

TEMPORARY REVISION

TR 10-01

Entering and Exiting the Airplane

This Temporary Revision TR 10-01 is approved and is valid in conjunction with the latest revision of the DA20/100 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.

Doc. No.	Section	Affected Pages
DA202-100, Rev. 5	Chapter 0	Page 0-6
DA202-100, Rev. 5	Chapter 4	Page 4-9
DA202-100, Rev. 5	Chapter 7	Page 7-9

Instructions

- Print this document on white paper (single-sided).
- Copy on yellow paper (single-sided) at a reduced size of 72% to get the correct size for the AFM.
- Cut the paper to 6" wide by 8.5" and punch the holes on the left side of each page.
- Insert this cover page as the first page of the AFM.
- Insert the other pages of this Temporary Revision in front of the corresponding AFM pages.

Reason for Issue

Cautions have been added to make sure that the canopy is closed and locked before starting the engine and while the engine is running.

Doc # DA202-100 TR 10-01	February 17, 2010	Cover Page DOT Approved
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RECORD OF REVISIONS

Revisions to this manual, with the exception of actual weighing data, are recorded in the following table. Revisions of approved sections must be endorsed by the responsible airworthiness authority. The new or amended text will be indicated by a bold black vertical line in the left hand margin of a revised page. Revision No. and reference will be shown on the bottom left hand corner of the page. The airplane may only be operated if the Flight Manual is up to date.

Rev. No	Affected Pages	Approved	
		Date	Name
Issue 1	All	June 19, 2000	W. Jupp Chief, Flight Test For Director, Aircraft Certification Transport Canada
Revision 1	0-4, 0-5, 0-6, 1-9, 2-6, 3-2, 3-13, 5-7, 5-10, 5-11, 5-12, 5-13, 6-8, 6-9, 6-10.	January 2, 2001	W. Jupp Chief, Flight Test For Director, Aircraft Certification Transport Canada
Revision 2	0-4, 0-5, 0-6, 6-8.	March 9, 2001	W. Jupp Chief, Flight Test For Director, Aircraft Certification Transport Canada
Revision 3	0-4, 0-5, 0-6, 0-9, 1-7, 2-5, 2-7, 2-9, 2-15, 3-1, 5-12, 6-10, 7-12	November 18, 2003	W. Jupp Chief, Flight Test For Director, Aircraft Certification Transport Canada
Revision 4	0-4, 0-5, 0-6, 5-1, 5-7, 5-8, 5-9, 5-10, 5-11, 5-12, 5-13, 5-14, 5-15	March 19, 2004	M. Brulotte Chief, Flight Test For Director, Aircraft Certification Transport Canada
Revision 5	0-4, 0-6, 1-8, 2-15	22 August 2006	M. Brulotte Chief, Flight Test For Director, Aircraft Certification Transport Canada
TR# 10-01	0-6, 4-9, 7-9.	February 17, 2010 23	<i>Jim Martin for</i> Chief, Flight Test For Director, National Aircraft Certification TRANSPORT CANADA

4.4. NORMAL OPERATION CHECKLIST**4.4.2. Before Starting Engine****CAUTION**

Before starting the engine, the canopy must be closed and locked. The red handles must be moved fully forward.

After starting the engine the canopy must be closed and locked and stay closed and locked until the engine is shut down.

During engine operation it is prohibited to enter or exit the airplane.

1.	Preflight Inspection	performed
2.	Pedals	adjust, lock
3.	Passenger Briefing	performed
4.	Safety Belts	fasten
5.	Parking Brake	set
6.	Controls	free
7.	Fuel Shut-off Valve	OPEN
8.	Carburetor Heat	OFF
9.	Throttle	IDLE
10.	Propeller Speed Control Lever	max. RPM
11.	Friction Device of Throttle Quadrant	adjust
12.	Avionics Master Switch	OFF
13.	Master Switch (Battery/Generator)	ON
14.	Generator Warning Light	illuminated
15.	Fuel Pressure Warning Light	illuminated
16.	Exterior Lights	as required
17.	Instrument Panel Lighting	as required
18.	Canopy	Close and Secure
19.	Canopy Locking Warning Light	OFF

NOTE

Under certain circumstances, activation of the fuel pressure warning light might take as long as 10 minutes after shutting down the engine or switching off the electric fuel pump.

7.8. CANOPY

Locking:

The canopy is closed by pulling down on the forward handles on the canopy frame. Locking the canopy is accomplished by pushing forward on the two locking handles on the left and right side of the frame.

CAUTION

Before starting the engine, the canopy must be closed and locked. The red handles must be moved fully forward.

After starting the engine the canopy must be CLOSED AND LOCKED and stay closed and locked until the engine is shut down.

During engine operation it is prohibited to enter or exit the airplane.

To lock: Push both LH and RH locking handles forward.

To unlock: Pull both LH and RH locking handles backwards.

A canopy locking warning light, located in the upper center section of the instrument panel, indicates the status of the canopy's locking mechanism. If the canopy locking warning light is illuminated, the canopy is not locked properly.

In an emergency situation, the canopy can be opened from the outside LH side, by sliding the locking handle backward and pulling the emergency release lever forward to a stop and lifting up.

NOTE

The Master Switch must be ON for the Canopy Locking Warning Light to be operational.