AP DISC

PTT

# REFERENCES FOR FLIGHT SCHOOLS AND FLEET OPERATORS

The list (status 2023) has an extract character and does not show all operators of Diamond A/C flight training products. We as well honor the numerous smaller FTOs operating Diamond Aircraft, and are proud of their success with our product.

COUNTRY	COMPANY
ALGERIA	Aviation Training School
AUSTRIA	Austrian Aviation Academy, Diamond Executive Club, JW Flightraining Graz, Watschinger Flugbetrieb
AUSTRALIA	Airways Aviation Academy, Australian International Aviation College, Australian Wings Academy, Flight Training Adelaide, Learn to Fly Melbourne
BELGIUM	CAE Global Academy, Skywings
CANADA	Diamond Flight Centre, Moncton Flight College
CHINA	Civil Aviation University Of China, Civil Aviation Flight University of China, Xinjiang Tianxiang Aviation College, Hainan Aviation Academy, Shaanxi Phoenix International Flying College, Zhiyuan General Aviation, Yunnan Energy Investment General Aviation, Long Hao General Aviation Group, China Flying Dragon General Aviation, Beijing XiangYu General Aviation, First International Aviation Academy, Anhui Sky Aviation International Flight Academy, Hebei Jianxin International Aviation Development, Bei Da Huang General Aviation, Tianshan Eagles International Flight Academy, Inner Mongolia Xiangrui International General Aviation
ETHIOPIA	Abyssinian Aviation Academy, Abyssinian Flights Services, Ethiopian Airlines
FINLAND	Aeropole Flight Training, Finnish Aviation Academy, Patria Pilot Training
FRANCE	Airways Aviation Academy, Airways Formation, Cannes Aviation, École Nationale de l'Aviation Civile (ENAC), ESMA Aviation Academy
GERMANY	Air Alliance Flight Center, European Flight Academy by Lufthansa, Airbus Flight Academy (Europe), IKON Ausbildungszentrum für die Luftfahrt, We Fly
GREECE	Egnatia Aviation
ICELAND	Keilir Aviation Academy
ISRAEL	FNA Aviation
INDIA	CAE Global Academy – NFTI Gondia, Telengana State Aviation Academy, Indira Gandhi Rashtriya Uran Akademi (IGRUA)
ITALY	Urbe Aero, Professione Volare
JAPAN	Alpha Aviation
LATVIA	Air Baltic Flight Academy
LITHUANIA	GetJet Airlines
MALAYSIA	Asia Pacific Flight Training, HM Aerospace, International Aero Training Academy (IATAC), ATAS
MALTA	Diamond Aviation
MOROCCO	Morocco Aviation Private Academy, Royal Air Maroc Academy (RAMA)

COMPANY	COUNTRY
L3Harris Airline Academy, Massey University School of Aviation	NEW ZEALAND
International Aviation College, National College of Aviation Technology (NCAT)	NIGERIA
Pilot Flight Academy	NORWAY
Oman Aviation Academy	OMAN
Copa Airlines	PANAMA
Sevenair Academy	PORTUGAL
Qatar Aeronautical College	QATAR
Higher Aviation School Ulyanovsk, St. Petersburg State University of Civil Aviation	RUSSIA
Akagera Aviation	RWANDA
Saudi Aviation Club, Saudi National Company of Aviation (Oxford Saudia)	SAUDI ARABIA
Cheongju University, Chodang University, Korean Aviation Academy	SOUTH KOREA
Centro de Estudios Superiores de la Aviación (CESDA), FTE Jerez	SPAIN
Airways Flygutbildning, Diamond Flight Academy, Scandinavian Aviation Academy, Svensk Pilotutbildning	SWEDEN
Avilu Flight Training, Flight School St. Gallen/Altenrhein, Lufthansa Aviation Training Switzerland	SWITZERLAND
Apex Flight Academy, EVA Airways Flight Academy	TAIWAN
Bangkok Aviation Academy, Civil Aviation Training Centre (CATC), International Aviation College, Nakhon Phanom University (NPU)	THAILAND
Martinair Flight Academy, KLM Flight Academy	THE NETHERLANDS
Safe Flight Academy	TUNISIA
Atlasjet – Atlantic Flight Academy, Ayjet, Turkish Airlines	TURKEY
Rotor Ukraine	UKRAINE
Emirates Flight Training Academy (EFTA), Etihad Flying College, Fujairah Avation Academy	UNITED ARAB EMIRATES
Airways Aviation Academy, Atlantic Flight Training	UNITED KINGDOM
Angel City Flyers, Angelo State University, Blue Line Aviation, CAE Global Academy, CTI Professional Flight Training, Doss Aviation, Embry Riddle Aeronautical University, EVA Airways Flight Academy, L3 Harris Aviation Academy, LIFT Academy (Republic Airways), Middle Tennessee State University, MyFlight, Phoenix East Aviation, Take Flight Aviation, United Aviate, Utah State University, Utah Valley University	USA

## EXAMPLES FOR AUTHORITIES OPERATING DIAMOND AIRCRAFT

• Australian Air Force Cadets (AAFC) • Austrian Air Force • Bangladesh Army • Bolivian Air Force • Ecuadorian Air Force • French Air Force • Indian Air Force • Nigerian Air Force • Polish Air Force • Royal Thai Air Force • Senegalese Air Force • United States Air Force Academy Training



EMBRY-RIDDLE

N306



# LISTEN TO OUR HAPPY CUSTOMERS



“We chose the modern jet fuel burning aircraft because they provide a strategic competitive advantage,” said **Trey Walters**, founder and owner of **Blue Line Aviation**. “They’re more reliable and easier to maintain than older gas engine aircraft. The airplanes start every time, there are no magneto problems, and the maintenance and fuel costs are lower. We fly 100+ hours a month per aircraft, so that has been a huge benefit for us.”



“We believe the joy of flight should be available to all, and by partnering with our local schools and others in our community, we are offering intellectually curious, aspiring aviators a world-class training program and a guaranteed, post-graduation pathway to a career at Republic,” said **Matt Koscal**, Senior Vice President, **Republic Airways Holdings**. “We look forward to building LIFT Academy, leveraging Diamond’s industry-leading technology, cost effectiveness, safety and environmental responsibility.”



**Pauls Calitis**, airBaltic SVP Flight Operations: “Our state-of-the-art Diamond Aircraft fleet is one of the success factors for the **airBaltic Pilot Academy**, which is the go-to program for aspiring Baltic pilots. Only Pilot Academy offers high calibre pilot training, which will lead to employment as an airBaltic pilot. This additional order for Diamond Aircraft supports the continued growth of our training capabilities.”



“In keeping with Embry-Riddle’s rigorous focus on aviation safety, new aircraft for our fleet were selected following an exhaustive evaluation by a team of experts on both our Prescott, Ariz., and Daytona Beach, Fla., campuses,” said **Dr. P. Barry Butler**, president of **Embry-Riddle**. “We are honored to extend our successful, long-term relationship with Diamond Aircraft Industries to replenish the Embry-Riddle fleet with DA42-VI aircraft, to provide our students with a highly effective and reliable training platform that will serve them well.”



**Matthias Lehmann**, Managing Director at **Luft-hansa Aviation Training**’s base in Rostock is happy about the new planes in his fleet: “In terms of education quality, efficiency and ecology a quantum leap for LAT’s European Flight Academy.”



CEO of **PFA**, **Frode Granlund** says: “These simulators are a part of our long-term strategy and expansion plan. We have invested highly in people and good administrative systems to be able to educate larger groups of future airline pilots. Currently, we have 150 students on the integrated pilot education and we are planning to double that number to 300 students in the next two years. We found that the simulators from Diamond Aircraft Austria are the best copy of the real aircraft, and that the pricing and support they offer is absolutely competitive.”



“Thank you, Diamond Simulation! We run a very busy schedule at CTC Training UK and both our FNPTII have performed impeccably, logging a total of 22,000 hrs of training details and delivered a 99% availability record since August 2008. To maintain this high level of usage would not be possible without the tremendous back-up facility your service advisors deliver. Diamond Simulation was the correct choice for CTC training UK.” says **CTC Aviation**’s (now **L3 Airline Academy**) Simulator Manager, **Drew Guyat**.



**Kevin J. McMurtrie**, former Chief Pilot and Chief Flying Instructor, **Australian International Aviation College**: “We are really impressed with our new Jet-A1 powered DA42-VI’s and DA40 NG’s. They are providing us with excellent reliability and are an excellent platform for our training. We expect fuel consumption reductions over our AvGas powered fleet of 32% for our single-engine aircraft and 55% for the multi-engine fleet. Well done to you guys for producing such great products.”



**Hon. Darren Chester MP** said the fleet of Diamond aircraft introduced a modern aircraft for training and would inspire young Australians to pursue a career in aviation. “I am pleased to announce the leasing of eight aircraft for exclusive use by **Australian Air Force Cadets**,” Mr Chester said. “Over the next ten years these aircraft will provide a standardised flight training platform for aspiring young airmen and women, particularly those in regional areas.”



**Oscar Sordo**, CEO of **FTEJerez**, says: “We are really excited about this. FTE has, for many years, been training pilots for some of the world’s leading airlines. We are committed to continue delivering the best future captains to the industry, and to do this we need to use best equipment. The acquisition of the latest state-of-the-art flight and simulation equipment makes good sense. The transition to a modern airline cockpit will be much easier from these glass cockpit equipped aircraft and the latest safety features that they offer.”



**Dimitris Lymperakis**, Director **Egnatia Aviation**: “[...] increase our fleet to 22 aircraft forming one of the biggest and youngest fleets of Diamond aircraft globally. Our commitment to provide the highest level of airline pilot training and at the same time significantly increase our capacity can only be achieved by teaming-up with leading partners in the market, such as Diamond Aircraft Industries. The proven efficiency and performance of Diamond aircraft was a one-way decision for us.”



**Summit Aviation** operates a fleet of Diamond DA20, DA40 and DA42 aircraft. Owner **Ben Walton** remarked “Clearly this award is a testament of our Diamond Aircraft training model, flying with some of the safest and most efficient aircraft available. We are proud of our fleet and our team of highly professional instructors.”





REPUBLIC AIRWAYS

N357FC

LIFT ACADEMY

N420A

LIFT ACADEMY

N225NG

# AIRCRAFT FACTS AND SPECIFICATIONS



## DA20i Katana

ENGINE	(BRP-Powertrain) Rotax 912 iSc3 Sport with 100 HP		125hp Continental Motors IO-240-B32B engine	
PROPELLER	MT propeller MTV-21-A/175-05, 2-blade constant speed propeller		Sensenich 2 blade fixed pitch propeller	
FUEL GRADES	AVGAS 100LL, Super EN 228		AVGAS 100LL	
MAX. CRUISE SPEED	226 km/h TAS	122 kts TAS	240 km/h TAS	130 kts TAS
STALL SPEED, LANDING CONFIGURATION	83 km/h CAS	45 kts CAS	83 km/h CAS	45 kts CAS
RATE OF CLIMB (MSL)	3.4 m/s	660 ft/min	4.7 m/s	926 ft/min
RANGE	1,302 km (55 %, 8,000 FT)	703 nm (55 %, 8,000 FT)	1,007 km (52 %, 12,000 FT)	544 nm (52 %, 12,000 FT)
FUEL CONSUMPTION	11.1 l/h (55 %, 8,000 FT)	2.9 US gal/h (55 %, 8,000 FT)	20 l/h (52 %, 12,000 FT)	5.2 US gal/h (52 %, 12,000 FT)
TAKE-OFF GROUND ROLL / TAKE OFF DISTANCE (MSL, 50 FT)	254 m / 500 m	833 ft / 1,640 ft	383 m / 500 m	1,256 ft / 1,640 ft
LANDING GROUND ROLL / LANDING DISTANCE (MSL, 50 FT)	204 m / 507 m	669 ft / 1,663 ft	201 m / 415 m	661 ft / 1,360 ft
MAX. OPERATING ALTITUDE	4,000 m	13,100 ft	4,000 m	13,100 ft
MAX. DEMONSTRATED CROSSWIND	37 km/h	20 kts	37 km/h	20 kts
LENGTH	7.15 m	23 ft 5 in	7.24 m	23 ft 9 in
HEIGHT	2.10 m	6 ft 11 in	2.16 m	7 ft 1 in
WINGSPAN	10.87 m	35 ft 8 in	10.89 m	35 ft 9 in
SEATS	2		2	
EMPTY WEIGHT	525 kg	1,158 lbs	535 kg	1,180 lbs
USEFUL LOAD	275 kg	606 lbs	265 kg	584 lbs
MAX. TAKE OFF MASS	800 kg	1,764 lbs	800 kg	1,764 lbs
USEABLE FUEL	84 l / 67.2 kg	22.2 US gal / 148.7 lbs	91 l / 65,5 kg	24 US gal / 144.4 lbs

## DA20 C1



## DA40 NG

ENGINE	Austro Engine AE300 turbocharged common-rail injected 2.0 liter diesel engine with 168 hp and EECU single lever control system		180 hp Lycoming IO-360 M1-A AVGAS Piston Engine		2 x Austro Engine AE300 turbocharged common-rail injected 2.0 liter diesel engine with 168 HP and EECU single lever control system	
PROPELLER	MT propeller MTV-6-R-/190-69 3-blade constant speed propeller		Hartzell 2 blade metal constant speed propeller. Opt. Hartzell 2 blade composite constant speed propeller. Opt. MT 3 blade constant speed propeller		2 x MT propeller MTV-6-R-C-F/CF 190-69 3-blade constant speed propeller	
FUEL GRADES	Jet A-1, Jet A, TS-1 (Russia, Ukraine), RT (Russia, Ukraine), No. 3 Jet Fuel (China), JP-8		AVGAS, 100 LL, 100, 130 LL		Jet A-1, Jet A, TS-1 (Russia, Ukraine), RT (Russia, Ukraine), No. 3 Jet Fuel (China), JP-8	
MAX. CRUISING SPEED (MCP)	285 km/h TAS (16,000 ft)	154 kts TAS (16,000 ft)	263 km/h TAS (14,000 ft)	142 kts TAS (14,000 ft)	365 km/h TAS (16,000 ft, 1,760 kg TOW)	197 kts TAS (16,000 ft, 1,760 kg TOW)
CRUISE SPEED AT 75 % (TAS)	261 km/h (16,000 ft)	141 kts (16,000 ft)	254 km/h (6,000 FT)	137 kts (6,000 FT)	326 km/h (16,000 FT)	176 kts (16,000 FT)
STALL SPEED, LANDING CONFIGURATION	107 km/h CAS	58 kts CAS	96 km/h IAS	52 kts IAS	113 km/h CAS	61 kts CAS
RATE OF CLIMB (ISA SL)	3.3 m/s	651 ft/min	4.4 m/s	910 ft/min	7.9 m/s (1,760 kg TOW)	1,550 ft/min (1,760 kg TOW)
MAX RANGE (INCL. CLIMB, NO RESERVES)	1,730 km (50%, 16,000 ft)	934 nm (50%, 16,000 ft)	1,426 km (65%, 8,000 ft)	770 nm (65%, 8,000 ft)	2,250 km (60%, 12000 ft)	1,215 nm (60%, 12000 ft)
SINGLE ENGINE SERVICE CEILING	N /A	N /A	N /A	N /A	5,486 m	18,000 ft
FUEL CONSUMPTION	19.3 l/h (60%)	5.1 US gal/h (60%)	31 lt/h (65%)	8.2 US gal/h (65%)	39.4 l/h (60%)	10.4 US gal/h (60%)
TAKE-OFF GROUND ROLL (ISA SL)	397 m	1,302 ft	305 m	1,000 ft	280 m (1,760 kg TOW)	919 ft (1,760 kg TOW)
LANDING GROUND ROLL (ISA SL)	318 m	1,043 ft	290 m	951 ft	340 m	1,115 ft
MAX. OPERATING ALTITUDE	5,000 m	16,400 ft	5,000 m	16,400 ft	5,486 m	18,000 ft
MAX. DEMONSTRATED CROSSWIND	46 km/h	25 kts	37 km/h	20 kts	46 km/h	25 kts
LENGTH	8.06 m	26 ft 5 in	8.06 m	26 ft 5 in	8.56 m	28 ft 1 in
HEIGHT	1.97 m	6 ft 6 in	1.97 m	6 ft 6 in	2.49 m	8 ft 1 in
WINGSPAN	11.63 m	38 ft 2 in	11.63 m	38 ft 3 in	13.55 m	44 ft 4 in
SEATS	4		4		4	
EMPTY WEIGHT (WITHOUT OPTIONS)	903 kg	1,991 lbs	792 kg	1,746 lbs	1,410 kg	3,109 lbs
USEFUL LOAD	407 kg	897 lbs	408 kg	900 lbs	589 kg	1,299 lbs
MAX. TAKE OFF MASS	1,310 kg	2,888 lbs	1,200 kg	2,646 lbs	1,999 kg	4,407 lbs
FUEL CAPACITY TOTAL	147.6 l / 118 kg	39 US gal / 260 lbs	189 l / 136 kg	50 US gal / 301 lbs	289 l / 231 kg	76.4 US gal / 512 lbs
MAIN TANK	106 l / 84 kg	28 US gal / 185 lbs	-	-	189 l / 151 kg	50.0 US gal / 335 lbs
AUXILIARY TANK	41.5 l / 34 kg	11 US gal / 75 lbs	-	-	100 l / 80 kg	26.4 US gal / 177 lbs

Specifications apply to standard equipped aircraft, if not otherwise stated. The above data are approximately specifications and may change without notice.

WELCOME TO THE DIAMOND FAMILY



# AVIATION AS UNIQUE AS YOU ARE



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Xinchang County, Zhejiang Province, P. R. China

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#WeFlyDiamondAircraft



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