

# DA62 THE ULTIMATE FLYING MACHINE

 **Diamond**  
AIRCRAFT





# TRAVEL THE 21<sup>ST</sup> CENTURY WAY



## MORE OF THE BEST

The all new DA62 fills the gap between high performance single pistons and entry level turboprops. With a spacious cabin, offering optional three row seven passenger seating, excellent payload and exceptionally low fuel burn, the DA62 is best described as a flying luxury SUV.

The DA62 represents the ultimate development of Diamond's piston aircraft line, incorporating decades of experience in certified composite airplane construction, safety, jet fuel piston powerplants and advanced avionics integration.

The DA62 will impress pilots looking for more seats and utility, as well as charter operators and corporate flight departments wanting to complement their larger aircraft with a low cost alternative for shorter trips.



## AT A GLANCE:

- 7 seats, three-row seating
- Excellent cabin access
- Luxurious leather interior
- G1000 NXi, GFC700 3-axis & yaw damper
- Twin 180hp jet fuel AE330 engines
- High fuel efficiency
- Superb performance in all phases of flight
- TKS known ice protection (FIKI)



## DA62 KEYFACTS:



Consumption at 60%  
44.7 lt/h or 11.8 gal/h



Max. Speed  
356 km/h or 192 kts



Max. Altitude  
6,096 m or 20,000 ft



Useful Load  
702 kg or 1,545 lbs



*„Standing out on the ramp at Diamond's base at Wiener Neustadt in Austria, the DA62 looks exactly what it is – a 21st Century aircraft.“*

[www.pilotweb.aero](http://www.pilotweb.aero)



## SPACIOUS LUXURY MEETS HIGH TECH



### SPACIOUS INTERIOR DESIGN

The DA62 spoils pilots and passengers alike, with an extra-large cabin, generous and adjustable front seats, a 60/40 split folding three seat second row bench and optional folding two seat third row bench.

Comfortable access for all on board is assured through the two forward gull wing doors and the huge rear door that provides access to all rear seats. Baggage is stowed in the generous nose compartments and cabin, offering maximum loading flexibility for any mission.



### CARBON DESIGN

The sleek all carbon composite airframe incorporates advanced aerodynamics with the latest in passive safety technology for high performance, great efficiency and superior occupant protection.

The composite airframe is durable, easily maintained and will keep looking great for many years to come.



### FIRST CLASS CABIN

Luxury features abound throughout, including premium interiors in several styles, colors and materials, all LED interior lighting, optional electric air conditioning and more.



*“Even at a glance you can see that the standard of finish is extremely high, while the elegant, flowing lines are extremely attractive.”*

[www.pilotweb.de](http://www.pilotweb.de)



# ADVANCED AVIONICS



OE-SSB

LIGHTS

ON OFF ON OFF

LANDING TAXI POSITION STROBE

Garmin G1000 Primary Flight Display (PFD)

DIS NM BRG 122.650 118.525 1C  
02 116.20 110.40 118.525 122.650 2M

LOAN INFO

3500 1100 1000 800 700 600

40 30 20 10 5 5 4 3 2 1

GPS NO DTK ENR  
TAS 89 HDG 273° 272°  
NO WIND DATA

DME NAV 1 115.50 2.2 NM  
LOAN M

ISA +2°C GS 0kt OAT 15°C 02.3° SNU NAV 1  
XPDR 7000 ALT TWR 0:00:00 UTC 06:10:43

Map/HSI TFC Map PFD Opt OBS CDI ADF/DME XPDR Ident Trk/Ref Nearest Alerts

Garmin G1000 Multi-Function Display (MFD) - Navigation Map

TRK 285° BRG 122.650 118.525 1C  
02 116.20 110.40 118.525 122.650 2M

Map - Navigation Map

100 80 60 40 20  
2 Load % 2  
3000 2400 1800 1200 600  
700 RPM 700  
Fuel Flow 0.4 GPH 0.4  
Oil Temp  
Oil Press  
Coolant Temp  
Fuel Temp  
Fuel Qty Gal  
18 Aux Fuel 18

Map Opt Detail All Charts Check/Ret

Garmin G1000 Multi-Function Display (MFD) - Engine/Status

COM1 COM2 COM3 COM4  
COM1 MIC COM2 MIC COM3 MIC COM4 MIC  
PA SPKR MUTE HI SELV DME NAV1 ADF NAV2 AUX MAN SQ PLAY  
PILOT COPILOT  
ES SOLUTION PILOT PASS  
PUSH CRSH DISPLAY BACKUP

NAV INSTRUMENT LIGHT FLOOD LIGHT

NAV HDG HDG SYNC

AP YD FD HDG NAV APR ALT VVV VS NOSE UP FLC NOSE DN

ALT

Garmin G1000 Control Display Unit (CDU)

LH MAIN BUS: COM 1, GPS/NAV 1, XPDR, ENG INST, PITOT, DE-ICE

RH MAIN BUS: PFD, ADC, AHR5, TAXI/MAP, GEAR, GEAR, AUX PUMPS

AVIONICS BUS: MFD, SAM, STALL WRN, FLAP, LDG LT, NAV LT, AV/EDU

LH ENGINE: VOTER ECU A, ECU B, ALTERNATOR

RH ENGINE: VOTER ECU A, ECU B, FUEL PUMP A, FUEL PUMP B

IRIDIUM, EVS

Master Battery Disconnect (MCDU) and Landing Gear Controls

FRONT BACK LH PEDAL ADJUSTMENT LH FUEL PUMPS MASTER LEFT ENGINE START LEFT START RIGHT RIGHT ENGINE MASTER RH FUEL PUMPS ELECT MASTER AV MASTER PITOT HEAT LANDING GEAR GEAR/FIRE TEST NOSE UNSAFE LEFT RIGHT UP

FLAPS: UP 136 KIAS, T/O 136 KIAS, LDG 113 KIAS

ELT: ON, ARMED, RESET TEST

LH ENG ECU BUS: 30, 20, 20

LH BATT: 60, 90

RH BATT: 90, 60

RH ENG ECU BUS: 30, 20, 20

FRONT BACK RH PEDAL ADJUSTMENT

This airplane may only be operated in accordance with the Airplane Flight Manual in the "Normal" category in restricted conditions. Provided that national operational requirements are met and the appropriate equipment is installed and operational, this airplane is approved for the following kinds of operation: day VFR, night VFR and IFR. All symbolic maneuvers including spinning are prohibited. For further operational limitations refer to the Airplane Flight Manual.

Operating maneuvering speed:  
V<sub>0</sub> = 131 KIAS (above 1800 kg / 4189 lb)  
V<sub>0</sub> = 128 KIAS (above 1800 kg / 3968 lb to 1900 kg / 4189 lb)  
V<sub>0</sub> = 120 KIAS (up to 1800 kg / 3968 lb)

Rudder Trim Control

R L

rudder trim



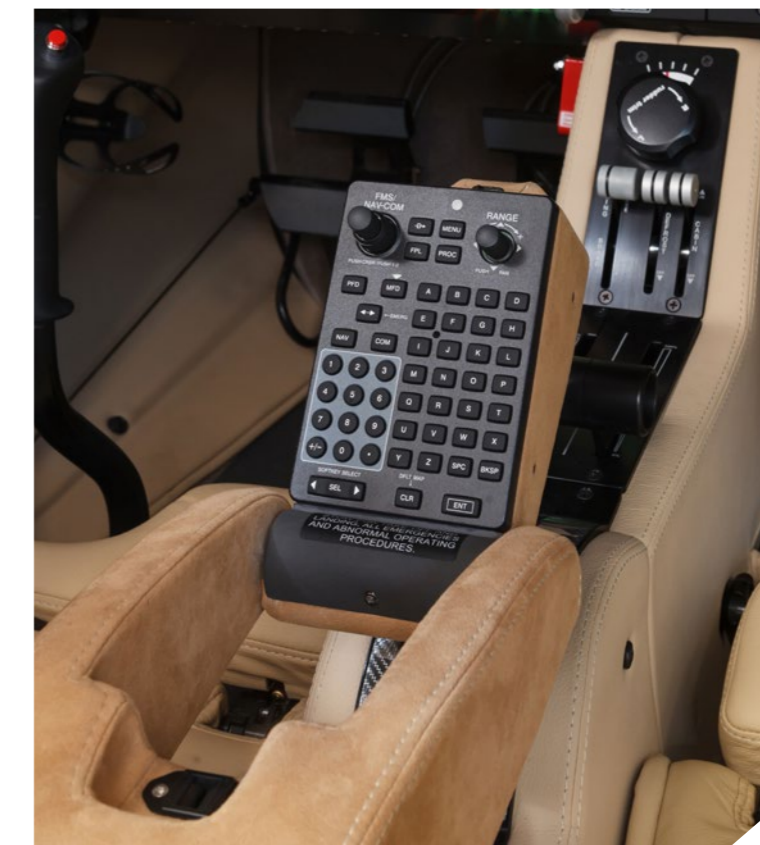


**TOP-NOTCH AVIONICS**

The fully integrated Garmin G1000NXi flight deck with standard 3-axis GFC700 Automated Flight Control System and yaw damper and Electronic Stability and Protection, is complemented by a long list of avionics options to perfectly suit your mission. Integrated weather radar, normally available only on much more expensive aircraft, is available as are Traffic Alerting, Synthetic Vision, and much more. The Line Replaceable Units (LRU's) are located in a dedicated and externally accessible forward avionics bay, for ease of maintenance and trouble shooting.

**EASY PROGRAMMING**

The Garmin GCU 476 alphanumeric keypad is an available option in the DA62. It makes programming the G1000 NXi easier than ever!



*„The Diamond DA62 is a perfect platform for our use. We fly 300-400 hrs a year - to short grass airstrip like Manchester Barton and Wickenby which is only 520m and to major international airport like Luton and London Stansted Airport. The benefit of this is the airplane's capability of high speed on the approach, no slowing down the commercial traffic behind us. The landing is as easy as it can be with its trailing link undercarriage and larger tyres and feathering props. It's a superb aircraft for private or commercial for either day or night VFR or IFR.“*

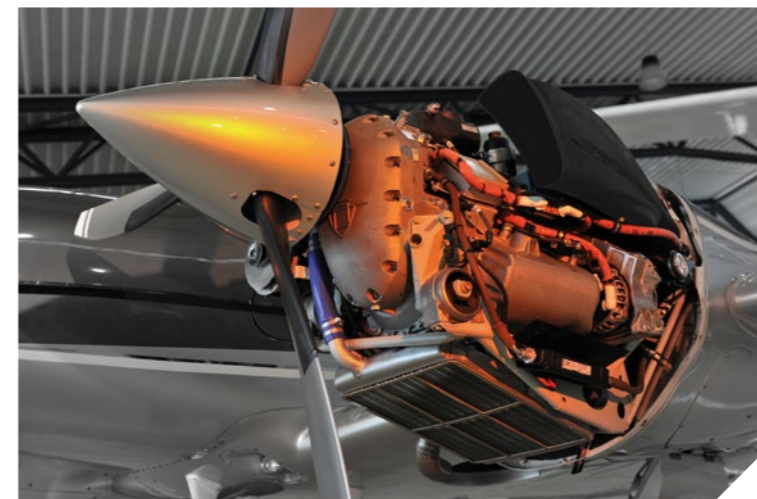
**Steven Viner, Chief Pilot,  
Morson International, UK**





**JET-FUEL POWER**

The turbocharged Austro AE330 jet fuel piston engines perfectly match the DA62's aerodynamically efficient airframe, burning only 17.1 gph, combined, at a high speed cruise of 192 ktas, and little as 9 gph at max endurance speed.



**PROPELLERS**

The 3 blade MT hydraulic constant speed propellers feature advanced blade geometry for efficient performance, smoothness and low noise. They are automatically controlled by each engine's digital engine control through conventional hydraulic governors. Feathering is as simple as flipping a single switch.



**CONTROL**

Control is jet-engine simple, with each engine / propeller combination controlled by a single power lever and power settings displayed in % power. Simplified power control means that you can focus on more important things – and that is not just more convenient, but safer too.



*„A case can be made that the twin-diesel DA62 from Austria's Diamond Aircraft represents a new pinnacle in piston aircraft design. Its long list of positive attributes includes superb efficiency, quality construction, technological sophistication and aesthetic appeal from every angle. With so much going for it, there's little question this is an airplane that belongs on the shortlist of the greatest light twins ever. In a word, it's a winner.“*

[www.flyingmag.com](http://www.flyingmag.com)



# SALES UNITS



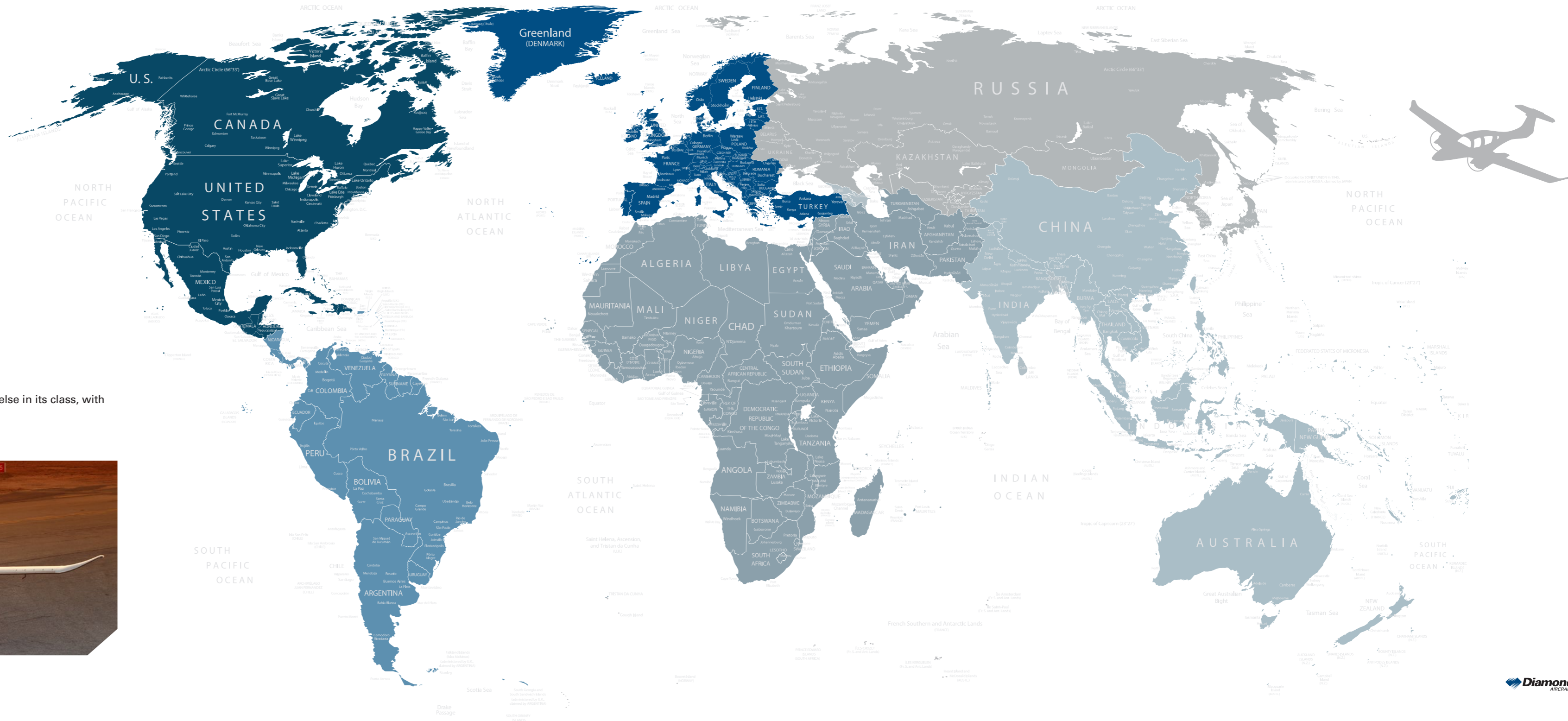
## DA62 in global operation

(Year 2016-2024)

North America	160+ Units
Latin America	25+ Units
Europe	180 Units
Middle East / Africa	15+ Units
Asia and Pacific	5+ Units

**WORLDWIDE  
400+ UNITS**

The DA62 moves more passengers and equipment further and faster than anything else in its class, with exceptional fuel efficiency, luxury and twin-engine security.









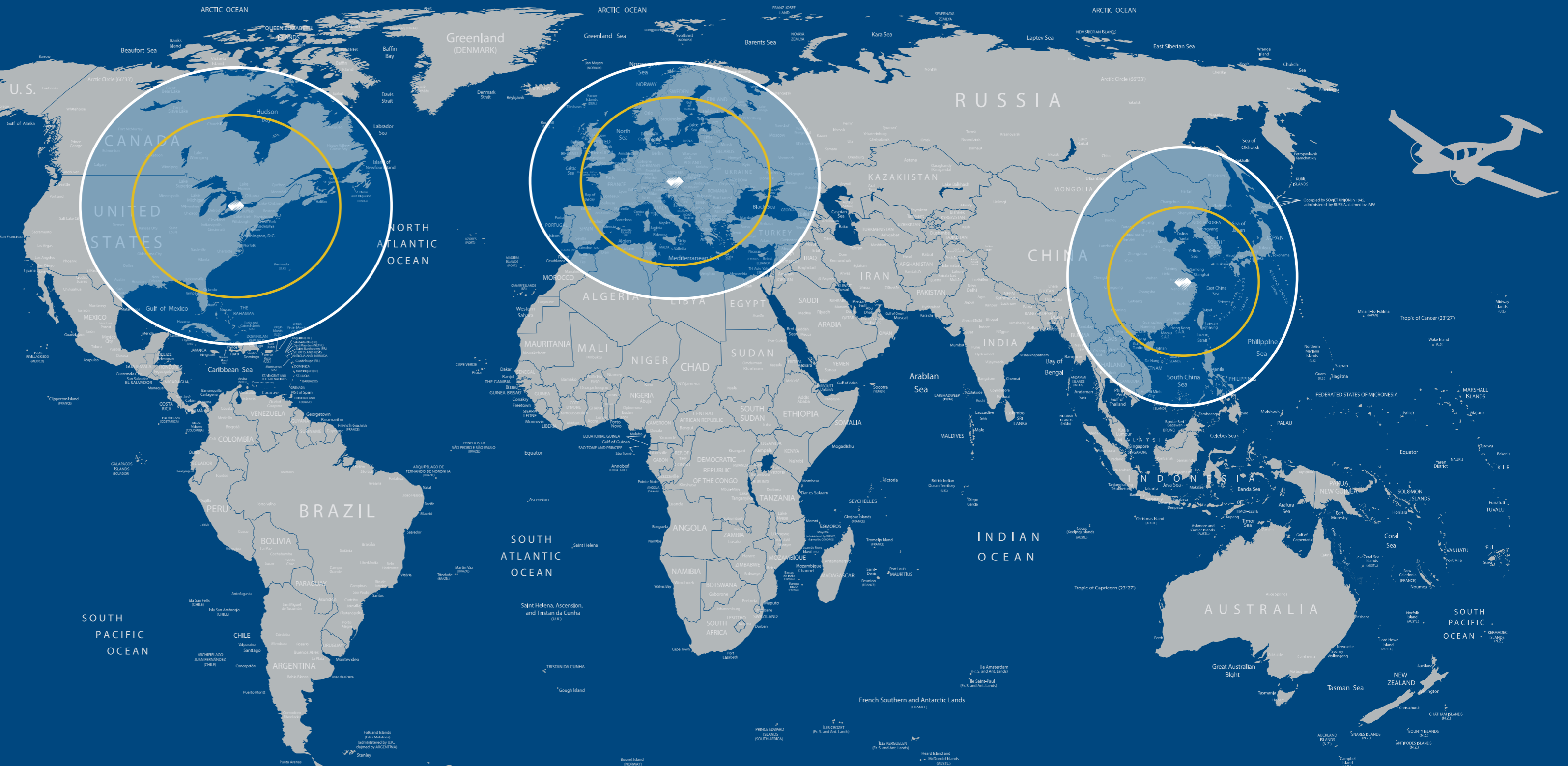
# DA62 RANGE



## DA62 RANGE (incl. auxiliary tank)

**POWER: 50% (white circle on map)**  
 Range: 1,265 nm (2,342 km)  
 Time: 8.9 h  
 Speed: 142 kts (263 km/h)  
 Consumption: 9.7 gal/h (36.7 l/h)

**POWER: 95% (yellow circle on map)**  
 Range: 887 nm (1,643 km)  
 Time: 4.7 h  
 Speed: 190 kts (352 km/h)  
 Consumption: 18.5 gal/h (70 l/h)



The above data are approximately specifications and may change without notice. Range calculation does not consider additional fuel consumption for taxi, takeoff, climb, descend or reserve.



# DA62 FACTS AND SPECIFICATIONS



## POWER PLANT

Engine	2x Austro Engine AE330 turbocharged common-rail injected 2.0 liter jet fuel engine with 180 HP and EECU single lever control system	
Propeller	2x MT propeller MTV-6-R-C-F/CF 194-80 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	

## DIMENSIONS / MASS / LOADING

Length	9.17 m	30 ft 1 in
Height	2.82 m	9 ft 3 in
Wingspan	14.57 m	47 ft 10 in
Seats	up to 7	up to 7
Empty weight without options	1,598 kg	3,523 lbs
Maximum useful load	702 kg	1,545 lbs
Max. take-off mass <sup>1)</sup>	2,300 kg	5,071 lbs
Fuel capacity total (usable fuel)	327 lt / 261 kg	86.4 US gal / 576 lbs
main tank	189 lt / 151 kg	50 US gal / 333 lbs
auxiliary tank	138 lt / 110 kg	36.4 US gal / 243 lbs

## PERFORMANCE (MTOM, ISA)

Max. speed (14,000 ft, MCP)	356 km/h TAS	192 kts TAS
Cruise speed at 85% (12,000 ft)	333 km/h TAS	180 kts TAS
Stalling speed, landing configuration	126 km/h	68 kts CAS
Max. rate of climb (MSL)	5.2 m/s	1,028 ft/min
Max. range (incl. auxiliary tank) (FL160, 50% PWR) incl. climb, no reserves	2,385 km	1,288 nm
Fuel consumption at 60% (12,000 ft) in total	44.7 lt/hr	11.8 US gal/hr
Take-off performance (MSL, ground roll / take-off obstacle)	480 m / 833 m	1,574 ft / 2,730 ft
Landing performance (MSL, ground roll / landing distance)	441 m / 779 m	1,446 ft / 2,555 ft
Certified service ceiling	6,096 m	20,000 ft
Single engine service ceiling (MTOM, ISA, rate of climb: 50 ft/min.)	3,354 m	11,000 ft
Single engine absolute ceiling (MTOM, ISA, rate of climb: 0 ft/min.)	4,116 m	13,500 ft
Max. demonstrated crosswind	46 km/h	25 kts

Specifications apply to standard equipped aircraft, if not otherwise stated. The above data are approximately specifications and may change without notice.  
<sup>1)</sup> The DA62 is also available with an MTOM of 1,999 kg (4,407 lbs). Our sales team will be happy to provide you with the necessary information: +43 2622 26700 1317



# AVIATION AS UNIQUE AS YOU ARE



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