



Airspeed Limits (I.A.S.)Normal Category.

a) Aircraft up to S/N 587 where modification N<sup>o</sup> 50 has not been applied.  
Maximum take-off and landing weight: 2943 lbs.

Never exceed	189 knots - 217 m.p.h.
Maximum structural cruising	151 knots - 174 m.p.h.
Maneuvering	127 knots - 146 m.p.h.
Flaps extended	100 knots - 115 m.p.h.
Gear extended	140 knots - 162 m.p.h.
Gear operating	130 knots - 149 m.p.h.

b) Aircraft from S/N 588 up to S/N 878 except S/N 823 to 849 and those where modification N<sup>o</sup> 50 has been applied.  
Maximum take-off weight: 3086 lbs;  
Maximum landing weight: 2943 lbs.

Never exceed	187 knots - 216 m.p.h.
Maximum structural cruising	150 knots - 173 m.p.h.
Maneuvering	129 knots - 149 m.p.h.
Flaps extended	103 knots - 119 m.p.h.
Gear extended	139 knots - 160 m.p.h.
Gear operating	129 knots - 149 m.p.h.

c) Aircraft from S/N 879 and S/N 823 to 849.  
Maximum take-off and landing weight: 3086 lbs

Never exceed	187 knots - 216 m.p.h.
Maximum structural cruising	150 knots - 173 m.p.h.
Maneuvering	129 knots - 149 m.p.h.
Flaps extended take-off position	129 knots - 149 m.p.h.
Flaps extended landing position	103 knots - 119 m.p.h.
Gear extended	139 knots - 160 m.p.h.
Gear operating	129 knots - 149 m.p.h.

C.G. Range.Normal Category.

a) Aircraft up to S/N 587 and where modification N<sup>o</sup> 50 has not been applied.  
Take-off and landing maximum weight: 2943 lbs

(+ 36.9) to (+ 47.4) at 2000 lbs or less  
(+ 37.9) to (+ 47.4) at 2645 lbs  
(+ 42.6) to (+ 47.4) at 2943 lbs  
Straight line between points given.

b) Aircraft where modification N<sup>o</sup> 50 has been applied for S/N 1 to 587.  
(+ 36.9) to (+ 47.4) at 2000 lbs or less  
(+ 37.9) to (+ 47.4) at 2645 lbs  
(+ 42.6) to (+ 47.4) at 2943 lbs  
(+ 42.6) to (+ 47.4) at 3086 lbs  
Straight line between points given.

c) Aircraft from S/N 588 included  
(+ 35.9) to (+ 47.4) at 2205 lbs or less  
(+ 37.4) to (+ 47.4) at 2756 lbs  
(+ 42.2) to (+ 47.4) at 3086 lbs  
Straight line between points given.

Empty Weight C.G. Range.

None.

Maximum Weight.Normal Category

- a) Aircraft where modification N<sup>o</sup> 50 has not been applied.  
- Maximum take-off and landing weight: 2943 lbs
- b) Aircraft from S/N 588 and those where modification N<sup>o</sup> 50 has been applied, up to S/N 878, except for S/N 823 to 849.  
- Maximum take-off: 3086 lbs  
- Maximum landing: 2943 lbs
- c) Aircraft from S/N 879 and S/N 823 to 849.  
- Maximum take-off weight: 3086 lbs  
- Maximum landing weight: 3086 lbs

Number of seats.

4 (2 at + 45.5, 2 at + 80.1) - See Note 5 for additional rear seat.

Maximum Baggage.

110 lb at (+ 102) or 143 lb at (+ 102) if modification No. 40 is applied.

Fuel Capacity.

88.8 gal. (two 44.4 gal. at + 42.7: 86.2 gal. usable)  
See Note 1 for weight and unusable fuel

Oil Capacity.

13.3 qt at (-23.6) (3.9 qt unusable)  
See Note 1 for weight

Control Surface Movements.

Stabilator (Angles references: upper fuselage spar)  
Leading edge down:  $16^{\circ} \pm 1^{\circ}$   
Leading edge up:  $3^{\circ} \pm 1^{\circ}$

Stabilator tab (Angles reference: stabilator chord)  
with stabilator leading edge full down.

- a) Aircraft where modification N<sup>o</sup> 50 has not been applied.

Tab trailing edge minimum up  $2.5^{\circ} \pm 0.5^{\circ}$   
Tab trailing edge maximum up  $17.5^{\circ} \pm 1.5^{\circ}$

- b) Aircraft from S/N 588 and those where modification N<sup>o</sup> 50 has been applied.

Tab trailing edge minimum up  $0^{\circ} \pm 0.5^{\circ}$   
Tab trailing edge maximum up  $15^{\circ} \pm 1.5^{\circ}$

Ailerons (Reference: wing chord)  
up  $15^{\circ} \pm 1.5^{\circ}$   
down  $15^{\circ} \pm 1.5^{\circ}$

Rudder (Reference: fin chord)  
Right and left  $25^{\circ} \pm 2^{\circ}$

Rudder tab (Reference: rudder chord)  
Left turn  $10^{\circ} \pm 2^{\circ}$   
Right turn  $25^{\circ} \pm 2^{\circ}$

Flaps (Reference: wing chord)  $+ 0.5^{\circ}$   
Full flaps  $40^{\circ}$   
 $- 1^{\circ}$



<u>Control Surface Movements.</u>	Stabilator (Angles reference: upper fuselage spar)	
	Leading edge down	$17^{\circ} \pm 1^{\circ}$
	Leading edge up	$2^{\circ} \pm 1^{\circ}$
	Stabilator tab (Angles reference: stabilizer chord) with stabilator leading edge full down	
	Tab trailing edge minimum up	$2.5^{\circ} \pm 0.5^{\circ}$
	Tab trailing edge maximum up	$17^{\circ} \pm 1.5^{\circ}$
<u>Control Surface Movements.</u> <u>Continued</u>	Ailerons (Reference: wing chord)	up $15^{\circ} \pm 1.5$ down $15^{\circ} \pm 1.5^{\circ}$
	Rudder (Reference: fin chord)	
	Right and left	$25^{\circ} \pm 2^{\circ}$
	Flaps (Reference: wing chord)	+ $0.5^{\circ}$
	Full flaps	$25.5^{\circ}$ - $1^{\circ}$

III. Model TB 21, 4 PCLM (Normal Category) approved March 5, 1986  
Similar to the TB 20 but with a turbocharged engine.

<u>Engine.</u>	LYCOMING TIO-540-AB1AD
<u>Fuel.</u>	100 minimum octane aviation gasoline
<u>Engine Limits.</u>	For all operations, 2575 r.p.m. (250 HP)
<u>Propeller and Propeller Limits.</u>	HARTZELL Constant Speed HC-C2YK-1BF/F 8477-4
	Diameter: not over 80 in., not under 78 in.
	Pitch setting at 30 in., sta.: Low $15^{\circ}$ High $31^{\circ}$
	Spinner SOCATA TB 10.58.018.100 or TB 10.58.018.104
	OR
	HARTZELL Constant Speed HC-C3YR-1RF/F7693F or HC-C3YR-1RF/F7693FB
	Diameter: not over 78 in., not under 76 in.
	Pitch setting at 30 in., sta.: Low $13^{\circ}$ High $31^{\circ}$
	Spinner HARTZELL A-2295-3(P)
	WOODWARD hydraulic governor: -E210681 or M210681 or C210761 for aircraft from S/N 1 to 730 -C210761 or F210761 for aircraft from S/N 1

<u>Airspeed Limits (I.A.S.)</u>	<u>Normal Category.</u>	
	a) Aircraft up to S/N 878:	
	Never exceed	187 knots - 216 m.p.h.
	Maximum structural cruising	150 knots - 173 m.p.h.
	Maneuvering	129 knots - 149 m.p.h.
	Flaps extended	103 knots - 119 m.p.h.
	Gear extended	139 knots - 160 m.p.h.
	Gear operating	129 knots - 149 m.p.h.

Airspeed Limits (I.A.S.)Continued

b) Aircraft from S/N 879:	
Never exceed	187 knots - 216 m.p.h.
Maximum structural cruising	150 knots - 173 m.p.h.
Maneuvering	129 knots - 149 m.p.h.
Flaps extended take-off position	129 knots - 149 m.p.h.
Flaps extended landing position	103 knots - 119 m.p.h.
Gear extended	139 knots - 160 m.p.h.
Gear operating	129 knots - 149 m.p.h.

C.G. Range.Normal Category.

(+ 35.9) to (+ 47.4) at 2205 lbs or less  
 (+ 37.4) to (+ 47.4) at 2756 lbs  
 (+ 42.2) to (+ 47.4) at 3086 lbs  
 Straight line between points given.

Empty weight C.G. Range.

None

Maximum Weight.Normal Category

- a) Aircraft up to S/N 878:  
 - Maximum take-off weight: 3086 lbs  
 - Maximum landing weight : 2943 lbs
- b) Aircraft from S/N 879:  
 - Maximum take-off weight: 3086 lbs  
 - Maximum landing weight : 3086 lbs

Number of Seats.

4(2 at + 45.5, 2 at + 80.1) - See Note 5 for additional rear seat.

Maximum Baggage.

143 lbs at (+ 102)

Fuel Capacity.

88.8 gal. (two 44.4 gal. at + 42.7; 86.2 gal. usable)  
 See Note 1 for weight and unusable fuel

Oil Capacity.

13.3 qt at (-23.6) (3.9 qt unusable)  
 See Note 1 for weight

Control Surface Movements.

Stabilator (Angles references: upper fuselage spar)

Leading edge down :  $16^{\circ} \pm 1^{\circ}$   
 Leading edge up :  $3^{\circ} \pm 1^{\circ}$

Stabilator tab (Angles reference: stabilator chord) with stabilator leading edge full down.

Tab trailing edge minimum up  $0^{\circ} \pm 0.5^{\circ}$   
 Tab trailing edge maximum up  $15^{\circ} \pm 1.5^{\circ}$

Ailerons (Reference: wing chord) up  $15^{\circ} \pm 1.5^{\circ}$   
 down  $15^{\circ} \pm 1.5^{\circ}$

Rudder (Reference: fin chord)

Right and left  $25^{\circ} \pm 2^{\circ}$ 

Rudder tab (Reference: rudder chord)

Left turn  $10^{\circ} \pm 2^{\circ}$   
 Right turn  $25^{\circ} \pm 2^{\circ}$

Flaps (Reference: wing chord)

Full flaps  $+ 0.5^{\circ}$   
 $40^{\circ}$   
 $- 1^{\circ}$



<u>Fuel Capacity.</u>	41.7 gal. (two 20.85 gal. at + 42.3; 40.2 gal. usable) or 55.4 gal. (two 27.7 gal. at + 42.3; 53.8 gal. usable)
	See Note 1 for weight and unusable fuel.
<u>Oil Capacity.</u>	8.45 qt at (-23.8) (2.64 qt unusable) See Note 1 for weight.
<u>Control Surface Movements.</u>	Stabilator (Angles reference: upper fuselage spar)
	Leading edge down $17^{\circ} \pm 1^{\circ}$
	Leading edge up $2^{\circ} \pm 1^{\circ}$
	Stabilator tab (angles reference: stabilizer chord) with stabilator leading edge full down.
	Tab trailing edge minimum up $2.5^{\circ} \pm 0.5^{\circ}$
	Tab trailing edge maximum up $17^{\circ} \pm 1.5^{\circ}$
	Ailerons (Reference: wing chord)
	up $15^{\circ} \pm 1.5^{\circ}$
	down $15^{\circ} \pm 1.5^{\circ}$
	Rudder (Reference: fin chord)
	Right and left $25^{\circ} \pm 2^{\circ}$
	Flaps (Reference: wing chord)
	- Aircraft up to S/N 878 except S/N 765
	Full flaps $32^{\circ}$
	+ $0.5^{\circ}$
	- $1^{\circ}$
	- Aircraft from S/N 879 and S/N 765
	Full flaps $25.5^{\circ}$
	+ $0.5^{\circ}$
	- $1^{\circ}$
<u>V. Model TB 200, 4 PCLM (Normal Category) approved September 14, 1992. Similar to the TB 20 but with fixed gear.</u>	
<u>Engine.</u>	LYCOMING IO 360 A1B6
<u>Fuel.</u>	100 minimum octane aviation gasoline
<u>Engine Limits.</u>	For all operations, 2700 r.p.m. (200 Hp)
<u>Propeller and Propeller Limits.</u>	HARTZELL constant speed HC-C2YK-1BF/F-7666 A-2 Diameter: not over 74 in., not under 72 in. Pitch setting at 30 in., sta.: Low $13^{\circ}30'$ High $31^{\circ}$
	Spinner SOCATA TB 10.58.018.100, TB 10.58.018.104 or TB 1058.026.001 WOODWARD governor A210776
<u>Airspeed Limits (IAS).</u>	Never exceed $165$ knots - $190$ m.p.h. Maneuvering $122$ knots - $142$ m.p.h. Flaps extended $95$ knots - $109$ m.p.h.
<u>C.G. Range.</u>	42.6 in to (+47.4) at 2535 lbs 39.8 in to (+47.4) at 2359 lbs 37.3 in to (+47.4) at 2138 lbs or less
<u>Empty Weight C.G. Range.</u>	None



Certification Basis:

TB 200

Continued:

- 14 CFR Part 23 effective February 1, 1965, including amendments 23-1 through 23-16.  
- 14 CFR Part 36 effective Dec 1, 1969, including amendments 36-1 through 36-11.  
Effective date of certification basis: November 2, 1975  
Date of U.S. application: April 15, 1992.  
Type Certificate issued on September 14, 1992.

The Direction Générale de l'Aviation Civile (DGAC) originally type certificated this aircraft under its type certificate Number 165. The FAA validated this product under U.S.

Type Certificate Number A51EU. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of France.

Import Requirements.

The FAA can issue a U.S. airworthiness certificate based on an NAA Export Certificate of Airworthiness (Export C of A) signed by a representative of the Direction Générale de l'Aviation Civile (DGAC) on behalf of the European Community. The Export C of A should contain the following statement: 'The aircraft covered by this certificate has been examined, tested, and found to comply with U.S. airworthiness regulations 14 CFR Part 23 approved under U.S. Type Certificate No. A51EU and to be in a condition for safe operation.'

Serial Nos. Eligible.

A certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for U.S. Certification is made.

Equipment.

The basic required equipment as prescribed in the applicable airworthiness regulations (see certification basis) must be installed in the aircraft for certification. Approved equipment is listed as follows:

## TB20:

- 1) Aircraft up to S/N 947 except S/N 823 to 849 and 888 (14 volt electrical system) SOCATA Equipment List TB 20 BE/EQ N° 91/81, Issue N° 6 dated November 85 or later version.
- 2) Aircraft from to S/N 948 and S/N 823 to 849 plus S/N 888 (28 volt electrical system) SOCATA Equipment List TB 20 NAV N° 92/89, Issue N° 1 dated MAY 89 or later version.

## TB10:

- 1) Aircraft up to S/N 947 (14 volt electrical system) SOCATA Equipment List TB 20 BE/EQ N° 74/79, Issue N° 5 dated November 85 or later version.
- 2) Aircraft from S/N 948 (28 volt electrical system) SOCATA Equipment List TB 10 NAV N° 232/89, Issue N° 1 dated November 89 or later version.

## TB21:

- 1) Aircraft from S/N 879 to 947 (14 volt electrical system) SOCATA Equipment List TB 21 BE/EQ N° 142/85, Issue N° 3 dated November 85 or later version.
- 2) Aircraft from S/N 948 (28 volt electrical system) SOCATA Equipment List TB 21 NAV N° 124/89, Issue N° 1 dated August 89 or later version.

## TB9:

- 1) Aircraft up to 947 (14 volt electrical system) SOCATA Equipment List TB 9 NAV N° 102/87, Issue N° 1 dated May 87 or later version.
- 2) Aircraft from S/N 948 (28 volt electrical system) SOCATA Equipment List TB 10 NAV N° 232/89, Issue N° 1 dated November 89 or later version.

## TB200:

SOCATA Equipment List to TB 200 NAV No. 410/91 or later version.

Equipment.  
Continued

In addition, the following items of equipment are required

Model TB 20

- (a) French DGAC approved Airplane Flight Manual or Pilot's Operating Handbook
- (1) Aircraft up to S/N 587 A.F.M. DGAC approved on December 14, 1983; edition 1 of December 1983 to edition 4A of December 1985 or  
(1.1) aircraft up to S/N 587 without kit 9118, P.O.H. DGAC approved on February 18, 1991; edition 3 of December 31, 1989 or;  
(1.2) aircraft up to S/N 587 with kit 9118, P.O.H. DGAC approved on February 18, 1991; edition 4 of January 31, 1990.
  - (2) Aircraft from S/N 588 up to 730 A.F.M. DGAC approved on January 23, 1986; edition 5 of December 1985 or P.O.H. DGAC approved on February 18, 1991; edition 4 of January 31, 1990.
  - (3) Aircraft from S/N 731 up to S/N 878 (except S/N 823 to 849) P.O.H. DGAC approved on April 21, 1987; edition 0 of December 31, 1986 or later approved revisions.
  - (4) Aircraft from S/N 879 up to S/N 947 (except S/N 888) P.O.H. DGAC approved on January 31, 1989; edition 1 of January 31, 1988 or later approved revisions.
  - (5) Aircraft S/N 823 to S/N 849, plus S/N 888, and from S/N 948 on:  
(5.1) P.O.H. DGAC approved on August 23, 1989; edition 2 of June 30, 1988 or later approved revisions.  
(5.2) "I.A.F" version - P.O.H. DGAC approved on November 17, 1994; edition 2 of September 30, 1994.
  - (6) Aircraft equipped with SOCATA option OPT10-61-001 must have Pilot's Operating Handbook Supplement 45, "Three Bladed Propeller."
- (b) Stall warning system, SOCATA Reference TB 10-61-017-000.

Model TB 10

- (a) French DGAC approved Airplane Flight Manual or Pilot's Operating Handbook
- (1) Aircraft up to S/N 730 A.F.M. DGAC approved on November 1985; edition 1 of January 1985 or A.F.M. DGAC approved on March 1986; edition 2 of March 1986 and 3 of May 1986 or P.O.H. DGAC approved on November 4, 1988; edition 0 of January 31, 1988 or later approved revisions.
  - (2) Aircraft from S/N 731 up to S/N 822 except S/N 804, 807, 808 and S/N 816 up to 819, A.F.M. DGAC approved on March 1986; edition 4 of December 1986 or P.O.H. DGAC approved on November 4, 1988; edition 1 of February 29, 1988 or later approved revisions.
  - (3) Aircraft from S/N 823 to S/N 947 and S/N 804, 807, 808 and S/N 816 up to 819, P.O.H. DGAC approved on November 4, 1988; edition 2 of March 31, 1988 or later approved revisions.
  - (4) Aircraft from S/N 948 P.O.H. DGAC approved on December 13, 1989; edition 3 of September 30, 1989.
- (b) Stall warning system, SOCATA Reference TB 10-61-017-000
- (c) Aileron-Rudder controls interconnection option No. 597

Model TB 21

- (a) French DGAC approved Airplane Flight Manual or Pilot's Operating Handbook
- (1) Aircraft up to S/N 730, A.F.M. DGAC approved on November 1985; editions 1 of April 1985, to edition 3 of June 1986 or P.O.H. DGAC approved on February 18, 1991; edition 3 of December 31, 1989.
  - (2) Aircraft from S/N 731 up to S/N 878, P.O.H. DGAC approved on April 21, 1987; edition 0 of December 31, 1986 or later approved revisions.
  - (3) Aircraft from S/N 879 up to S/N 947, P.O.H. DGAC approved on June 2, 1989; edition 1 of January 31, 1988
  - (4) Aircraft from S/N 948, P.O.H. DGAC approved on November 21, 1989; edition 2 of May 31, 1989 or later approved revisions.

Equipment.  
Continued

- (5) Aircraft equipped with SOCATA option OPT10-61-001 must have Pilot's Operating Handbook Supplement 45, "Three Bladed Propeller."

- (b) Stall warning system, SOCATA Reference TB 10-61-017-000

Model TB 9

- (a) French DGAC approved Airplane Flight Manual or Pilot's Operating Handbook
- (1) Aircraft from S/N 731 up to S/N 878, A.F.M. DGAC approved on May 16, 1988; edition Ibis of August 1987 or (except S/N 765) P.O.H. DGAC approved on April 6, 1989; edition 1 of February 29, 1988 or later approved revisions.
  - (2) Aircraft from S/N 879 to 947 and S/N 765, P.O.H. DGAC approved on December 13, 1988; edition 2 of September 30, 1988
  - (3) Aircraft from S/N 948, P.O.H. DGAC approved on February 02, 1990 edition 3 of September 30, 1989
  - (4) Aircraft up to S/N 730, P.O.H. DGAC approved on September 5 1989; edition 0 of January 31, 1988, or later approved revisions.
  - (5) Aircraft from S/N 1851 and from S/N 948 retrofitted with modification no. 139, P.O.H. DGAC approved on February 2001; edition 4 of December 31, 1997, revision 1 of October 31, 2000 or later approved revisions.
- (b) Stall warning system, SOCATA Reference TB 10-61-017-000
- (c) Aileron-Rudder controls interconnection option No. 597

Model TB 200

- (a) French DGAC approved Airplane Flight Manual or Pilot's Operating Handbook.
- (b) Stall warning system, SOCATA Reference TB 10-61-017-000.

Datum.

Front face of firewall

Leveling Means.

Upper fuselage spar horizontal (Maintenance Manual Subchapter 15 of Chapter II)

Service Information.

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 28, 2003 – by the Direction Générale de l'Aviation Civile (DGAC).

- Service bulletins,
- Structural repair manuals,
- Vendor manuals,
- Aircraft flight manuals, and
- Overhaul and maintenance manuals.

The FAA accepts such documents and considers them FAA-approved unless one of the following conditions exists:

- The documents change the limitations, performance, or procedures of the FAA approved manuals; or
- The documents make an acoustical or emissions changes to this product's U.S. type certificate as defined in 14 CFR § 21.93.

The FAA uses the post type validation procedures to approve these documents. The FAA may delegate on case-by-case to EASA to approve on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.

NOTENote 1

Current weight and balance report including list of equipment included in certificated empty weight and loading instructions when necessary must be provided for each aircraft at the time of original certification.

Model TB 20

Note 1  
Continued

The certificated empty weight and corresponding center of gravity location must include unusable fuel of 15.9 lb at (+ 42.7) and full oil of 24.8 lb at (-23.6).

Model TB 10

The certificated empty weight and corresponding center of gravity location must include unusable fuel of 9.5 lb at (+ 42.3) and full oil of 15.8 lbs at (-23.8).

Model TB 21

The certificated empty weight and corresponding center of gravity location must include unusable fuel of 15.9 lb at (+ 42.7) and full oil of 24.8 lbs at (-23.6).

Model TB 9

The certificated empty weight and corresponding center of gravity location must include unusable fuel of 9.5 lb at (+ 42.3) and full oil of 15.8 lbs at (- 23.8).

Model TB 200

The certificated empty weight and corresponding center of gravity location must include unusable fuel of 9.5 lb at (+42.3) and full oil of 15.8 lb at (-23.8)

Note 2.

Model TB 20

a) The following placard must be displayed in front and in clear view of the pilot.

- 1) Aircraft up to S/N 587 and where modification N<sup>o</sup> 50 has not been applied.

"This aircraft must be operated as a normal category airplane in compliance with the operating limitations stated in the form of placards, markings and manual."

Inverted flight	Prohibited
Acrobatic maneuvers	Prohibited
Intentional spins	Prohibited
Icing Conditions	Prohibited

Maximum weight	2943 lbs
Maneuver speed V <sub>A</sub>	127 kt
Never exceed speed V <sub>NE</sub>	189 kt
Flaps extended speed V <sub>LE</sub>	100 kt
Landing gear extended maximum speed V <sub>LE</sub>	140 kt
Landing gear operating maximum speed V <sub>LO</sub>	130 kt

Design positive load factor (Maximum)

Flaps retracted	+ 3.8
Flaps extended	+ 2

- 2) Aircraft from S/N 588 up to 878, except S/N 823 to 849, and those where modification N<sup>o</sup> 50 has been applied.

"This airplane must be operated as a normal category airplane in compliance with the operating limitations stated in the form of placards, markings and flight manual."

Inverted flight	Prohibited
Acrobatic maneuvers	Prohibited
Intentional spins	Prohibited
Icing Conditions	Prohibited

Maximum take-off weight	3086 lbs
Maximum computation weight and landing	2943 lbs

Maneuver speed V <sub>A</sub>	129 kt
Never exceed speed V <sub>NE</sub>	187 kt

Note 2  
Continued

Flaps extended speed V <sub>FE</sub>	103 kt
Landing gear extended maximum speed V <sub>LE</sub>	139 kt
Landing gear operating maximum speed V <sub>LO</sub>	129 kt

Design positive load factor (Maximum)	
Flaps retracted	+ 3.8
Flaps extended	+ 2

3) Aircraft from S/N 879

"This airplane must be operated as a normal category airplane in compliance with the operating limitations stated in the form of placards, markings and flight manual."

Inverted Flight	Prohibited
Acrobatic Maneuvers	Prohibited
Intentional Spins	Prohibited
Icing Conditions	Prohibited

Maximum take-off and landing weight	3086 lbs
Maneuver speed V <sub>A</sub>	129 kt
Never exceed speed V <sub>NE</sub>	187 kt
Flaps extended maximum speed V <sub>FE</sub>	
- Flaps "take-off"	129 kt
- Flaps "landing"	103 kt
Landing gear extended maximum speed V <sub>FE</sub>	139 kt
Landing gear operating maximum speed V <sub>FE</sub>	129 kt
Design positive load factor (maximum)	
- Flaps retracted	+ 3.8
- Flaps extended	+ 2

- b) The following placard must be displayed on the baggage door:  
- Maximum weight: 110 lb or if modification No. 40 is applied

65 Kg - 143 lbs maximum  
For loading instructions see  
"Weight and Balance Data" in Flight Manual

- c) The following placard must be displayed on the fuel selector:  
Left tank 43.1 U.S. gal. usable  
OFF  
Right tank 43.1 U.S. gal. usable

- d) The following placard must be displayed on each tank:

100/130 octane or AVGAS 100 LL  
43.1 U.S. gal.

- e) The following placard must be displayed on each rear window:  
In emergency, kick out here.

Model TB 10

- a) The following placard must be displayed in front of and in clear view of the pilot.

- 1) Aircraft up to S/N 822, except S/N 804, 807, 808, and 816 to 819.

"The airplane must be operated as a normal and utility categories airplane in compliance with the operating limitations stated in the form of placards, markings and manuals."

Inverted flight	Prohibited
Acrobatic maneuvers in normal category	Prohibited
Intentional spins	Prohibited
Icing Conditions	Prohibited

Note 2  
Continued

Normal Category

Maximum take-off weight	2535 lb
Maximum landing weight	2407 lb
Maneuver speed $V_A$	122 kt
Never exceed speed $V_{NE}$	165 kt
Flap extended speed $V_{FE}$	95 kt
Design limit load factor	
Flaps retracted	+ 3.8
Flaps extended	+ 2

Utility Category

Maximum take-off weight	2359 lb
Maximum landing weight	2359 lb
Maneuver speed $V_A$	122 kt
Never exceed speed $V_{NE}$	165 kt
Flap extended speed $V_{FE}$	95 kt
Design limit load factor	
Flaps retracted	+ 4.4
Flaps extended	+ 2

Entry Speed

Chandelles	135 kt
Lazy eight	130 kt
Steep turns	108 kt
Stalls	

2) Aircraft from S/N 823 and S/N 804, 807, 808 and 816 to 819.

"This airplane must be operated as a normal and utility categories airplane in compliance with the operating limitations stated in the form of placards, markings and manuals."

Inverted flight	Prohibited
Acrobatic maneuvers in normal category	Prohibited
Intentional spins	Prohibited
Icing conditions	Prohibited

Normal Category

Maximum take-off and landing weight	2535 lbs
Maneuver Speed $V_A$	122 KIAS
Never exceed speed $V_{NE}$	165 KIAS
Flap extended speed $V_{FE}$	95 KIAS

Design limit load factor	
Flaps retracted	+ 3.8
Flaps extended	+ 2

Utility Category

Maximum take-off weight and landing weight	2359 lbs
Maneuver speed $V_A$	122 KIAS
Never exceed speed $V_{NE}$	165 KIAS
Flap extended speed $V_{FE}$	95 KIAS

Design limit load factor	
Flaps retracted	+ 4.4
Flaps extended	+ 2

Entry Speed

Chandelles	135 KIAS
Lazy eight	130 KIAS
Steep turn	108 KIAS
Stall	

Note 2  
Continued

b) The following placard from the flight manual, (placard 2.12 (3)) must be displayed on the baggage door:

**Valid up to S / N 399**

←	→
<b>MAX.</b> 30 <sup>Kg</sup> 66 lbs	<b>MAX.</b> 10 <sup>Kg</sup> 22 lbs

**Valid from S / N 400**

<p><b>65 kg - 143 lbs MAXIMUM FOR LOADING INSTRUCTIONS SEE "WEIGHT AND BALANCE" DATA IN FLIGHT MANUAL</b></p>
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c) The following placard must be displayed on the fuel selector

Left tank 26.9 U.S. gal. usable  
OFF  
Right tank 26.9 U.S. gal. usable

d) The following placard must be displayed on each fuel tank

100/130 octane AVGAS 100 LL  
26.9 U.S. gal.

e) The following placard must be displayed on each rear window.  
In emergency, kick out here.

Model TB 21

a) The following placard must be displayed in front and in clear view of the pilot.

1) Aircraft up to S/N 878.

"This aircraft must be operated as a normal category airplane in compliance with the operating limitations stated in the form of placards, markings and flight manual."

Inverted flight	Prohibited
Acrobatic maneuvers	Prohibited
Intentional spins	Prohibited
Icing conditions	Prohibited
Maximum take-off weight	3086 lbs
Maximum computation weight and landing	2943 lbs
Maneuver speed V <sub>A</sub>	129 kt
Never exceed speed V <sub>NE</sub>	187 kt
Flaps extended speed V <sub>FE</sub>	103 kt
Landing gear extended maximum speed V <sub>LE</sub>	139 kt
Landing gear operating maximum speed V <sub>LO</sub>	129 kt
Design positive load factor (Maximum)	
Flaps retracted	+ 3.8
Flaps extended	+ 2

2) Aircraft from S/N 879

"This airplane must be operated as a normal category airplane in compliance with the operating limitations stated in the form of placards, markings and flight manual."

Note 2  
Continued

Inverted flight	Prohibited
Acrobatic maneuvers	Prohibited
Intentional spins	Prohibited
Icing conditions	Prohibited
Maximum take-off and landing weight	3086 lbs
Maneuver speed $V_A$	129 kt
Never exceed speed $V_{NE}$	187 kt
Flaps extended speed $V_{FE}$	
- Flaps "TAKE-OFF"	129 kt
- Flaps "LANDING"	103 kt
Landing gear extended maximum speed $V_{LE}$	139 kt
Landing gear operating maximum speed $V_{LO}$	129 kt
Design positive load factor (Maximum)	
Flaps retracted	+ 3.8
Flaps extended	+ 2

b) The following placard must be displayed on the baggage door:

65 Kg - 143 lb maximum

For loading instructions see  
"Weight and Balance Data" in Flight Manual

c) The following placard must be displayed on the fuel selector:

Left tank 43.1 U.S. gal. usable  
OFF  
Right tank 43.1 U.S. gal. usable

d) The following placard must be displayed on each tank:

100/130 octane AVGAS 100 LL  
43.1 U.S. gal.

e) The following placard must be displayed on each rear window:  
In emergency, kick out here.

Model TB 9

a) The following placard must be displayed in front of and in clear view of the pilot.

"This aircraft must be flown in utility category in accordance with the placards, markings and Flight Manual."

Inverted Flight	Prohibited
Acrobatic Maneuvers	Prohibited (except as noted below)
Intentional Spins	Prohibited
Icing Conditions	Prohibited
Maximum Weight	2337 lbs
Maneuvering speed $V_A$	122 KIAS
Never Exceed $V_{NE}$	165 KIAS
Flap Extended Speed $V_{FE}$	95 KIAS
Design Limit Load Factor :	
Flaps retracted	- 1.8 to + 4.4
Flaps extended	0 to + 2

The following acrobatic maneuvers are permitted in utility category.

Note 2  
Continued

	Entry Speed
Chandelles	130 KIAS
Lazy Eight	124 KIAS
Steep Turns	108 KIAS
Stalls	

- b) The following placard must be displayed on the baggage door:  
65 Kg - 143 lb maximum  
For loading instructions see  
"Weight and Balance Data" in Flight Manual
- c) The following placard must be displayed on the fuel selector  
Left tank 20.1 U.S. gal. usable  
OFF  
Right tank 20.1 U.S. gal. usable  
or  
Left tank 26.9 U.S. gal. usable  
OFF  
Right tank 26.9 U.S. gal. usable
- d) The following placard must be displayed on each fuel tank  
100/130 octane AVGAS 100 LL  
26.9 U.S. gal.  
or  
100/130 octane AVGAS 100 LL  
20.1 U.S. gal.
- e) The following placard must be displayed on each rear window.  
In emergency, kick out here.

Model TB 200

- a) The following placard must be displayed in front of and in clear view of the pilot.

"This airplane must be operated as a normal and utility categories airplane in compliance with the operating limitations stated in the form of placards, markings and manuals."

Inverted flight	Prohibited
Acrobatic maneuvers	Prohibited
Intentional spins	Prohibited
Icing conditions	Prohibited
Maximum take-off and landing weight	2535 lb
Maneuver speed $V_A$	122 kt
Never exceed speed $V_{NE}$	165 kt
Flap extended speed $V_{FE}$	95 kt
Design limit load factor	
Flap retracted	+ 3.8 and - 1.5
Flap extended	+ 2 and 0

- b) The following placard must be displayed on the baggage door:  
65 Kg - 143 lb maximum  
  
For loading instructions see  
"weight and balance Data" in Flight Manual
- c) The following placard must be displayed on the fuel selector  
Left tank 26.9 U.S. gal. usable  
OFF  
Right tank 26.9 U.S. gal. usable

Note 2  
Continued

d) The following placard must be displayed on each fuel tank  
100/130 octane AVGAS 100 LL  
26.9 U.S. gal.

e) The following placard must be displayed on each rear window.  
In emergency, kick out here.

Note 3.

Service Life Limits

Information with respect to service life limited parts is contained in the applicable manufacturer's Maintenance Manual, chapter 4 DGAC approved:

TB10: Maintenance Manual TB10 revision 4 dated April 1995 DGAC approved on June 11, 1996, and later approved revisions.

TB9: Maintenance Manual TB9 revision 4 dated April 1995 DGAC approved on June 11, 1996, and later approved revisions.

TB20: Maintenance Manual TB20 revision 4 dated April 1995 DGAC approved on June 11, 1996, and later approved revisions.

TB21: Maintenance Manual TB21 revision 4 dated April 1995 DGAC approved on March 4, 1996, and later approved revisions.

TB200: Maintenance Manual TB21 revision 4 dated April 1995 DGAC approved on June 11, 1996, and later approved revisions.

Note 4.

Information essential for the proper maintenance of the airplane is contained in the SOCATA Maintenance Manual.

Note 5.

Model TB 20

Rear seat may be fitted out with three seats:

- a) The rear seat is equipped with three separate safety belts in accordance SOCATA option No. 502
- b) Weight and C.G. position are within limits.
- c) 3 seats at + 80.1

Model TB 10

Rear seat may be fitted out with three seats:

- a) The rear seat is equipped with three separate safety belts in accordance SOCATA option No. 502
- b) The total weight on the rear seats is under 454 lbs
- c) Weight and C.G. position are within limits
- d) 3 seats at + 80.1

Model TB 21

Rear seat may be fitted out with three seats:

- a) The rear seat is equipped with three safety belts in accordance SOCATA option No. 502
- b) Weight and C.G. position are within limits
- c) 3 seats at + 80.1

Model TB 9

Rear seat may be fitted out with three seats:

- a) The rear seat is equipped with three separate safety belts in accordance SOCATA option No. 502
- b) The total weight on the rear seats is under 386 lbs
- c) Weight and C.G. position are within limits
- d) 3 seats at + 80.1

Model TB 200

Rear seat may be fitted out with three seats:

Note 5  
Continued

- a) The rear seat is equipped with three separate safety belts in accordance SOCATA option No. 502
- b) The total weight on the rear seats is under 454 lb
- c) Weight and C.G. position are within limits
- d) 3 seats at + 80.1

.....END.....