DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A30EU
Revision 2
ZLIN AIRCRAFT a.s.
ZLIN 526L

January 28, 2011

TYPE CERTIFICATE DATA SHEET NO. A30EU

This data sheet which is a part of Type Certificate No. A30EU 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:	ZLIN AIRCRAFT a.s. Letiště 1578 765 02 Otrokovice Czech Republic
Type Certificate Holder record	Moravan National Corporation transferred TC A30 EU to ZLIN AIRCRAFT a.s. on Januray 28, 2011.

I - Model Zlin 526L (Normal and Acrobatic categories), Approved November 15, 1973

Engine	Lycoming AIO-360-B1B
Fuel	100/130 minimum grade aviation gasoline
Engine limits	2700 r.p.m. (200 hp) for all operations
Propeller and propeller limits	Hartzell HC-C2YK-4/C7666A-2 Diameter: Maximum 74 in., Minimum allowable for repairs 72 in. No further reduction permitted. Pitch setting at 30 in. radius: Low 13° 40' High 29° 10' Spinner: Hartzell C2513-5 Governor: Woodward -210-688

Airspeed limits (IAS)

	Normal Category	Acrobatic Category
Never exceed (Vne)	145 knots	165 knots
Max. structural cruising (Vno)	124 knots	124 knots
Maneuvering speed (Va)	102 knots	124 knots
Max. with flaps ext. (Vfe)	80 knots	80 knots
Max. with L.G. ext. (Vle)	145 knots	165 knots
Max. for L.G. operation (Vlo)	73 knots	73 knots

C.G. range	Normal Category : 92.5 in. to 109.8 in. at all weights Acrobatic Category: 92.5 in. to 94.2 in. at all weights
Empty weight C.G. range	None
Datum	55.67 in forward of the forward fuselage jacking points.
Leveling means	Leveling pins along upper longeron on side of aft fuselage.
Maximum weight	Normal Category : 2,149 lbs Acrobatic Category: 2,072 lbs
No. of seats	2 (one at +93.3 in., and one at +129.0 in.) (See Note 5)
Maximum baggage	44 lbs (+165.0 in.) for Normal Category only.
Fuel capacity	Without tip tanks installed: 25.2 gal. total (2 main wing tanks of 11.9 gal. each at +82.5 in. and one connecting tank of 1.4 gal. at +82.5 in.; 24.6 gal. usable) With wing tip tanks installed: 43.5 gal. total (2 main wing tanks of 11.9 gal. each at +82.5 in., and one connecting tank of 1.4 gal. at +82.5 in., and 2 wing tip tanks of 9.2 gal. each at +120.0 in.; 43.0 gal. usable)

Oil capacity	12 qt. total (+74.3 in.) See NOTE 1 for data on undrainable oil and unusable fuel.		
Control surface movements	Wing flaps (Landing)		Down 40° +5° -3°
	Ailerons (measured at inboard trailing edge of aileron)	Up 4.3, +0.2 -0.1 in.	Down 3.9. +0.2 -0.1 in.
	Elevator	Up 25° ± 1°	Down 20° ± 1°
	Elevator trim tab	Up 25° ± 2°	Down 40° ± 2°
	Rudder	Right 28° ± 2°	Left 28° ± 2°
	Rudder tab	Right 5° ± 1°	Left 30° ± 2°

Serial Nos. eligible

A Czechoslovakian State Aviation Inspection (S.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 airworthiness certification is made. (See Note 3.)

Certification basis

FAR 21.29 and FAR 23 effective 1 February 1965 including Amendments 23-1 through 23-10.
Application for Type Certificate dated 13 April 1971.
Type Certificate No. A30EU issued November 15, 1973.

The Czechoslovakian State Aviation Inspection (S.A.I.), who later became the Civil Aviation Authority of the Czech Republic (CAA-CZ), originally type certificated this aircraft model under its type certificate Number TC 71-06. The FAA validated this product under U.S. Type Certificate Number A30EU. Effective March 27, 2007, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the Czech Republic. The EASA TCDS number EASA.A.353, Issue 1, replaces CAA-CZ type certificate No. 71-06.

Validation basis

Type Certificate was issued pursuant to FAR 21.29(a)(1)(ii), effective 1 December 1969, in validation of the State Aviation Inspection's certification of compliance with the aforementioned Certification Basis.

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 23, U.S. Type Certificate No. A30EU and to be in a condition for safe operation.'

Equipment

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

a) An aural stall warning system.

b) Model Zlin 526L Airplane Flight Manual, with S.A.I. approved Operating Limitations Section.

c) Exhaust Silencer, type : Moravan, N.C., Model L526.1130.

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 March 27, 2007 – by the Civil Aviation Authority of the Czech Republic (CAA-CZ). (See Note 3)

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

The certificated empty weight and corresponding center of gravity location must include undrainable oil (1 lb. at + 36.0 in.), and unusable fuel (3 lb. at +82.5 in.)

NOTE 2. The following placard must be displayed on the instrument in clear view of the pilot:

"THIS AIRPLANE MUST BE OPERATED AS A NORMAL OR ACROBATIC CATEGORY AIRPLANE IN COMPLIANCE WITH THE APPROVED AIRPLANE FLIGHT MANUAL. ALL MARKINGS AND PLACARDS ON THIS AIRPLANE APPLY TO ITS OPERATIONS AS AN ACROBATIC CATEGORY AIRPLANE. FOR NORMAL CATEGORY OPERATIONS REFER TO THE AIRPLANE FLIGHT MANUAL. NO ACROBATIC MANEUVERS, INCLUDING SPINS, ARE APPROVED FOR NORMAL CATEGORY OPERATIONS OR WHEN WING TIP FUEL TANKS ARE INSTALLED. SPINS WITH FLAPS EXTENDED ARE PROHIBITED."

In addition, all placards required in the approved Airplane Flight Manual must be installed in the appropriate locations. Also, each individual airplane must have a placard that specified the kind of operation such as VFR, or IFR, DAY OR NIGHT, to which the operation of the airplane is limited by the equipment installed.

NOTE 3. Czechoslovakian State Aviation Inspection (S.A.I.) originally type certified this airplane in Czechoslovakia on May 10, 1971. The Czechoslovakian S.A.I. later became the Civil Aviation Authority of the Czech Republic (CAA-CZ).

NOTE 4. Field installation and removal of the wing tip fuel tanks, which are specifically design for this purpose, is considered to be preventive maintenance and may be performed by persons authorized to perform preventive maintenance under FAR 43 provided it is accomplished in accordance with the instructions in the Zlin 526L Flight Manual.

NOTE 5. The rear seat is considered to be the pilot's seat and solo flying from the front seat is prohibited.

NOTE 6. Information essential for proper maintenance of the airplane is contained in the "Model Zlin 526L Technical Manual."

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