DA40 FOUR SEAT VERSATILITY

Whether you are a new aviator looking for the perfect first airplane, an experienced IFR pilot with discerning tastes or a forward-thinking flight school, the DA40 is the smart choice. The durable composite airframe, ultra low fuel burn and superb handling make the DA40 a great airplane for travel, leaseback, and training alike.

DA40 AT A GLANCE:
▪ 4 seats / big baggage space
▪ Superb visibility
▪ Durable Composite Airframe
▪ Superior Stability and Control
▪ Garmin G1000 NXi
▪ Super low fuel burn Jetfuel turbocharged
▪ AE300 Engine or Lycoming IO360M1A

DA40 NG KEYFACTS:
- Consumption at 60%: 19.3 lt/h or 5.1 gal/h
- Max. Speed: 285 km/h or 154 kts
- Max. Altitude: 5,000m or 16,400 ft
- Useful Load: 407 kg or 897 lbs
- Gross Weight: 1,430 kg or 3,140 lbs
- Wingspan: 11.98 m or 39 ft 2 in
- Length: 8.25 m or 26 ft 11 in
- Height: 2.74 m or 8 ft 10 in
- Empty Weight: 770 kg or 1,693 lbs
- T-O Weight: 1,430 kg or 3,140 lbs
- Climb Rate: 215 m/min or 707 ft/min
- Range: 1,000 km or 621 miles
- Cruise Speed: 185 km/h or 115 mph
- Takeoff Dist: 400 ft
- Landing Dist: 700 ft
- Fuel Capacity: 60 gal or 227 liters
- Fuel Burn: 29.3 gal/h or 110.7 kg/h

DA40 XLT KEYFACTS:
- Consumption at 65%: 31 lt/h or 8.2 gal/h
- Max. Speed: 263 km/h or 142 kts
- Max. Altitude: 5,000m or 16,400 ft
- Useful Load: 408 kg or 900 lbs
- Gross Weight: 1,463 kg or 3,225 lbs
- Wingspan: 11.98 m or 39 ft 3 in
- Length: 8.17 m or 26 ft 9 in
- Height: 2.74 m or 8 ft 10 in
- Empty Weight: 798 kg or 1,759 lbs
- T-O Weight: 1,463 kg or 3,225 lbs
- Climb Rate: 315 m/min or 1,033 ft/min
- Range: 900 km or 560 miles
- Cruise Speed: 200 km/h or 124 mph
- Takeoff Dist: 450 ft
- Landing Dist: 720 ft
- Fuel Capacity: 60 gal or 227 liters
- Fuel Burn: 31.5 gal/h or 135.3 kg/h

“Taking delivery of a brand new DA40 NG was a dream come true. I have been the happy owner of a DA42 and had long wanted to add a sister single engine plane alongside the twin - for my owner-run rental business. I took the plunge and ordered the DA40 NG. She is beautifully designed, and has a character that shines through as you warm her up, playfully waiting to launch herself into the world. This plane soars rather than just takes off. In her short time in the UK, she has been all over Europe, including down as far as Portugal, and has won many fans.”

Sue Bell, DA40 NG and DA42 owner, UK
DESIGNED FOR ROUGH CONDITIONS

You want to explore the great outdoors or are a flight school surrounded by rough terrain and don’t want to miss all the benefits of a modern aircraft with an impressive performance and range? Then the DA40 Tundra Star is your choice. The aircraft is equipped with a beefed-up landing gear and oversized tires. The all-new tricycle landing gear is able to withstand high stress of landings, enduring holes, ruts, and other irregularities. This makes the airplane very easy to handle on the ground. Furthermore, the AE300 jet fuel engine can use a range of different fuels, from Jet A-1, Jet A, and TC-1 to PT, giving you greater deployment flexibility.

ROUGH TERRAIN LANDING GEAR

Made out of proven light-weight and solid composite material and powered with a 168 hp state-of-the-art AE300 jet fuel engine from Austro Engine, the DA40 Tundra Star is equipped with all the advantages you love in its sister aircraft DA40 NG. But equipped with a special rough terrain landing gear you can explore all the uneven strips and terrains you ever wanted to. Bigger wheels on the main and nose landing gears, an improved wheel base, new rims, as well as special reinforcements and tougher structures give you the safety to land almost anywhere.

A NEW GENERATION

The DA40 NG is on all round practical and versatile multiuse four seat airplanes for the 21st century. Combining the best qualities of its venerable predecessors, the DA40 NG does it all, with a modern twist. Personal flying, instruction, cross country transportation, the DA40 NG offers a unique blend of practicability, performance, value and operating economy.

PROPULSION

The turbocharged 168 HP Austro AE300 jet fuel piston engine powers the DA40 NG, with technology not available in any other aircraft in class. It starts easily under all conditions, hot and cold alike, uses less than 8.5 gph at maximum continuous power and only 5.5 gph in a typical flight training environment, while delivering excellent cruise performance and slightly climbs, thanks to turbocharging that maintains full power to 14,000’. It is turbulence smooth, quiet and the most fuel efficient way to fly. The single power lever and redundant digital engine control offer ultimate reliability and ease of operation. It is as simple as it gets and lets you focus on flying.

The DA40 NG is the ultimate development of this popular single, incorporating the experience gained in several million hours of operation and years of service under the harshest of conditions. Its defining feature, the turbocharged AE300 jetfuel piston engine, elevates the DA40 NG to a new level. While the industry standard for solutions to replace leaded AVGAS 100LL, Diamond’s DA40 NG sidesteps the tax on use of the most widely used aviation fuel JetA. It only uses JetA-1. The engine is also lower cost, available globally, and less flammable than gasoline. Best of all, the DA40 NG, with its Austro AE300 turbocharged engine and aerodynamically efficient design, uses far less fuel than any comparable airplane.

Private owners will delight in the performance, handling, high quality finish, luxurious interior, thoughtful details and comfort features that make the DA40 NG a pleasure to fly. Commercial operators and leased operators will appreciate the ramp appeal, the reliability and the low overall Lifecycle cost.

DA40 TUNDRA STAR

“...the cabin is fairly comfortable and is equipped with the communication system between the passengers and the pilot what is essential for the trace adjust during the flight. Modern navigational aids and autopilot enable the crew to maintain the heading and the height, to make modifications during the flight. The airplane DA40 is constructed in such a way that the minimum flying speed makes about 170 km/h, which is considered to be a comparatively high criteria under the conditions of Yakutia. To our minds the aircraft can be successfully implemented to carry out the aerial survey of DSO under the conditions of the vast tundra.”

Director, E.F. Antonsen
The fuel injected normally aspirated Lycoming IO360M1A is the most advanced development of the long serving Lycoming 180 hp O/IO360 family. Installed in the DA40, the 180hp engine drives a choice of composite and metal constant speed 2 blade propellers by Hartzell or a 3 blade propeller by MT, offering each customer the choice of maximum performance, durability and value.

The Lycoming IO360, delivers smooth and refined performance, has amassed millions of flight hours in high utilization operations worldwide, is familiar to A&P’s everywhere and consistently reaches TBO and beyond.

The DA40 XLT is the ultimate development of this popular single, incorporating the experience gained in several million hours of operation and years of service under the harshest of conditions. While it cannot match the absolute fuel efficiency and economy of its Austro powered stablemates, the DA40 XLT’s aerodynamically efficient airframe extracts a level of performance out of its 180hp Lycoming engine, normally associated with higher horsepower.

“I sat in a lot of planes before making my decision. My DA40 feels a lot like a European sports car. When you sit in a Porsche and you touch or reach for something, it’s so well designed that it feels like someone really paid attention to all the details, right down to the font used on the speedometer. I felt as though my Diamond is like that – a talented team really put a lot of thought into it. They started with a new idea, and each piece feels well considered and thought out.”

Colin Summers, DA40 Owner, California
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.

**UNMATCHED SAFETY RECORD**

The DA40’s industry-leading safety record is the result of Diamond’s commitment to protecting occupants with a vast array of both active and passive safety features. Active safety features include stable handling at low speeds, short take-off and landing distances, superior visibility and state-of-the-art avionics. Passive safety features such as aluminum fuel cells protected by the DA40’s dual carbon fiber spars, help prevent post-impact fires, a 26G rated safety cell cockpit and a host of other built-in features help keep you safe should the unexpected happen. As a result, the DA40 line tops the general aviation list with both the lowest overall and fatal rates (Source: Aviation Consumer January 2012).

**GARMIN G1000 NXI AND GFC700 AUTOPILOT**

Once you fly the Garmin G1000 NXi cockpit and its optionally integrated Garmin GFC700 digital autopilot on the DA40 NG, you will not want to fly anything else. The Garmin G1000 NXi glass cockpit is the definite industry standard and equivalent to the avionics used in modern Airline cockpits, a tremendous benefit for Flight Training Schools as it eases the transition of pilots from trainer aircraft cockpits to the modern airline environment.

The Garmin GFC700 digital autopilot is significantly more precise than analog systems - a pilot’s dream. More integration, more functionality, more precision, better reliability – it all adds up to reduced pilot workload and better safety.
LESS FUEL - MORE FLIGHT HOURS
Diamond aircraft burn up to 50% less fuel due to aerodynamic efficiency and fuel-saving jet engine technology. You can benefit from additional cost savings through lower fuel prices for jet fuel.

NO. 1 IN SAFETY IN GENERAL AVIATION
Safety is critical to any business. Diamond has earned a safety record, backed by real world data, that is second to none. To learn more about our safety obsession visit our website at: www.diamondaircraft.com/about-diamond/why-diamond/safety

WE CARE ABOUT THE ENVIRONMENT
Diamond and Austro Engine have invested a lot of time and money to bring new engines into aviation, which are environmentally acceptable, fuel-saving and exceptionally silent.

PROPRIETARY JET FUEL ENGINE
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 check cooling, no cowls, no power calculations based on rpm and manifold pressure. More efficiency in every regard.

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.

MODERN AIRFRAME
Made out of robust and strong glass and carbon fiber composite material, our safety cell meets high standards that are unique in our industry. Our rugged airframes have an unlimited lifetime and guarantee a high resale price.

YOUR PERFECT MARKETING TOOL: 21ST CENTURY APPEAL
With Diamond Aircraft you’ll be part of the future. Planes certified according to 21st century aviation standards and not according to the “old days”.

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).
EXTERIOR STYLING

Choose any striping colour and design you wish or let it fit your company branding.

Color combination 1
Color combination 2
Color combination 3

Light Blue
Cobalt Blue
Opal Red
Silver
Diamond
Diamond
Diamond

Carmin Red
Light Onyx
Springtime Green
Light Onyx
Silver

EXTERIOR STYLING: TWISTER

EXTERIOR STYLING: WAVE

EXTERIOR STYLING: STRIPES

CUSTOMIZED EXTERIOR STYLING
Diamond Aircraft is able to provide the ideal custom-made solutions for exterior films.

Choose any striping colour and design you wish or let it fit your company branding.
INTERIOR DESIGN

HIGH STANDARD / GREY-BROWN

INTERIOR MATERIAL: SEATS
- Genuine leather
- Functional leather

INTERIOR MATERIAL: LINING
- Ceiling
- Carpet

INTERIOR PAINT
- Ultra light interior materials
- Hand made, high-quality upholstering
- Climate-controlled seats
- Flame resistant interior materials
- Optional: Comfort through stageless adjustable seats

Make the DA40 360° Tour:
http://vrcloud.com/ar1887
With more than 2,450 Diamond DA40's in worldwide service today, a big number in high utilisation commercial operations, the DA40 fleet is proving its durability and safety, day in and day out, every day.
The above data are approximately specifications and may change without notice. Range calculation does not consider additional fuel consumption for taxi, take-off, climbs, descend or reserve.
## POWER PLANT

<table>
<thead>
<tr>
<th>Engine</th>
<th>Austro Engine AE 360 turbocharged common-rail injected 2.0 liter diesel engine with 168 HP and EECU single lever control system</th>
</tr>
</thead>
<tbody>
<tr>
<td>Propeller</td>
<td>MT propeller MT6V-6-R/150-6B 3-blade constant speed propeller</td>
</tr>
<tr>
<td>Fuel grades</td>
<td>Jet A-1, Jet A, TS-1 (Russia, Ukraine), RT (Russia, Ukraine), No. 3 Jet Fuel (China), JP-8</td>
</tr>
</tbody>
</table>

## DIMENSIONS / MASS / LOADING

<table>
<thead>
<tr>
<th>Length</th>
<th>26 ft 5 in</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height</td>
<td>6 ft 6 in</td>
</tr>
<tr>
<td>Wingspan</td>
<td>38 ft 2 in</td>
</tr>
<tr>
<td>Seats</td>
<td>4</td>
</tr>
<tr>
<td>Empty weight without options</td>
<td>1,591 lbs</td>
</tr>
<tr>
<td>Max. useful load</td>
<td>937 lb</td>
</tr>
<tr>
<td>Max. take-off mass</td>
<td>2,888 lb</td>
</tr>
<tr>
<td>Fuel capacity total (usable fuel)</td>
<td>39 US gal / 100 lbs</td>
</tr>
<tr>
<td>Fuel capacity main tank</td>
<td>28 US gal / 79 lbs</td>
</tr>
<tr>
<td>Fuel capacity auxiliary tank</td>
<td>41 US gal / 185 lbs</td>
</tr>
</tbody>
</table>

## PERFORMANCE (MTOM, ISA)

| Max. cruise speed (16,000 ft, MCP) | 154 kts TAS |
| Cruise speed at 60% (14,000 ft)   | 124 kts TAS |
| Stall speed, landing configuration | 58 kts CAS |
| Max. rate of climb (MSL)           | 651 ft/min |
| Max. range (95,180 PWR) incl. climb, no reserves | 934 nm |
| Fuel consumption at 60%           | 5.1 US gal/hr |
| Take-off performance (MSL, ground roll / take-off obstacle) | 1,935 ft / 1,302 ft |
| Landing performance (MSL, ground roll / landing distance) | 2,132 ft / 1,043 ft |
| Max. operating altitude           | 16,400 ft  |
| Max. demonstrated crosswind       | 25 kts     |

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

Engine
Lycoming IO-360 M1-A AVGAS Piston Engine with 180 HP

Propeller
Hartzell 2-blade metal constant speed propeller
or Hartzell 2 blade composite constant speed propeller
or MT 3-blade constant speed propeller

Fuel grades
AVGAS / 100LL / 100 / 130LL

DIMENSIONS / MASS / LOADING

Length
8.01 m / 26 ft 3 in

Height
1.97 m / 6 ft 6 in

Wingspan
11.94 m / 39 ft 2 in

Seats
4

Empty weight without options
792 kg / 1,746 lbs

Max. useful load
408 kg / 900 lbs

Max. take-off mass
1,200 kg / 2,646 lbs

Fuel capacity total (usable fuel) with long range tanks
189 lt / 136 kg / 50 US gal / 301 lbs

PERFORMANCE (MTOM, ISA)

Max. cruise speed (MSL, MCP)
263 km/h TAS / 142 kts TAS

Cruise speed at 75% (6,000 ft)
254 km/h TAS / 137 kts TAS

Stall speed, landing configuration
96 km/h IAS / 52 kts IAS

Rate of climb (MSL)
4.6 m/s / 789 ft/min

Max. range (10,000 ft, 55% PWR, best eco) no climb, no reserves
1,569 km / 847 nm

Fuel consumption at 65% (6,000 ft)
31 lt/hr / 8.2 US gal/hr

Take-off performance (MSL, ground roll / take-off obstacle)
305 m / 450 m / 1,000 ft / 1,476 ft

Landing performance (MSL, ground roll / landing distance)
290 m / 620 m / 951 ft / 2,033 ft

Max. operating altitude
5,000 m / 16,400 ft

Max. demonstrated crosswind
37 km/h / 20 kts

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