

Each aircraft and any replacement parts manufactured in Spain must be clearly identified as imported.

The Spanish Instituto Nacional de Tecnica Aeronautica (INTA) originally type certificated this aircraft under its type certificate Number 1003/63. The FAA validated this product under U.S. Type Certificate Number A11IN. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of Spain.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification basis) must be installed in the aircraft for certification. The following additional item must be installed:
Pre-stall warning indicator, Safe Flight Instrument Corporation No. 164.

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 INTA 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. Civil Air Regulation Part 3 approved under U.S. Type Certificate No. A11IN and to be in a condition for safe operation.'

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 INTA.

- 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.

NOTE 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 time of original certification. The certificated empty weight and corresponding center of gravity location must include unusable and system fuel of 2 lb. at +43 and unusable oil of 4 lb. at -27.

NOTE 2. (a) The following placards must be displayed in front and in clear view of the pilots:

- (1) "This airplane must be operated as a Normal or Utility Category airplane in compliance with the approved airplane flight manual. All markings and placards on this airplane apply to its operation as a Normal Category airplane. For Utility Category operations, refer to the airplane flight manual. No acrobatic maneuvers (including spins) are approved for Normal

Category operations."

(2) "Do not place anything on the floor."

(3) "Day VFR flight only."

(b) The following placard must be displayed on the baggage area behind the seats:

"Maximum weight 60 lb."

For additional loading instructions see weight and balance data.

NOTE 3. This airplane is limited to day VFR operations until compliance with applicable portions of CAR 3 is shown for night and/or IFR approval.

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