

Airspeed Limits (IAS)	V _{MO} (Maximum operating)	
	Sea level	340 kts
	19500 feet	352 kts
	M _{MO} (Maximum operating)	
	19500 feet and above	M = 0.75 (IMN)
	V _A (Maneuvering)	
	18300 lb gross weight	280 kts
	15500 lb gross weight	250 kts
	13000 lb gross weight	230 kts
	V _{FE} (Flap Speed)	
	20° down	220 kts
	40° down	185 kts
	V _{LE} (Landing gear extended speed)	220 kts
V _{LO} (Landing gear operating speed)	200 kts	
V _{MCG} (Minimum control speed, ground) sea level		
ISA - 50°C	89 kts	
V _{MCA} (Minimum control speed air) is below the stall speed		
Tire limit ground speed (Nose landing gear) (Take-off)	157 kts	

Datum Fuselage station "0", 38 inches forward of cut for sliding nose.

Mean Aerodynamic Chord (MAC) 74.6 inches. Leading edge of MAC is located at fuselage station 216.5 inches.

C.G. Range (gear extended)

WEIGHT (Pounds)	FORWARD		AFT	
	% MAC	Inches	% MAC	Inches
18,300	21.0	+232.16	24.5	+234.78
16,000	22.0	+232.91	-	-
14,500	-	-	27.5	+237.00
13,000	-	-	27.5	+237.00
12,500	17.5	+229.55	-	-
11,000	17.5	+229.55	-	-
10,000	19.4	+231.00	24.8	+235.00

Straight line variation between points given

Leveling Means Longitudinally - Fuselage right side between station 336.50 inches to 351.0 inches.
Laterally - Fuselage station 321.4 inches.

Maximum Weight	Ramp	18,300 lb
	Take-off (brake release)	18,000 lb
	Landing	16,000 lb
	Zero Fuel	13,000 lb

Minimum Crew Two Pilot and Co-pilot

Maximum Passengers Nine

Maximum Baggage (5 passengers version)		<u>Weight lb.</u>	<u>Arm Inches</u>
	Forward compartment:	140	128.74
	Rear compartment:	100	274.31
Maximum Baggage (9 passengers version)	Forward compartment:	140	143.31

Fuel Capacity

Usable fuel (See NOTE 1 for unusable fuel)

Location	Volume U.S. Gals.	Arm Inches
Right or left tank (wing plus tip) (each)	485	
Wing (right or left) (each)	248	245.78
Tip (right or left) (each)	237	226.56

Oil Capacity

Maximum oil system capacity (See NOTE 1 for unusable oil)

Location	Volume U.S. Gals.	Arm Inches
No. 1	1.94	308.14
No. 2	1.94	308.14

Maximum operating altitude

40,000 feet

Other operating limitations

Aircraft shall be operated in compliance with the operating limitations specified on the R.A.I. Approved Airplane Flight Manual.

Control Surface Movements

<u>Surface</u>	<u>Travel</u>	<u>Tolerance</u>	
Aileron	Up	16° ± 1°	
	Down	16°	
Aileron tabs (trim on left side only)	Left side	Up	32° ± 2°
		Down	36°
	Right side	Up	20° ± 2°
		Down	20°
Rudder	Left	27° ± 1°	
	Right	27°	
Rudder trim tabs	Left	25° ± 1°	
	Right	25°	
Elevator	Up	20° ± 1°	
	Down	10°	
Elevator trim tab (Electrical)	Up	22° ± 2°	
	Down	27°	
Elevator trim tab (Mechanical)	Up	8° ± 2°	
	Down	12°	
Flaps	Down	40° ± 2°	
Speed brakes	Down	45° ± 2°	
Spoilers	Up	60° ± 2°	

Serial Numbers Eligible

A Registro Aeronautico Italiano (R.A.I.) Certificate of Airworthiness for Export, endorsed as noted below under Import Requirements, must be submitted for each individual aircraft for which application for certification is made.

Certification Basis

FAR 21.29 and CAR 4b dated December 1953; Amendments 4b-1 through 4b-11 thereto; the provisions of Special Civil Air Regulation SR-422B; the Special Conditions listed in Attachment A to FAA letter to the Registro Aeronautico Italiano (R.A.I.) dated May 11, 1966.

Type Certificate (Import) No. A12EU issued November 27, 1968.
(See NOTE 3)

Date of Application December 7, 1961

Compliance with the following additional requirements has been established:
Amendment 4b-12 Sections 4b.1 thru 4b.191, 4b.334 (e), 4b.413 thru 4b.447 (except 4b.437), 4b.450 thru 4b.454, 4b.603 thru 4b.612, 4b.622 thru 4b.634, 4b.642, 4b.643,

4b.711, 4b.718, 4b.738 and 4b.740.

Amendment 4b.14; FAR 25 - Amendment 25 - 15

FAA exemption No. 769 (Grant exemption from CAR 4b.437).

Import Requirements A U.S. Certificate of Airworthiness may be issued on the basis of an Italian Certificate of Airworthiness for Export signed by a representative of the Registro Aeronautico Italiano containing the following statement: "The airplane covered by this certificate has been examined and found to comply with U.S. Civil Air Regulations Part 4b issued December 31, 1953, including Amendments 4b-1 thru 4b-11, additional requirements as stated under Certification Basis of Type Certificate Data Sheet A12EU, and conforms to Type Certificate A12EU."

Required Equipment The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in the aircraft for certification.
A required Equipment List is provided in the R. Piaggio Report No. 9008 dated November 16, 1966, and is available upon request from the manufacturer.
A current R.A.I. - Approved Airplane Flight Manual for the Model PD 808/526 must be carried on the aircraft at all times.

Service Information All Service Bulletins are approved by R.A.I. and carry a statement to that effect.

- NOTE 1**
- (a) A current Weight and Balance Report including list of equipment included in certificated empty weight, and loading instructions, must be in each aircraft at the time of original certification and at all times thereafter.
 - (b) The airplane must be loaded so that the C.G. is within the specified limits at all times.
 - (c) The weight of system fuel and oil as defined below and hydraulic fluid must be included in the empty weight of the airplane.

<u>System Fuel</u>	<u>U.S. Gals.</u>	<u>Arm inches</u>
Unusable fuel	16	260.00
Undrainable fuel (trapped in tanks & lines)	4	260.00
 <u>System Oil</u>	 <u>U.S. Gals.</u>	 <u>Arm inches</u>
Unusable oil (both engines)	1.8	308.14
Undrainable oil	Negligible	

NOTE 2 The service life limits for aircraft structural parts which are fatigue critical are listed in the Approved Airplane Flight Manual.

NOTE 3 Piaggio Model PD 808, Approved November 29, 1966 withdrawn November 27, 1968, since Bristol Siddeley Viper 525 engines are not installed on any PD 808 airplanes.

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