

# THE D-JET FLYER

ISSUE 4, MAY 2008



First Flight of D-JET Serial Number 003

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## Spring Sees Many D-JET Milestones

Welcome to the fourth issue of the *D-JET Flyer*, our regular update on the D-JET Program.

The last several months have seen a lot of milestones in the D-JET program, some of which we want to share with you in this issue of the *D-JET Flyer*.

In February, Diamond received a \$19.6 million repayable investment in the D-JET project from the federal Government of Canada. This investment is in addition to prior commitments at the provincial and city level, and demonstrates the support Diamond has in Canada for the D-JET program. Jointly with this investment, we announced our commitment to manufacture the D-JET at our London, Ontario facility.

February also saw a move of our D-JET engineering flight test team to its new, larger home in our renovated North Hangar. Bringing the team out of the smaller, remote, rented facilities to our main location, and equipping it with more hangar, office and test instrument space is critical as we pursue our accelerated certification schedule.

In March, we announced to all of our customers our decision to equip every customer delivery D-JET with a higher nominal thrust FJ33-19 Williams engine. The response from you, our valued customers, to this decision has been very positive – we are glad that you consistently support our decision to provide this newer technology powerplant, even as it means some delays in initial deliveries.

In April, we saw the first flight of D-JET serial number 003 – another milestone, as this aircraft will now fly in conjunction with serial number 002 to contribute to performance and handling quality refinement, as well as further testing and development of key systems, including avionics, auto-pilot and ice protection.

Also in April, at Sun 'n Fun, Diamond introduced Garmin Synthetic Vision on our DA40 Diamond Star piston aircraft, which will now of course be available as an option on the D-JET, along with Garmin Radar as another recently announced option. With a focus on the D-JET's three-screen G1000 cockpit, we continue in this Flyer our regular feature of vendor showcases.

This edition of the *D-JET Flyer* includes a new section we are very excited about – profiles of D-JET position-holders. Coming from all kinds of backgrounds, you, our customers, are key to the excitement we feel around this program. Our goal has been and continues to be, to make the safety, comfort and speed of jet travel accessible to more people, from more backgrounds – and the great mix of people who have shown their confidence in our product have us convinced that we are well along on our way towards succeeding with this goal.

With spring upon us, the D-JET mock-up has been busy on the road: it will have appeared at a total of 36 events between March and May, or almost three per week. The packed schedule continues through the early summer months, as you can see in the summary at the end of this Flyer.

Enclosed with the hard copy of this *D-JET Flyer* – sent exclusively to D-JET position holders – you will also find the new Diamond company brochure. We are proud of the full line of aircraft and flight training devices we offer, and of the 'Know No Bounds' spirit embodied by our fleet, and by you, our customers. We truly appreciate your confidence in our D-JET, and we look forward to continuing with you on this exciting journey towards the first deliveries of our unique Personal Jet.

Peter Maurer  
President



## Technical Close-up: The Garmin G1000 System Optimized for D-JET

It may be a little-known fact, but Garmin's founders envisioned a fully integrated, "big picture" GPS avionics suite when they founded the company in 1989. That dream became a reality in March 2003 when the G1000 was announced. The G1000 was designed to transform the general aviation cockpit by providing OEM aircraft manufacturers a completely integrated, all-glass avionics system that could be tailored to a broad range of aircraft. Diamond saw the benefits of an avionics system that could be used in a variety of aircraft, and in April 2003 announced that the new DA42 would include the all-glass system – an industry first. In September 2003, Diamond added the G1000 to its DA40 Diamond Star.

In June 2005, Diamond revealed the D-JET also would be equipped with the G1000 avionics suite. Thanks to the similarities between all G1000 systems, Diamond customers can easily transition up the ladder to the D-JET – one cornerstone to our ability to make the D-JET an attainable plane for high-performance single, light twin or turbo-prop pilots. Still, the D-JET's G1000 has some unique features and integration different from other G1000-equipped planes on the market. This article highlights some of these important capabilities that help make the D-JET a personal jet that many pilots will confidently be able to fly.



The D-JET's well-appointed flight deck is centered around a three-screen Garmin G1000 system

### About the G1000

The D-JET avionics system is made of two large 12-inch LCD Primary Flight Displays (PFDs) flanking a centrally-located 15-inch Multi-Function Display (MFD). These are larger displays than available in many competitive very light jets, and they are standard in the D-JET's executive equipment list.

Before the displays leave Garmin's factory, they undergo a special patented glass coating treatment that helps ensure information appears in brilliant, sunlight-readable color during every phase of flight. The integrated design and revolutionary capabilities of the G1000 allow all flight-critical data to automatically transfer seamlessly to a single display in the unlikely event of a display failure for added in-flight safety.

The G1000 seamlessly integrates built-in terrain, obstacles and navigation databases, providing a clear, concise picture of where you are and where you're heading. A Jeppesen database supports onscreen navigation, communication and mapping functions. Using information from the built-in terrain and U.S. obstacles databases, the G1000 displays color coding to graphically alert the pilot when proximity conflicts loom ahead. For an extra margin of safety in the air, the G1000 also includes a Class-B Terrain Awareness and Warning System (TAWS), which is optional on many other aircraft but standard on the D-JET.

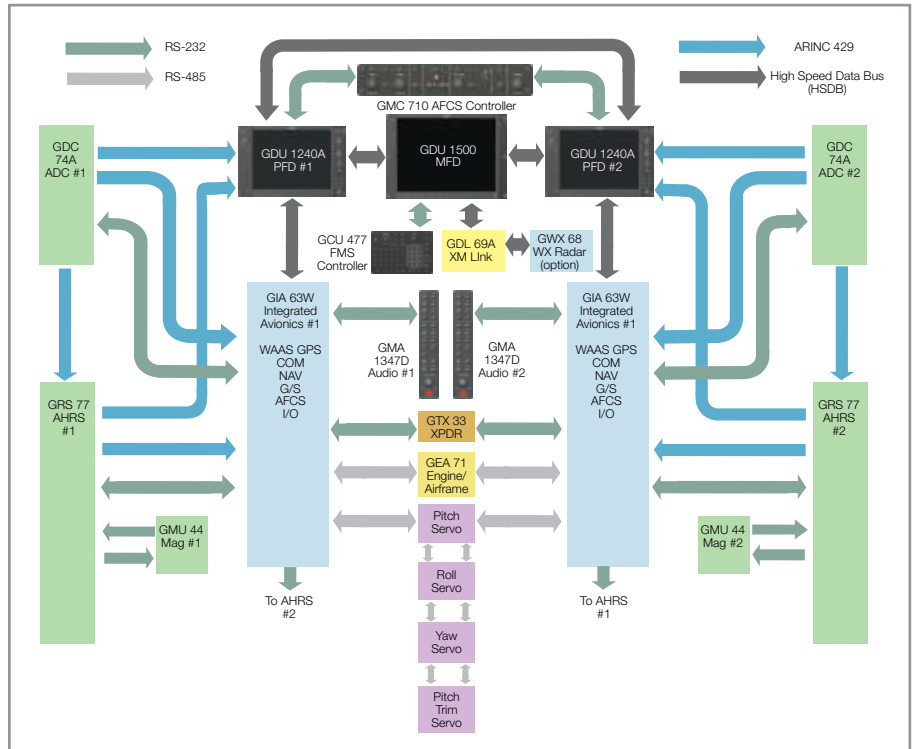


## Technical Close-up: The Garmin G1000 System Optimized for D-JET (continued)

### The D-JET's Garmin G1000 Architecture

Behind the glass is where the real G1000 magic begins. To reduce wire count, overall weight, and simplify installation and maintenance, the G1000 architecture makes extensive use of high-speed databus technology. The major system components, or line-replaceable units (LRUs), are inserted into a unique system rack specially designed for the D-JET.

The LRUs are architecturally integrated with sensors throughout the aircraft and transfer data seamlessly from the sensor to the PFDs and MFD. The end result is that the PFDs and MFD show the pilot real-time information about the aircraft and its environment. The digital, intuitive presentation of data makes it easy for pilots to scan the data and stay ahead of the aircraft.



The D-JET's Garmin G1000 system architecture in overview

The G1000 replaces traditional mechanical gyroscopic flight instruments with a reliable dual, solid state GRS 77 Attitude and Heading Reference System (AHRS) that provides accurate, digital output and referencing of aircraft position, rate, vector and acceleration data. It can align while in motion on the ground or in the air, including in-flight dynamic restarts.

The D-JET also includes the GFC 700 autopilot. This is the first entirely new autopilot designed and certified for the 21st century and it is capable of using all data available to G1000 to navigate, including the ability to maintain airspeed references and optimize performance, over the entire airspeed envelope. One of the GFC 700 modes is Flight Level Change (FLO), a capability typically found only in far more expensive autopilots.



## Technical Close-up: The Garmin G1000 System Optimized for D-JET (continued)

### **Integrated Cockpit Experience – Multiple Redundancies**

As well as dual electrical sources supplying redundant electrical power to G1000 components, the certified configuration will feature dual integrated avionics computers, dual com, dual ILS, dual WAAS GPS, dual nav, dual audio/marker, dual air data computers, dual Attitude Heading Reference Systems, three EFIS displays and a suite of standby instruments consisting of airspeed/attitude/altimeter/compass with dedicated battery backup.

Redundant transfer of information between the 12" / 15" / 12" display arrangement ensures situational awareness at all times. G1000 primary data paths have backup paths that allow system operation if primary data paths are unavailable. All of this is standard on the D-JET for added confidence.

### **Product Support**

By developing a streamlined avionics suite that has GPS, communication and radio navigation built directly into the system, Garmin has also been able to reduce the amount of downtime when the aircraft is with an A&P. The modular design makes components easier to replace, not to mention more reliable.

Once a D-JET customer takes delivery of the airplane, he or she also can have peace of mind about future avionics product support. Garmin's avionics product support team has received numerous highly-coveted awards year-after-year. A survey by *Aviation International News* summed it up well when it read, "By and large, pilots and mechanics were effusive in their praise for Garmin's products, judging the quality as good to excellent and support among the industry's best."

As the leading provider of OEM, retrofit and portable avionics equipment to the GA market, Garmin continues to look at ways to improve upon their services. But one thing is certain, Garmin is committed to designing and manufacturing innovative products that increase situational awareness and improve safety of flight for years to come. Diamond and Garmin have enjoyed a great partnership centered around the G1000, and this relationship will continue to provide great benefits to customers with the D-JET.

### **Future Coverage of G1000 Elements**

Look for further technical close-up coverage of key Garmin G1000 system elements and capabilities in upcoming issues of the *D-JET Flyer*. This includes a drill-down on the G1000's support for Wide Area Augmentation System (WAAS) and comprehensive charting.



## Synthetic Vision Technology for the D-JET!

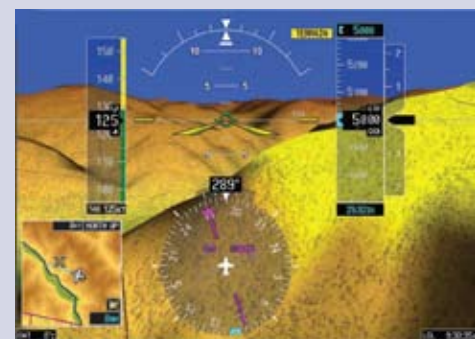
Situational awareness and safety take a dramatic step forward for the D-JET with new Synthetic Vision Technology (SVT) from Garmin for the G1000. Announced in early April and certified first in the industry for Diamond DA40 aircraft, SVT brings to the D-JET a remarkable optional safety tool typically found only on much more expensive business jets.

Garmin SVT displays terrain on each PFD as though looking out a window ahead, which is a major innovation by itself, though SVT does much more, as well:

- The Flight Path Marker shows the projected position of the aircraft based on the GPS position and velocity vector.
- TAWS alert coloring signals potential terrain hazards in yellow or red.
- Obstacles contained in the TAWS database intuitively enlarge as the aircraft approaches.
- The 'zero pitch' line helps pilots determine their altitude relative to terrain. All SVT terrain above the zero pitch line is above the current aircraft altitude, and could pose a threat to the flight path.
- Traffic is represented in 3D, with symbols that change size relative to range to better assist pilots in 'see-and-avoid' efforts.
- Airport signs, runway designations and bodies of water from the TAWS database are clearly displayed with enhanced SVT graphics.

Garmin SVT makes flying a highway-in-the-sky dream a reality today for Diamond DA40 aircraft and will provide an even richer experience on the D-JET's large G1000 displays. With the SVT's Pathways, D-JET pilots will see 'flying rectangle' guidance symbols allowing even more confident flight on desired en route legs, VNAV legs, GPS/WAAS vertical approach procedures, ILS approach procedures and arrival and departure procedures.

Garmin SVT will provide a compelling value-add option to the D-JET's already-comprehensive avionics suite, with option pricing to be announced as the program progresses.



Garmin Synthetic Vision Technology, with Highway-in-the-Sky support will be available as an option to provide D-JET pilots a 3D view of the environment regardless of weather or time of day.



## Newer, More Powerful Williams Engine for the D-JET

Diamond Aircraft announced in mid-March a significant change to its D-JET program, introducing a different Williams engine to the D-JET.

### The News

The company has selected the latest technology engine from Williams International to power the D-JET: the FJ-33-4A-19. The “FJ33-19” engine is a newer, slightly larger variant of the engine Diamond had already planned for the D-JET, the FJ-33-15. It is capable of 20% more maximum nominal thrust – although it will initially be certified in the D-JET with a lower thrust rating – and offers improved fuel consumption, along with several other technical advantages over the originally-planned engine.

For current position-holders and customers placing new orders in the immediate future, Diamond will honor the same pricing terms called out in Diamond’s D-JET Deposit Agreement. The company indicated that it plans to announce updated D-JET pricing in spring 2008, for new orders placed thereafter.

Diamond also announced an adjustment to its delivery timetable for the D-JET to accommodate this engine change. Type certification and production deliveries are now planned for Q2 2009. In an effort to impact as few customers as possible, Diamond is exploring an accelerated production ramp-up relative to its original plan.

“The FJ33-19 engine is the perfect match for the D-JET, offering the latest technology and a potential performance and utility upgrade path for delivered aircraft that the current engine just doesn’t allow. While making this change now rather than later means that initial deliveries will now be in Q2, 2009, we are confident this is the right choice and in the interest of all D-JET customers, as it ensures one configuration and maximum resale value for all delivered aircraft,” said Peter Maurer, President of Diamond Aircraft, in the press announcement of the changes.

“The FJ33-19 is the very latest in turboprop engine technology and offers unique features never before available on a smaller turboprop engine,” explained Matt Huff, VP Business Development at Williams International. “We are pleased that our accelerated development schedule for this engine makes it feasible for Diamond to launch with the FJ33-19, instead of introducing it after initial aircraft deliveries. Every D-JET customer will now benefit from technological advances, such as the built-in pre-cooler and new compressor technology. These advances enable improved bleed handling and yield better specific fuel consumption and offer the potential for even better aircraft performance in the future.”



The Williams FJ33-4A-19 provides 20% more nominal thrust than the original FJ33-4A-15, other advancements and a remarkable 4,000-hour TBO.



## Newer, More Powerful Williams Engine for D-JET (continued)

### Some Key FJ33-19 Innovations / Advantages

In addition to offering 20% more maximum nominal thrust, the FJ33-19 incorporates some important newer – though proven – technologies to make it the ideal power plant for the D-JET. Notably, the FJ33-19 uses new compressor technology and incorporates a novel integrated bleed air pre-cooler that actually adds the compressed air heat energy back to the engine cycle, rather than dump it overboard. By contrast, the air pre-cooler used with the FJ33-15 is a separate unit and does not benefit from these more recent advancements.

These advances lead to better bleed air handling, reduced overall environmental control system (ECS) weight, better material and temperature compatibility, and improved system performance. Better specific fuel consumption – i.e., lower fuel consumption for any given thrust output – is another important benefit contributing to economy and range.

The FJ33-19 also offers the potential for performance improvements down the road, as Diamond and Williams expand the FADEC to fully leverage the engine's thrust potential. The FJ33-15 would not have afforded this kind of additional potential.

### 4,000-hour TBO

One significant advantage associated with the move to the FJ33-19 engine that Diamond has not previously communicated: 500 more hours of Time Between Overhaul (TBO). This improvement represents the highest TBO available on this thrust-class of engine.

The FJ33-19 engine has a 4,000-hour Check 4 interval for compressor section inspection and overhaul versus the 3,500-hour TBO associated with the original FJ33-15 engine, as recommended by Williams. The interim Check 3 hot section inspection interval also is correspondingly longer with the FJ33-19 – 2,000 hours rather than the FJ33-15's 1,750 hours. This is a 14% increase in Check 4 (TBO) and Check 3 time frames, making the D-JET all the more affordable and available. This dramatically-increased TBO underscores the confidence in the engine's reliability and durability.

### Positive Customer Response

Customer and channel partner response to the news regarding the FJ33-19 engine decision has been consistently positive.

Here are some representative quotes from D-JET position-holders regarding the news:

*"I'm glad to hear about the new engine. And while I don't want to wait another year, I think its worth it."*

*"That's REALLY Excellent News!! Hopefully, I speak for most depositors when I say please don't worry about the delay. Diamond should do whatever is needed to get the D-JET right the first time. Please keep up your great work on this truly revolutionary aircraft – we depositors salute your efforts!!!"*

*"Thanks for the forward information, exciting and much appreciated."*

*"This is very nice news... and I think it sounds like a great improvement."*



## Customer Close-up: James “Bud” Layne

### Introduction

*Mr. Layne is founder and chairman of SpanTech, LLC, an innovative manufacturer of conveyor systems used by leading packaged foods and pharmaceutical companies. His growing company uses his current Baron twin for business and he wants to use the D-JET to help keep pace and to further enable the growth of his company.*



Bud Layne, right, and Mark Russell at the controls of the D-JET Simulator.

### Aircraft Use

“We use our aircraft to help fuel the growth of our company. Our company is highly relationship driven. We know our customers on a personal basis, and they know us. Staying in touch face-to-face with our customers is primary to us. We believe... ultimately the D-JET will be a vital tool to help us continue to grow and innovate. We’ve used an airplane to establish and enrich the relationship with our customers for some time now. We have a company pilot, Terry Richardson, who does most of the flying, though I also fly the company aircraft and my other personal airplanes extensively. In addition, our vice president of research and development, Mark Russell, increasingly flies our airplane.”

### Current Aircraft

“Our business aircraft today is a Baron twin. Our business is growing so rapidly, that we need an airplane that can go a bit farther and faster and accomplish our flights more economically. We do business in more than just the eastern half of the U.S. now and our geographic footprint is expanding rapidly. Face-to-face contact is important in our business so we need an aircraft that will help us continue to reach out. I also love aviation and the thrill of flying. This has led me to restore airplanes, as well as fly them. My latest project is a Navy N3N-3. I’m instrument-rated with 1,600 hours of flight time, and I fly on my own and for business.”

### Why D-JET?

“We were really surprised at how large the D-JET’s cabin was. It was easy getting into the plane, seating ourselves at the flight controls and moving around in general. The airplane fits us. We didn’t feel claustrophobic inside the cabin. The more we learned about the airplane, its design philosophy with its single-engine economics and its 25,000-foot ceiling, the more we concluded this would have to be our airplane. Overall, we’re very excited about our new Diamond airplanes and we look forward to continuing our relationship with Diamond Aircraft as a company in the years ahead. We view Diamond as a partner to help us achieve our business goals.”



## Program Update

In addition to the major announcement regarding the decision to move to the Williams FJ33-19 engine, Diamond made progress in other areas related to D-JET during the first quarter of 2008. The company announced a D-JET-focused repayable investment by the Canadian government. Flight testing has continued in earnest with serial number 002, and Diamond's D-JET engineering flight testing program moved its operations to a newly-renovated building adjacent to the main facility in London, Ontario.

As the second quarter began, serial number 003 (S/N 003) completed its first flight, bolstering the flight test and certification efforts. Diamond also revealed the first set of options, in addition to Garmin SVT, to be available for the D-JET. More details on each of these items follow.

### Serial Number 003 First Flight

In early April, D-JET S/N 003 completed its first flights, marking a major milestone in the D-JET program.

The aircraft's airframe and its subsystems were completed at the end of 2007, as reported in the previous issue of the *D-JET Flyer*. Since then, Diamond's core engineering, pre-production, and engineering flight test teams have been integrating those systems, along with flight test sensors and equipment, into the aircraft in preparation for its flight testing missions. That activity culminated in the first flight, completed April 14, 2008, over London, Ontario.

S/N 003's flight testing will focus on performance and handling quality refinement, similar to the mission of previous Diamond D-JET flight test aircraft. In addition, S/N 003 will be used to further test and develop key systems, including avionics, auto-pilot, and anti-ice.

The aircraft incorporates information & feedback learned from earlier flight testing on S/N 002 and the proof-of-concept (POC) aircraft.



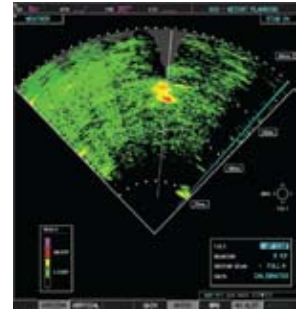
D-JET S/N 003 over the skies of southwestern Ontario during its first flight, April 14, 2008.



## Program Update (continued)

### First Three Options Revealed for the D-JET: Radar, ADF and DME

On the heels of the surprising news regarding the Garmin Synthetic Vision Technology option for the D-JET, Diamond revealed in early April the first three equipment options planned for availability with the D-JET. Diamond has selected the Garmin GXW 68 weather radar, the Becker 3500 ADF and the Honeywell KN63 DME. All three avionics options are planned for availability at D-JET type certification. Pricing information is not yet published.



Avoid bad weather with the GXW 68, a digital color radar that brings easy-to-interpret, real-time weather to the MFD.

Weather radar is an important feature for many pilots, especially for use in fast-flying turbine aircraft. Diamond selected the Garmin GXW 68 due to its excellent integration with the Garmin G1000 system and its performance and accuracy. Its phase array antenna and 6,500-watt magnetron combine to penetrate serious weather, displaying on the G1000 MFD a real-time, digital color radar picture of the weather ahead for an added safety margin and improved situational awareness. The antenna fits nicely within the D-JET's radome area in front of the forward baggage compartment.

ADF and DME are vital for certain aircraft operations, particularly in Europe. To support this requirement, Diamond has selected the Becker 3500 ADF and Honeywell KN63 DME. Diamond today offers both the Becker ADF and Honeywell DME as options for DA42 and DA40 aircraft. Both systems have proven their reliability and great integration with the Garmin G1000. Significantly, both are certified for use with high-altitude turbine aircraft. For these and other reasons, there is high confidence in their suitability for the D-JET. Both are remote mounted behind the D-JET's panel and controlled via the G1000 user interface.

The Becker automatic direction finding system provides excellent range and accuracy as well as high reliability. In addition to the standard frequency range of 190 to 1799.5 kHz, the ADF 3500 receives the international maritime distress frequency of 2182 +/- kHz, making it suitable for search and rescue and other offshore operations. Its efficient design and rugged construction have enabled the ADF 3500 to establish a great record of service meeting the hostile demands of coast guard helicopters and military aircraft.

The TSO'd Honeywell KN 63 is a complete 100-watt, 200-channel remote DME system that utilizes large scale integrated circuit technology. Offering significant advantages in DME reliability and performance, the KN 63 is all solid-state. Distances up to 389 nm (at line-of-sight altitude), groundspeeds up to 999 knots and time-to-station up to 99 minutes are computed digitally and displayed simultaneously on the G1000 display. Distance lock-on is virtually instantaneous - usually within one second - with accurate groundspeed and time-to-station readouts following in less than a minute.



## Program Update (continued)

### Canadian Government Repayable Investment

"It is my pleasure to confirm that not only will we continue the D-JET Research and Development in London, but we will also be producing this aircraft alongside the others we manufacture here," said Peter Maurer, President of Diamond Aircraft.

He was addressing a recent Government of Canada press conference, held in Diamond's flight line area, to announce the federal government's repayable investment of \$19.6 million in the D-JET project. In attendance were government officials from all levels of government, local and international press, airport authorities and personnel from local educational institutions. This investment is much more important than just a repayable instrument: it's the Canadian government's endorsement of this program and what it represents.

Diamond had already received support from the city and provincial levels. "A project like this takes a lot of passion, dedication, and yes...money," continued Mr. Maurer. "The last piece of the puzzle has now slipped into place. This investment will play a vital role in enabling our company to complete the final development, flight testing and certification of the D-JET, and to complete our transition to production."

A question and answer session, and a tour of the Diamond facility, followed a presentation by Diamond Chief Financial Officer, Dr. Ulrich Rummel, of a framed photo of the D-JET in flight, to the Honourable Jim Prentice, Minister of Industry for the Government of Canada.

At Diamond Aircraft, our goal is to inspire new pilots into aviation. We were delighted when Minister Prentice remarked that being in our historic facility which is a perfect blend of Canada's aviation past and its' bright future, inspired him to want to learn to fly. "Imagine the potential," he said.



The Honourable Jim Prentice, Minister of Industry, Government of Canada, with Dr. Ulrich Rummel and Peter Maurer.



Peter Maurer shows The Honourable Jim Prentice the carbon fiber and kevlar used in the manufacture of Diamond's composite aircraft.



## Program Update (continued)

### **Diamond Engineering Flight Test Inaugurates Renovated North Hangar**

In February, the Diamond's engineering flight test team moved to a new, larger home: the newly renovated North Hangar at Diamond's London, Ontario facility. The hangar space is five times that of the previous facility, accommodating more aircraft across Diamond's fleet and more effective and efficient office space for the Flight Test team.



The newly renovated North Hangar will house the Diamond Engineering Flight Test Team.

The North Hangar facility provides more than 15,000 square feet of hangar space and more than 8,000 square feet for engineering flight test offices and test instrument equipment storage. Its location immediately adjacent to Diamond's manufacturing facility is much closer than the previous rented space that was farther away on the airport grounds, fostering even better interaction between the engineering flight test team and the rest of Diamond's supporting organization. This convenient location contributes to the D-JET program's progress toward certification and delivery.

The North Hangar was originally built in the early 1940s at the same time the main factory was built here. The hangar was originally used as a hangar for military aircraft that were built at the factory here and served in World War II. Through the years, it has served other purposes, such as providing storage.

While its foundation and structure were both in great shape, the building's general condition had deteriorated and its layout was considered unsuitable for the company's needs. Meanwhile, Diamond's growth had contributed to an increase in engineering flight test activity across its various aircraft models. This is especially so with the growing fleet of D-JET test flight aircraft that also are larger in size than Diamond's other aircraft. The company concluded that engineering flight test had clearly outgrown the rented facilities, and the North Hangar could be an ideal facility to accommodate this expanding organization.

Renovation work began in earnest in the late fall 2007. Construction continued through the winter with most of the work completed in February enabling the move. Some portions on the southeast corner of the building and some paving work outside the area are planned for completion in spring 2008.



## F.A.Q.

### **Q. What do you mean by “nominal maximum thrust” of 1,900?**

This means the maximum thrust for the FJ33-19 engine is 1,900 lbs, which can be modified or constrained based on FADEC control algorithms. Diamond, working with Williams International, will fine-tune the FJ33-19's thrust for the D-JET through the flight test and certification programs to ensure the aircraft meets or exceeds the performance goals we've communicated to customers.

Initially, the engine will be delivered in a de-rated version, with exact thrust levels used to be determined during the certification flight test program. This is common in new engine developments and installations, as it provides time to gain operating experience at a lower thrust level.

### **Q. Does the higher thrust offered by the new engine mean the D-JET should fly or climb faster or carry more payload than Diamond had originally planned?**

We currently do not plan for the new engine to improve the performance numbers beyond what is in the purchase agreements, as the thrust will be regulated by the D-JET's FADEC. In other words, not all the nominal thrust will be available at initial type certification. There is potential (but not guarantee) for performance improvements down the road for delivered aircraft, which might be made available through a purchased Service Bulletin. We're not announcing any specific performance gains for the D-JET due to the selection of the FJ33-19, but we plan to meet or exceed customer expectations.

### **Q. Why did Diamond select the FJ3-19 now, after choosing the FJ33-15 initially?**

When the D-JET was first conceived, the FJ33-4A-15, with its maximum thrust of 1,564 lbs, was the most powerful engine in this class. The nominal 1,900-lbs thrust FJ33-4A-19 was introduced significantly after the D-JET program was well underway, and it represents an advance in engine technology. The FJ33-19's accelerated development schedule now has made it possible for Diamond to switch over to this newer technology and make it available for all D-JET order holders.

We are excited about the FJ33-19 as it offers 20% more maximum thrust, and at the same time also offers a slightly improved SFC (specific fuel consumption), along with several significant technical advantages over its smaller brother.

We also considered the competitive environment: with other competitors who are still further out from certification integrating the FJ33-19 into their programs, we realized that competitive pressures would likely ultimately necessitate an engine change down the road. We did not want to penalize earlier position holders by delivering FJ33-15 engines, only to quickly obsolete their aircraft by introducing a new engine within possibly less than two years of the D-JET's introduction.

**Do you have a question for the next *D-JET Flyer*?**

**Please send your D-JET related questions to [D-JETfaqs@diamondair.com](mailto:D-JETfaqs@diamondair.com)**



## D-JET Mockup Tour

May 1, 2008  
North Philadelphia Jet  
Center  
**Philadelphia, PA**  
215-673-9000  
[www.nphilajetcenter.com](http://www.nphilajetcenter.com)

May 2, 2008  
Columbia Fuel Services  
**Farmingdale, NJ**  
732-751-0044  
[www.columbiaairservices.com](http://www.columbiaairservices.com)

May 3, 2008  
Air Bound Aviation  
**Fairfield, NJ**  
973-575-1833  
[www.airboundaviation.com](http://www.airboundaviation.com)

May 4, 2008  
Avitat Westchester  
**White Plains, NY**  
914-428-3730  
[www.westchestergov.com/airport](http://www.westchestergov.com/airport)

May 5, 2008  
Glass Cockpit Aviation  
**Farmingdale, NY**  
631-777-7447  
[www.gcanewyork.com](http://www.gcanewyork.com)

May 7, 2008  
Three Wing Aviation  
Sikorsky Memorial Airport  
**Stratford, CT**  
203-375-5795  
[www.threewings.com](http://www.threewings.com)

May 8, 2008  
Atlantic Aviation  
**Hartford, CT**  
800-548-9334  
[www.atlanticaviation.com](http://www.atlanticaviation.com)

May 9, 2008  
Landmark Aviation  
**Smithfield, RI**  
401-333-8503  
[www.landmarkaviation.com](http://www.landmarkaviation.com)

May 12, 2008  
Infinity Aviation Services  
**Nashua, NH**  
800-247-0102  
[www.infinityfbo.com](http://www.infinityfbo.com)

May 20-22  
EBACE  
**Geneva, Switzerland**  
[www.ebace.com](http://www.ebace.com)

May 23-24, 2008  
Diamond Days at Image Air  
Central Illinois Regional Airport  
**Bloomington, IL**  
630-333-8550  
[www.imageair.com](http://www.imageair.com)

May 27-June 1, 2008  
**Berlin Air Show**  
**Berlin, Germany**  
[www.ila-berlin.com](http://www.ila-berlin.com)

May 31-June 1  
**IslandFest**  
**Grosse Isle, MI**  
937-205-3512  
[www.steelaviation.com](http://www.steelaviation.com)

June 7-8, 2008  
Cavalcade of New Airplanes  
**Bolingbrook, IL**  
630-333-8550  
[www.clowairport.com](http://www.clowairport.com)

June 13-15, 2008  
**Quebec International Air Show**  
Jean-Lesage International  
Airport  
**Quebec City, Quebec**  
418-627-5527  
[www.quebecairshow.com](http://www.quebecairshow.com)



The D-JET mock-up at the Fargo Air Museum in early 2008

June 18-19, 2008  
**CBAA's 47th Annual  
Convention Trade Show &  
Static Display**  
**Toronto, ON**  
647-227-1149 ext. 225  
[www.cbaa.ca](http://www.cbaa.ca)

June 22  
Cruizin for CF  
**London, ON**  
[www.cruizinforCF.com](http://www.cruizinforCF.com)

July 9, 2008  
Stein Aviation  
**Waukeshau, WI**  
262-544-2031  
[www.asijet.com](http://www.asijet.com)

July 10, 2009  
**Appleton, WI**  
TBD  
Contact ASI Jet  
952-941-6255  
[www.asijet.com](http://www.asijet.com)

July 14, 2008  
Summit Aviation  
**Bozeman, MT**  
406-388-8359  
[www.asijet.com](http://www.asijet.com)

July 15, 2008  
Edwards Jet Center  
**Billings, MT**  
866-353-8245  
[www.asijet.com](http://www.asijet.com)

July 17, 2008  
West Jet  
**Rapid City, SD**  
800-888-4270

July 19-23, 2008  
ASI-Aero Services  
**Minneapolis, MN**  
952-941-6255  
[www.asijet.com](http://www.asijet.com)

July 28-August 3, 2008  
EAA AirVenture  
**Oshosh, WI**  
[www.airventure.org](http://www.airventure.org)

To see the latest D-JET  
tour schedule, go to [www.diamondaircraft.com/news](http://www.diamondaircraft.com/news)

# THE D-JET FLYER

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Diamond Aircraft is an international company with more than 900,000 square feet of production facilities worldwide. Our people are passionate about what they do and it shows in every aircraft we build. Our quality comes from our integrity.

Diamond's dedication to building the ultimate fleet has shaped its product line of modern fuel efficient aircraft, each with a specific application in mind. From flying for business or pleasure, training ab-initio through IFR, commercial, multi-engine or jet, Diamond has an aircraft to match your mission.

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