DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

G60EU
Revision 7
Blanik Limited
[Aircraft Industries a.s.]
[LETECKÉ ZÁVODY a.s.]
[LET Aeronautical Works]
L 23 Super Blanik
June 27, 2014

TYPE CERTIFICATE DATA SHEET NO. G60EU

This data sheet which is a part of type certificate no. G60EU prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder.

BLANIK LIMITED
2nd Floor Beaux Lane House
Mercer Street Lower
Dublin 2
Republic of Ireland

Type Certificate Holder Record:

Aircraft Industries a.s. transferred TC G71EU to Blanik Limited on June 20, 2013.

LETECKÉ ZÁVODY a.s. transferred TC G71EU to Aircraft Industries a.s. on September 26, 2005.

LET Aeronautical Works transferred TC G71EU to LETECKÉ ZÁVODY a.s. on October 15, 2002.

I - Model L 23 SUPER - BLANIK,(Utility Category), approved February 22, 1993

Airspeed limits (C.A.S.).

Serial Nos. prior to 938101

Max. speed to 13,780' MSL (V_{NE})	135 knots	(155 m.p.h.)
13,780' to 20,000' MSL	124 knots	(143 m.p.h.)
20,000' to 25,000' MSL	116 knots	(133 m.p.h.)
25,000' to 30,000' MSL	108 knots	(124 m.p.h.)
30,000' to 35,000' MSL	100 knots	(115 m.p.h.)

Serial Nos. 938101 and subsequent (with or without wing extensions installed)

Max. speed to 13,780' MSL (V_{NE})	124 knots	(143 m.p.h.)
13,780' to 20,000' MSL	114 knots	(131 m.p.h.)
20,000' to 25,000' MSL	105 knots	(120 m.p.h.)
25,000' to 30,000' MSL	97 knots	(111 m.p.h.)
30,000' to 35,000' MSL	89 knots	(102 m.p.h.)

All Serial Nos.

Maneuvering speed (V_A)	81 knots	(93 m.p.h.)
Airplane tow (V_T)	81 knots	(93 m.p.h.)
Auto-winch tow (V_W)	65 knots	(75 m.p.h.)

C.G. Range.

(+4.4 inches) to (+12.8 inches) at all weights
(23 to 40% MAC)

Empty Weight C.G. Range.

26.25±0.5 inches (67.30±1% MAC)

Datum.

Wing leading edge at wing root rib
(93.6 in. aft of the fuselage nose)

Leveling means.

Slope of rear top edge of fuselage 1000 to 51

(Points marked on side of fuselage)

Maximum weight.

For serial numbers up to and including 029004:
1124 lbs (crew of two)
For serial numbers 029005 and subsequent
1168 lbs (crew of two)

No. of Seats.

2 (one at -48.6 in. and one at -6.7 in.)

Maximum baggage.

22 lb. (+21.in.)

Control surface movements.

Elevator	Up	32° + 2°
	Down	25° ± 1°
Rudder	Right	30° + 1°
	Left	30° + 1°
Aileron	Up	34° + 2°
	Down	13° + 2°

Weak links for towing.

Winch launching	1460 lb
Airplane tow	1460 lb

Serial Nos. eligible.

Wing Extensions not approved:
917803, 917814, 917815, 917817, 917826, 917905, 917906, 917911, 917912, 917914, 917915, 917916, 917917, 917921, 917922, 917923, 917924, 917926, 917927, 917928, 928001, 928002, 928006, 928007, and subsequent.

Wing Extensions Optional: 938101 and subsequent.

Each individual aircraft manufactured under this type certificate must be accompanied by an Export Certificate of Airworthiness as noted below under "Import Requirements" when an application for a U.S. airworthiness certificate is made.

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 Civil Aviation Authority of the Czech Republic (CAA-CZ) 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 Federal Aviation Regulations Part 21.17(b) , U.S. Type Certificate No. G60EU and to be in a condition for safe operation.'

Country other than Manufacturer (U.S. bilateral agreement and the original Export Certificate of Airworthiness issued by the country of manufacture must exist):
A U.S. airworthiness certificate may be issued on the basis of a log book certifying statement endorsed by an authorized representative of the civil aviation authority of the exporting country. It is incumbent upon the exporting civil aviation authority to determine that the certifying statement includes evidence of acceptable service history and modification deviations and the following statement:

> "The aircraft covered by this certificate has been examined, tested, and inspected in accordance with the provisions of FAR 21.183(d) or its equivalent, and found to conform to the type design approved under Type Certificate G60EU and is in a condition for safe operation."

Other eligible model L 23 aircraft (S/N 928007 and before) imported in the U.S.A must be modified and equipped in accordance with LET Mandatory Bulletin No. L23/013a, dated march 17, 1993, for conformity with the type design approved under Type Certificate G60EU (Reference design change ZKA 70168), and meet the identification and marking requirements of FAR 45.

All modifications accomplished subsequent to original manufacture must be FAA approved.

Certification basis.

FAR 21.17(b):

JAR 22 Ch. 4 (Amend. 22/86/1, eff October 22, 1986, amended as follows:
- JAR 22.177(b) including AC 21.17-2, para. 6.c. (6) (i) (A), (B), (C), and (D)
- JAR 22.207(b) including AC 21.17-2, para 6.c (6) (ii).
- JAR 22.1545 including AC 21.17-2, para. 6.c (6) (iii)

The Civil Aviation Authority of the Czech Republic (CAA-CZ) originally type certificated this glider under its type certificate Number 89-02. The FAA validated this product under U.S. Type Certificate Number G71EU. Effective May 17, 2006, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the Czech Republic. The EASA TCDS number is EASA.A.044.

Validation Basis.

Type Certificate G60EU was issued pursuant to FAR 21.29 in validation of the Czech Republic Civil Aviation Inspectorate (CAI) certification of compliance with the aforementioned certification basis, and in accordance with the standard airworthiness certificate provisions of FAR 21.183(c).

Note: The airworthiness provisions of FAR 21.183(d) may be cited as the basis for issuance of standard airworthiness certificates for aircraft imported from a country other than the country of manufacture.

Equipment.

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for airworthiness certification. In addition, the following items of equipment are required:

1) Instruments All Operations:
   (i) Airspeed indicator.
   (ii) Altimeter.
   (iii) Lap and shoulder straps.

2) Additional Instruments required for Cloud flying:
   (i) Magnetic compass
   (ii) Turn and bank.
   (iii) Variometer (Vertical Speed Indicator).

3) Civil Aviation Inspectorate approved Sailplane Flight Manual, DO-L23.1011.5, dated October 14, 1992 or later approved revision/issue (sailplanes without approval for wing tip extensions).

4) Civil Aviation Inspectorate approved Sailplane Flight Manual, DO-L23.1012.5, dated December 1, 1993 or later approved revision/issue (sailplanes with optional wing tip extensions).

5) Civil Aviation Administration of the Czech Republic approved Sailplane Flight Manual, DO-L23.1014.5, dated January 4, 2002 or later approved revision/issue (sailplanes with increased gross weight of 1168 lbs).

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 May 17, 2006 – by the Civil Aviation Authority of the Czech Republic (CAA-CZ).

- 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 for type design data only unless one of the following conditions exists:

• The documents change the limitations, performance, or procedures of the FAA approved manuals.

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.

NOTES.

NOTE 1. Current weight and balance report including list of equipment in certificated empty weight, and loading instructions, when necessary, must be provided for each glider at the time of original certification.

NOTE 2. The following placard must be installed in full view of the pilot:
"This glider must be operated in compliance with the operating limitations stated in the form of placards, markings and manuals."

In addition all placards required in the approved Sailplane Flight Manual must be installed in the appropriate locations.

Required Placards (Refer to Manufacturer's Specifications for contents):

(1) Minimum Pilot's weight
(2) Pedal Adjustment
(3) Air Vent
(4) Canopy-Jettison
(5) Seat Back
(6) Center of Gravity Range
(7) Winch, Tow, Maneuver Speeds
(8) Operating Limitations (Two separate placards)
(9) V_{NE}/V_{RA} Speeds
(10) Maximum Allowable Speed vs Altitude
(11) Air Brakes
(12) Jettison / Lift Off (Rear Seat)
(13) Wheel Brake
(14) Landing Gear
(15) Front Lift Off
(16) Baggage (Rear Seat)
(17) Trimmer
(18) Release

NOTE 3. Information essential to the continued airworthiness,proper maintenance, inspection and repair is contained in the LET "L 23 SUPER-BLANIK Maintenance Manual (Books 1 and 2). Time Limits/Maintenance Checks are listed in Chapter 5.

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