

Center of Gravity Limits

Utility Category

Forward limit at 3080 lb:
119.3 in. from ref. datum (21.5% MAC)

Forward limit at 2369 lb:
119.3 in. from ref. datum (21.5% MAC)

Rear limit at 3080 to 2471.5 lb:
124.279 in. from ref. datum (29% MAC)
Straight line variation between points given.

Acrobatic Category

Forward limit at 2900 lb:
119.3 in. from ref. datum (21.5% MAC)

Forward limit at 2369 lb:
119.3 in. from ref. datum (21.5% MAC)

Rear limit at 2900 to 2471.5 lb:
124.279 in. from ref. datum (29% MAC)
Straight line variation between points given.

Minimum Crew	One (1) pilot (front seat)
Number of Seats	2 Front seat (moment arm 122.99 inches aft of datum) Rear seat (moment arm 174.8 inches aft of datum)
Maximum Baggage	None
Fuel Capacity (U.S. Gallons)	<u>Utility Category</u> LH tanks 47.5 ; RH tanks 47.5 total 95 (moment arm 122.48 inches aft of datum) <u>Acrobatic Category</u> LH tank 23.75 ; RH tank 23.75 (inboard tanks only) total 47.5 (moment arm 122.48 inches aft of datum) See NOTE 1
Oil System Capacity (U.S. Gal)	4.75
Usable Oil (U.S. Gal)	min. 2.19; max. 3.9
Usable Oil for Acrobatics	max. 2.74 U.S. Gal See NOTE I
Datum	77 inches forward of the firewall

Control Surface Movements	<table border="0"> <tr> <td>Ailerons</td> <td>up</td> <td>24°±2°</td> <td>down</td> <td>14°±2°</td> </tr> <tr> <td>Elevator</td> <td>up</td> <td>30°±2°</td> <td>down</td> <td>28°±2°</td> </tr> <tr> <td>Elevator Trim Tab</td> <td>up</td> <td>15°±1°</td> <td>down</td> <td>8°±1°</td> </tr> <tr> <td>Rudder</td> <td>left</td> <td>35°±2°</td> <td>right</td> <td>35°±2°</td> </tr> <tr> <td>Rudder Trim Tab</td> <td>left</td> <td>15° -1°</td> <td>right</td> <td>15° -1°</td> </tr> <tr> <td>Flaps: Cruise: 0</td> <td>Takeoff:</td> <td>25°±2°</td> <td>Landing:</td> <td>40°±2°</td> </tr> <tr> <td>Nose Wheel travel</td> <td>left</td> <td>27°±1°</td> <td>right</td> <td>27°±1°</td> </tr> </table>	Ailerons	up	24°±2°	down	14°±2°	Elevator	up	30°±2°	down	28°±2°	Elevator Trim Tab	up	15°±1°	down	8°±1°	Rudder	left	35°±2°	right	35°±2°	Rudder Trim Tab	left	15° -1°	right	15° -1°	Flaps: Cruise: 0	Takeoff:	25°±2°	Landing:	40°±2°	Nose Wheel travel	left	27°±1°	right	27°±1°
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Leveling Means	<p>Longitudinal- The point in the cockpit on the floor (seat guideway) Lateral - The point in the cockpit, wing spar box</p>																																			
Serial Numbers Eligible	<p>The General Inspectorate of Civil Aviation (GICA) Certificate of Airworthiness, endorsed as noted below under "Import Requirements," must be submitted for each individual aircraft for which application for airworthiness certification is made. (See NOTE 5)</p>																																			
Import Requirements	<p>Model M26 01: 1APP01-01, 1AP002-01 and subsequent</p> <p>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 Office (CAO) of Poland 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 23, U.S. Type Certificate No. A44CE and to be in a condition for safe operation.'</p>																																			
Certification Basis FAR 21.17	<p>FAR 23 effective February 1, 1965, as amended through Amendment 23-36 effective September 14, 1988; FAR 36 effective December 1, 1969, as amended through Amendment 36-21 effective December 28, 1995.</p> <p>The Civil Aviation Office (CAO) of Poland originally type certificated this aircraft under its type certificate Number BB-175/2. The FAA validated this product under U.S. Type Certificate Number A44CE. Effective October 24, 2005, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of Poland. The EASA TCDS number is EASA.A.057.</p>																																			
Validation Basis	<p>Type Certificate A44CE was issued pursuant to FAR 21.29 in validation of the General Inspectorate of Civil Aviation Certification of compliance with the aforementioned certification basis, and in accordance with the standard airworthiness certificate provisions of FAR 21.183(c).</p>																																			
Equipment	<p>The 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: Model PZL M26 01: GICA approved Airplane Flight Manual, ref: M26/9/93/LT0-37/alb. 106</p>																																			
Service Information	<p>Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before October 24, 2005 – by the Civil Aviation Office (CAO) of Poland. (See Note 5)</p> <ul style="list-style-type: none"> • 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; 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.

NOTES:

NOTE 1

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

The certificated empty weight and corresponding center of gravity location must include full oil and unusable fuel as noted below:

Fuel	1.06 U.S. Gal
Oil	4.75 U.S. Gal

NOTE 2

Placards (Refer to Manufacturer's Specifications for a complete listing): All required placards as listed in the approved Airplane Flight Manual must be installed in the appropriate locations. Refer to the Airplane Flight Manual, Section 2, Limitations for a listing of required placards.

NOTE 3

Instructions for Continued Airworthiness are contained in Part I, Chapter 4 of PZL M26 Maintenance Manual, ref: M26/12/93/LTO-37/alb. 107. Revisions to Airworthiness Limitations must be approved by the FAA.

All service bulletins classified as Mandatory by the GICA are identified to that effect and are subject to an Airworthiness Directive issued by the FAA.

Service documents required:

Maintenance Manual: M26/12/93/LTO-37/alb. 107

NOTE 4

The instructions for Continued Airworthiness must be completed and acceptable to the Administrator prior to delivery of the first aircraft or issuance of a standard Certificate of Airworthiness, whichever occurs later.

NOTE 5

The national airworthiness authority (NAA) for this airplane is the Civil Aviation Office (CAO) of Poland. The CAO was previously known as CAIB, CACA and General Inspectorate of Civil Aviation (GICA).

END