



- I. Model F.260 (Utility and Acrobatic Category), approved April 1, 1966.  
(See NOTE 6 for aircraft with Serial Nos. 2-54 and up).

Engine. Lycoming O-540-E4A5

Fuel. 91-96 Minimum grade

Oil.

AIR TEMPERATURE	MIL-L-6082 MINERAL GRADES	MIL-L-22851 ASHLESS DISPERSANT GRADES
All Temperatures	-----	SAE 15W50 or SAE 20W50
Above 27°C (80°F)	SAE 60	SAE 60
Above 16°C (60°F)	SAE 50	SAE 40 or SAE 50
-1° C to +32°C (30° to 90°F)	SAE 40	SAE 40
-18° C to +21°C (0° to 70°F)	SAE 30	SAE 30 or SAE 40
-18° C to +32°C (0° to 90°F)	SAE 20W50	SAE 20W50 or SAE 15W50
Below -12° C (10°F)	SAE 20	SAE 30

Engine Limits. For all operations, 2700 rpm (260 hp).

Propellers and  
Propeller Limits. Hartzell HC-C2YK-1B/8467-8R

Diameter: Max. 76 in., Minimum allowable for repairs 75 in.  
Pitch: Setting at 30 in.  
Radius: Low 15°30', High 30°

Airspeed Limits  
(C.A.S.)

V <sub>NE</sub> (Never Exceed)	272 mph (236 kts)
V <sub>NO</sub> (Max. Structural Cruising)	215 mph (187 kts)
V <sub>P</sub> (Maneuvering speed)	187 mph (162 kts)
V <sub>FE</sub> (Max. with flaps ext.)	125 mph (108 kts)
V <sub>LE</sub> (Max. with landing gear ext.)	125 mph (108 kts)

C.G. Range. (+85.8 in.) to (+93.7 in.) at 1870 lbs or less  
(+91.4 in.) to (+93.7 in.) at 2430 lbs

With straight line variation between points given.

Empty Weight  
C.G. Range. None.

Datum. 59.05 inches forward of firewall.

<u>Leveling Means.</u>	Two screws on left side of fuselage	
<u>Maximum Weight.</u>	2430 lbs (Utility cat.), 2205 lbs. (Acr. Cat.)	
<u>No. of Seats.</u>	3 (2 at +100 in.), (1 at +130 in.). See NOTE 3	
<u>Maximum Baggage.</u>	90 lbs (+149 in.).	
<u>Fuel Capacity.</u>	-64 U.S. gallons total 2 wing tanks of 13 U.S. gal. each (+105.5 in.) 2 tip tanks of 19 U.S. gal each (+93.3 in.) Usable 62 U.S. gal. See NOTE 1 for unusable fuel.	
<u>Oil Capacity.</u>	-12 qt. (+31.5 in.); usable 9.25 qt. See NOTE 1 for system oil.	
<u>Control Surface</u>	Wing Flaps	Down 50°±1
<u>Movements.</u>	Ailerons Up 24°±1	Down 13°±1
	Elevator Up 24°±1	Down 16°±1
	Elevator tab Up 20°±1	Down 25°±1
	Rudder Right 30°±1	Left 30°±1
<u>Serial Number.</u>	SIAI MARCHETTI:	From S/N 101 to 2-75

- II. Model F.260B (Utility and Acrobatic Category), approved June 10, 1974.  
(Same as F.260 except for vertical empennage of increased area and airfoil sections of wing leading edge).

Engine. Lycoming O-540-E4A5

Fuel. 91-96 Minimum Grade

Oil.

AIR TEMPERATURE	MIL-L-6082 MINERAL GRADES	MIL-L-22851 ASHLESS DISPERSANT GRADES
All Temperatures	-----	SAE 15W50 or SAE 20W50
Above 27°C (80°F)	SAE 60	SAE 60
Above 16°C (60°F)	SAE 50	SAE 40 or SAE 50
-1° C to +32°C (30° to 90°F)	SAE 40	SAE 40
-18° C to +21°C (0° to 70°F)	SAE 30	SAE 30 or SAE 40
-18° C to +32°C (0° to 90°F)	SAE 20W50	SAE 20W50 or SAE 15W50
Below -12° C (10°F)	SAE 20	SAE 30

<u>Engine Limits.</u>	For all operations, 2700 rpm (260 hp).	
<u>Propellers and Propeller Limits.</u>	Hartzell HC-C2YK-1B/8467-8R	
	Diameter:	Max. 76 in., Minimum allowable for repairs 75 in.
	Pitch:	Setting at 30 in.
	Radius:	Low 15°30', High 30°
<u>Airspeed Limits (C.A.S.)</u>	V <sub>NE</sub> (Never Exceed)	272 mph (236 kts)
	V <sub>NO</sub> (Max. Structural Cruising)	215 mph (187 kts)
	V <sub>P</sub> (Maneuvering speed)	187 mph (162 kts)
	V <sub>FE</sub> (Max. with flaps ext.)	125 mph (108 kts)
	V <sub>LE</sub> (Max. with landing gear ext.)	125 mph (108 kts)
<u>C.G. Range.</u>	(+85.8 in.) to (+93.7 in.) at 1870 lbs or less (+91.4 in.) to (+93.7 in.) at 2430 lbs	
	With straight line variation between points given.	
<u>Empty Weight C.G. Range.</u>	None.	
<u>Datum.</u>	59.05 inches forward of firewall.	
<u>Leveling Means.</u>	Two screws on left side of fuselage	
<u>Maximum Weight.</u>	2430 lbs (Utility cat.), 2205 lbs. (Acr. Cat.)	
<u>No. of Seats.</u>	3 (2 at +100 in.), (1 at +130 in.). See NOTE 3	
<u>Maximum Baggage.</u>	90 lbs (+149 in.).	
<u>Fuel Capacity.</u>	-64 U.S. gallons total 2 wing tanks of 13 U.S. gal. each (+105.5 in.) 2 tip tanks of 19 U.S. gal each (+93.3 in.) Usable 62 U.S. gal. See NOTE 1 for unusable fuel.	
<u>Oil Capacity.</u>	-12 qt. (+31.5 in.); usable 9.25 qt. See NOTE 1 for system oil.	
<u>Control Surface Movements.</u>	Wing Flaps	Down 50°±1
	Ailerons Up 24°±1	Down 13°±1
	Elevator Up 24°±1	Down 16°±1
	Elevator tab Up 20°±1	Down 25°±1
	Rudder Right 30°±1	Left 30°±1
<u>Serial Number.</u>	SIAI MARCHETTI:	S/N 3-76 and Subsequent

- III. Model F.260C (Utility and Acrobatic Category), approved December 30, 1976.  
(Same as Model F.260B except for lowered seats, ailerons with servotab, battery relocated forward and radio compartment).

Engine. Lycoming O-540-E4A5, or  
Lycoming AE10-540-D4A5

Fuel. 91-96 Minimum Grade

Oil.

AIR TEMPERATURE	MIL-L-6082 MINERAL GRADES	MIL-L-22851 ASHLESS DISPERSANT GRADES
All Temperatures	-----	SAE 15W50 or SAE 20W50
Above 27°C (80°F)	SAE 60	SAE 60
Above 16°C (60°F)	SAE 50	SAE 40 or SAE 50
-1° C to +32°C (30° to 90°F)	SAE 40	SAE 40
-18° C to +21°C (0° to 70°F)	SAE 30	SAE 30 or SAE 40
-18° C to +32°C (0° to 90°F)	SAE 20W50	SAE 20W50 or SAE 15W50
Below -12° C (10°F)	SAE 20	SAE 30

Engine Limits. For all operations, 2700 rpm (260 hp).

- Propellers and Propeller Limits.
- (a) Hartzell HC-C2YK-1B/8477-8R  
Diameter: Max. 76 in., (no reduction permitted)  
Pitch: Setting at 30 in.  
Radius: Low 15°30', High 32°
  - (b) Hartzell HC-C2YK-4F/FC8477-8R  
Diameter: Max. 76 in., (no reduction permitted)  
Pitch: Setting at 30 in.  
Radius: Low 15°30', High 32°
  - (c) Hartzell HC-C2YK-1BF/F8477-8R  
Diameter: Max. 76 in., (no reduction permitted)  
Pitch: Setting at 30 in.  
Radius: Low 15°30', High 32°

Airspeed Limits (C.A.S.)

V <sub>NE</sub> (Never Exceed)	272 mph (236 kts)
V <sub>NO</sub> (Max. Structural Cruising)	215 mph (187 kts)
V <sub>P</sub> (Maneuvering speed)	187 mph (162 kts)
V <sub>FE</sub> (Max. with flaps ext.)	125 mph (108 kts)
V <sub>LE</sub> (Max. with landing gear ext.)	125 mph (108 kts)

C.G. Range. (+85.8 in.) to (+93.7 in.) at 1870 lbs or less  
(+91.4 in.) to (+93.7 in.) at 2430 lbs

With straight line variation between points given.

<u>Empty Weight</u>	None.		
<u>C.G. Range.</u>			
<u>Datum.</u>	59.05 inches forward of firewall.		
<u>Leveling Means.</u>	Two screws on left side of fuselage		
<u>Maximum Weight.</u>	2430 lbs (Utility cat.), 2205 lbs. (Acr. Cat.)		
<u>No. of Seats.</u>	3 (2 at +100 in.), (1 at +130 in.). See NOTE 3		
<u>Maximum Baggage.</u>	90 lbs (+149 in.).		
<u>Fuel Capacity.</u>	<p>-64 U.S. gallons total  2 wing tanks of 13 U.S. gal. each (+105.5 in.)  2 tip tanks of 19 U.S. gal each (+93.3 in.)  Usable 62 U.S. gal. (with 0-540-E4A5 engine)  See NOTE 1 for unusable fuel.</p> <p>-64 U.S. gallons total  Usable 58.3 U.S. Gal. ( with AE10-540-D4A5 engine)  See NOTE 1 for unusable fuel.</p>		
<u>Oil Capacity.</u>	<p>-12 qt. (+31.5 in.); usable 9.25 qt. (with 0-540-E4A5 engine).  See NOTE 1 for system oil.</p> <p>-12 qt. (+31.5 in.); usable 6.00 qt. (with AE10-540-D4A5 engine).  See NOTE 1 for system oil.</p>		
<u>Control Surface</u>	Wing Flaps		Down 50°±1
<u>Movements.</u>	Ailerons	Up 24°±1	Down 13°±1
	Aileron servotab	Up 23°±1	Down 14°±1
	Elevator	Up 24°±1	Down 16°±1
	Elevator tab	Up 20°±1	Down 25°±1
	Rudder	Right 30°±1	Left 30°±1
<u>Serial Number.</u>	SIAI MARCHETTI:	S/N 266 and Subsequent	
IV.	<u>Model F.260D (Utility and Acrobatic Category), approved October 8, 1986.</u> (Same as Model F.260C except for reinforced wing main spar).		
<u>Engine.</u>	Lycoming 0-540-E4A5, or Lycoming AE10-540-D4A5		
<u>Fuel.</u>	91-96 Minimum Grade		

Oil.

AIR TEMPERATURE	MIL-L-6082 MINERAL GRADES	MIL-L-22851 ASHLESS DISPERSANT GRADES
All Temperatures	-----	SAE 15W50 or SAE 20W50
Above 27°C (80°F)	SAE 60	SAE 60
Above 16°C (60°F)	SAE 50	SAE 40 or SAE 50
-1° C to +32°C (30° to 90°F)	SAE 40	SAE 40
-18° C to +21°C (0° to 70°F)	SAE 30	SAE 30 or SAE 40
-18° C to +32°C (0° to 90°F)	SAE 20W50	SAE 20W50 or SAE 15W50
Below -12° C (10°F)	SAE 20	SAE 30

Engine Limits.

For all operations, 2700 rpm (260 hp).

Propellers and  
Propeller Limits.

- (a) Hartzell HC-C2YK-1B/8477-8R  
 Diameter: Max. 76 in., (no reduction permitted)  
 Pitch: Setting at 30 in.  
 Radius: Low 15°30', High 32°
- (b) Hartzell HC-C2YK-4F/FC8477-8R  
 Diameter: Max. 76 in., (no reduction permitted)  
 Pitch: Setting at 30 in.  
 Radius: Low 15°30', High 32°
- (c) Hartzell HC-C2YK-1BF/F8477-8R  
 Diameter: Max. 76 in., (no reduction permitted)  
 Pitch: Setting at 30 in.  
 Radius: Low 15°30', High 32°

Airspeed Limits  
(C.A.S.)

V <sub>NE</sub> (Never Exceed)	272 mph (236 kts)
V <sub>NO</sub> (Max. Structural Cruising)	215 mph (187 kts)
V <sub>P</sub> (Maneuvering speed)	200 mph (174 kts)
V <sub>FE</sub> (Max. with flaps ext.)	125 mph (108 kts)
V <sub>LE</sub> (Max. with landing gear ext.)	125 mph (108 kts)

C.G. Range.

(+86.9 in.) to (+93.7 in.) at 1984 lbs or less  
 (+91.3 in.) to (+93.7 in.) at 2425 lbs

With straight line variation between given points.

Empty Weight  
C.G. Range.

None.

Datum.

59.05 inches forward of firewall.

Leveling Means.

Two screws on left side of fuselage

<u>Maximum Weight.</u>	2425 lbs for both categories		
<u>No. of Seats.</u>	3 (2 at +100 in.), (1 at +130 in.). See NOTE 3		
<u>Maximum Baggage.</u>	90 lbs (+149 in.).		
<u>Fuel Capacity.</u>	-64 U.S. gallons total 2 wing tanks of 13 U.S. gal. each (+105.5 in.) 2 tip tanks of 19 U.S. gal each (+93.3 in.) Usable 62 U.S. gal. (with 0-540-E4A5 engine) See NOTE 1 for unusable fuel.  -64 U.S. gallons total Usable 58.3 U.S. gal. each( with AEI0-540-D4A5 engine) See NOTE 1 for unusable fuel.		
<u>Oil Capacity.</u>	-12 qt. (+31.5 in.); usable 9.25 qt. (with 0-540-E4A5 engine). See NOTE 1 for system oil.  -12 qt. (+31.5 in.); usable 6.00 qt. (with AEI0-540-D4A5 engine). See NOTE 1 for system oil.		
<u>Control Surface</u>	Wing Flaps		Down 50°±1
<u>Movements.</u>	Ailerons	Up 24°±1	Down 13°±1
	Aileron servotab	Up 23°±1	Down 14°±1
	Elevator	Up 24°±1	Down 16°±1
	Elevator tab	Up 20°±1	Down 25°±1
	Rudder	Right 30°±1	Left 30°±1
<u>Serial Number.</u>	SIAI MARCHETTI:	S/N 563; 566; 567; 568; 735; 739 to S/N 1999.	

- V. Model F.260E (Utility and Acrobatic Category), approved on August 17, 1994  
 (Same as Model F.260D except for: reinforced wing with aerodynamic modifications for stall speed reduction, fuel system.)

Engine. Lycoming I0-540-D4A5, or  
 Lycoming AEI0-540-D4A5

Fuel. 91-96 Minimum grade

Oil.

AIR TEMPERATURE	MIL-L-6082 MINERAL GRADES	MIL-L-22851 ASHLESS DISPERSANT GRADES
All Temperatures	-----	SAE 15W50 or SAE 20W50
Above 27°C (80°F)	SAE 60	SAE 60
Above 16°C (60°F)	SAE 50	SAE 40 or SAE 50
-1° C to +32°C (30° to 90°F)	SAE 40	SAE 40
-18° C to +21°C (0° to 70°F)	SAE 30	SAE 30 or SAE 40
-18° C to +32°C (0° to 90°F)	SAE 20W50	SAE 20W50 or SAE 15W50
Below -12° C (10°F)	SAE 20	SAE 30

Engine Limits.

For all operations, 2700 rpm (260 hp).

Propellers and Propeller Limits.

- (a) Hartzell HC-C2YK-1BF/F8477-8R  
 Diameter: Max 76 in., (no reduction permitted)  
 Pitch: Setting at 30 in.  
 Radius: Low 15°30', High 32°
- (b) Hartzell HC-C2YK-4F/FC8477-8R  
 Diameter: Max 76 in. (no reduction permitted)  
 Pitch: Setting at 30 in.  
 Radius: Low 15°30', High 32°

Airspeed Limits (C.A.S.).

$V_{NE}$ (Never Exceed)	272 mph (236 kts)
$V_{NO}$ (Max. Structural Cruising)	215 mph (187 kts)
$V_p$ (Maneuvering Speed)	209 mph (182 kts)
$V_{FE}$ (Max with Flaps Ext.)	127 mph (110 kts)
$V_{LE}$ (Max speed for operation with Landing Gear Extended)	144 mph (125 kts)
$V_{LO}$ (Max Landing Gear Extension Speed)	144 mph (125 kts)

C.G. Range.

Utility Category  
 (+86.9 in) to (+93.7 in) at 1984 lbs or less  
 (+90.3 in) to (+93.7 in) at 2645 lbs  
 With straight line variation between points given.

Acrobatic Category  
 (+86.9 in) to (92.7 in) at 1984 lbs or less  
 (+90.3 in) to (92.7 in) at 2645 lbs  
 With straight line variation between points given.

Empty Weight C.G. Range.

None.

Datum.

59.05 inches forward of firewall.

<u>Leveling Means.</u>	Two screws on left side of fuselage.		
<u>Maximum Weight.</u>	2645 lbs for both categories. See NOTE 8		
<u>No. of Seats.</u>	3 (2 at +100 in), (1 at +130 in.).		
<u>Maximum Baggage.</u>	90 lbs (+149 in).		
<u>Fuel Capacity.</u>	-64 U.S. gallons total 2 wing tanks of 13 U.S. gal each (+105.5 in) 2 tip tanks of 19 U.S. gal each (+93.3 in) Usable 60.26 U.S. gal. See NOTE 1 for unusable fuel.		
<u>Oil Capacity.</u>	- 12 qt (+31.5 in); usable 9.25 qt. (with I0-540-D4A5 engine) See NOTE 1 for system oil.  - 12 qt (+31.5 in); usable 6.00 qt. (with AEI0-540-D4A5) See NOTE 1 for system oil.		
<u>Control Surface Movements.</u>	Wing Flap		Down 50° ± 1
	Ailerons	Up 24° ± 1	Down 13° ± 1
	Aileron servotab	Up 23° ± 1	Down 14° ± 1
	Elevator	Up 24° ± 1	Down 16° ± 1
	Elevator tab	Up 5° ± 30'	Down 30° ± 1
	Rudder	Right 30° ± 1	Left 30° ± 1
<u>Serial Number.</u>	AGUSTA:	S/N 784	
	SIAI MARCHETTI:	S/N 2001 to S/N 2999	

VI. Model F.260F (Utility and Acrobatic Category), approved on August 17, 1994  
(Same as Model F.260D except for: reinforced wing with aerodynamic modifications for stall speed reduction).

Engine. Lycoming O-540-E4A5

Fuel. 91-96 Minimum grade

Oil.

AIR TEMPERATURE	MIL-L-6082 MINERAL GRADES	MIL-L-22851 ASHLESS DISPERSANT GRADES
All Temperatures	-----	SAE 15W50 or SAE 20W50
Above 27°C (80°F)	SAE 60	SAE 60
Above 16°C (60°F)	SAE 50	SAE 40 or SAE 50
-1° C to +32°C (30° to 90°F)	SAE 40	SAE 40
-18° C to +21°C (0° to 70°F)	SAE 30	SAE 30 or SAE 40
-18° C to +32°C (0° to 90°F)	SAE 20W50	SAE 20W50 or SAE 15W50
Below -12° C (10°F)	SAE 20	SAE 30

<u>Engine Limits.</u>	For all operations, 2700 rpm (260 hp).
<u>Propellers and Propeller Limits.</u>	<p>(a) Hartzell HC-C2YK-1BF/F8477-8R  Diameter: Max 76 in., (no reduction permitted)  Pitch: Setting at 30 in.  Radius: Low 15°30', High 32°</p> <p>(b) Hartzell HC-C2YK-4F/FC8477-8R  Diameter: Max 76 in. (no reduction permitted)  Pitch: Setting at 30 in.  Radius: Low 15°30', High 32°</p>
<u>Airspeed Limits (C.A.S.).</u>	<p><math>V_{NE}</math> (Never Exceed) 272 mph (236 kts)  <math>V_{NO}</math> (Max. Structural Cruising) 215 mph (187 kts)  <math>V_P</math> (Maneuvering Speed) 209 mph (182 kts)  <math>V_{FE}</math> (Max with Flaps Ext.) 127 mph (110 kts)  <math>V_{LE}</math> (Max speed for operation with 144 mph (125 kts)  Landing Gear Extended)  <math>V_{LO}</math> (Max Landing Gear Extension Speed) 144 mph (125 kts)</p>
<u>C.G. Range.</u>	<p>Utility Category  (+86.9 in) to (+93.7 in) at 1984 lbs or less  (+90.3 in) to (+93.7 in) at 2645 lbs  With straight line variation between points given.</p> <p>Acrobatic Category  (+86.9 in) to (92.7 in) at 1984 lbs or less  (+90.3 in) to (92.7 in) at 2645 lbs  With straight line variation between points given.</p>
<u>Empty Weight C.G. Range.</u>	None.
<u>Datum.</u>	59.05 inches forward of firewall.
<u>Leveling Means.</u>	Two screws on left side of fuselage.
<u>Maximum Weight.</u>	2645 lbs for both categories. See NOTE 8
<u>No. of Seats.</u>	3 (2 at +100 in), (1 at +130 in.).
<u>Maximum Baggage.</u>	90 lbs (+149 in).
<u>Fuel Capacity.</u>	-64 U.S. gallons total 2 wing tanks of 13 U.S. gal each (+105.5 in) 2 tip tanks of 19 U.S. gal each (+93.3 in) Usable 62 U.S. gal. See NOTE 1 for unusable fuel.
<u>Oil Capacity.</u>	- 12 qt (+31.5 in); usable 9.25 qt. See NOTE 1 for system oil.

<u>Control Surface Movements.</u>	Wing Flap		Down	50° ± 1
	Ailerons	Up 24° ± 1	Down	13° ± 1
	Aileron servotab	Up 23° ± 1	Down	14° ± 1
	Elevator	Up 24° ± 1	Down	16° ± 1
	Elevator tab	Up 5° ± 30'	Down	30° ± 1
	Rudder	Right 30° ± 1	Left	30° ± 1

Serial Number. SIAI MARCJETTI: S/N 3001 to S/N 3999

#### DATA PERTINENT TO ALL MODELS

Serial Nos. Eligible. The Registro Aeronautico Italiano (RAI) Certificate of Airworthiness endorsed as noted below under "Import Requirements" must be submitted for each individual aircraft for which application for certification is made.

- Certification Basis.
- (a) F.260 and F.260B - U.S. Civil Air Regulation Part 3, dated May 15, 1956, including Amendments 3-1 through 3-8.
  - (b) F.260C and F.260D - U.S. Civil Air Regulation Part 3, dated May 15, 1956, including Amendments 3-1 through 3-8 and FAR Part 23 dated February 1, 1965, including Amendments 23-1 through 23-7 for the paragraphs 23.729; 23.735; 23.951; 23.995; 23.1353.
  - (c) F.260E - U.S. Civil Air Regulation Part 3, dated May 15, 1956, including Amendments 3-1 through 3-8 and FAR Part 23 dated February 1, 1965, including Amendments 23-1 through 23-7 for the paragraphs 23.735, 23.1353; Amendments 23-42 for the paragraphs 23.2, 23.221, 23.333, 23.341, 23.345, 23.425, 23.443, 23.572, 23.729, 23.863, 23.943, 23.951, 23.955, 23.959, 23.961, 23.991, 23.993, 23.994, 23.995, 23.1309, 23.1581, 23.1583, 23.1585, 23.1587, 23.1589. Part 36 effective August 18, 1989 including Amendment 36-20.
  - (d) F.260F - U.S. Civil Air Regulation Part 3, dated May 15, 1956, including Amendments 3-1 through 3-8 and FAR Part 23 dated February 1, 1965, including Amendments 23-1 through 23-7 for the paragraphs 23.735, 23.951, 23.995, 23.1353; Amendments 23-42 for the paragraphs 23.2, 23.221, 23.333, 23.341, 23.345, 23.425, 23.443, 23.572, 23.729, 23.1581, 23.1583, 23.1585, 23.1587, 23.1589. Part 36, effective August 18, 1989 including Amendment 36-20.

Date of application for Type Certificate, June 12, 1963.

Import Requirements.

To be considered eligible for operation in the United States, each aircraft manufactured under this type certificate must be accompanied by a certificate of airworthiness for export or certifying statement endorsed by the exporting foreign civil airworthiness authority which states (in the English language): This aircraft conforms to its U.S. type design (type certificate number A10EU) and is in a condition for safe operation.

The U.S. airworthiness certification basis for aircraft type certificated under FAR Section 21.29 and exported by the country of manufacture is FAR Sections 21.183(c) or 21.185(c).

The U.S. airworthiness certification basis for aircraft type certificated under FAR Section 21.29 exported from countries other than the country of manufacture (e.g., third party country) is FAR Sections 21.183(d) or 21.183(b).

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: (all items notes as standard equipment in the manufacturer's approved equipment list)

- (a) Pre-stall warning indicator, Safe Flight Instrument Corp. 164S
- (b) F.260 and F.260B RAI-approved Airplane Flight Manual dated April 18, 1968, Revision 1 through 7 (and subsequent approved revisions).
- (c) F.260C RAI-approved Airplane Flight Manual dated October 20, 1976, and subsequent approved revisions.
- (d) F.260C with Lycoming AEI0-540-D4A5 engine RAI-approved Airplane Flight Manual dated May 11, 1983, and subsequent approved revisions.
- (e) F.260D RAI-approved Airplane Flight Manual dated December 14, 1985, and subsequent approved revisions.
- (f) F.260D with Lycoming AEI0-540-D4A5 engine RAI-approved Airplane Flight Manual dated December 14, 1985, and subsequent approved revisions.
- (g) F.260E RAI-approved Airplane Flight Manual (F260E-00-38-02) dated May 29, 1992, and subsequent approved revisions.
- (h) F.260F RAI-approved Airplane Flight Manual (F260F-00-38-02) dated May 29, 1992, and subsequent approved revisions.

Service Information.

Service bulletins, structural repair manuals, aircraft flight manuals, and overhaul and maintenance manuals, which contain a statement that the document is Registro Aeronautico Italiano (RAI) approved, are accepted by the FAA and are considered FAA approved. These approvals pertain to the type design only.

NOTES

## NOTE 1.

Current weight and balance report including list of equipment in the 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:

- unusable fuel of 4 lbs. at (+105.5 in) and 8.6 lbs at (+95.3 in)  
(For F.260, F.260B, F.260C, F.260D, F.260F)

- unusable fuel of 26.46 lbs at (+105.5 in) and 8.6 lbs at (+95.3 in)  
(For F.260C and F.260D with AEIO-540-D4A5 engine only).

- unusable fuel of 15 lbs at (+105.5 in) and 8.6 lbs at (+95.3 in)  
(For F.260E only)

- trapped engine oil 5.07 lbs at (+31.5 in)

## NOTE 2.

The following placards must be displayed as indicated:

(a) On Instrument Panel

This airplane must be operated as a Utility or Acrobatic category airplane in compliance with the Approved Airplane Flight Manual.

All markings and placards on this airplane apply to its operation as a Utility category airplane.

For acrobatic category operations, refer to Airplane Flight Manual.

## (b) All placards required in the basic Approved Airplane Flight Manual, installed in the appropriate location.

## NOTE 3.

Applies to F.260, F.260B, F.260C, F.260D

For utility category rear seat may be occupied by two persons and/or baggage provided:

(a) The total weight on rear seat (including baggage) is under 250 lb.

(b) The rear seat is equipped with two separate safety belts.

(c) Weight and C.G. position are within limits.

(d) No baggage is in the baggage compartment.

(e) No radio equipment is in the radio compartment (for F.260C and F.260D)

- NOTE 4. Each individual airplane will be supplied with a placard that specifies the kinds of operation such as VFR and IFR, Day or Night, to which the operation of the airplane is limited by the equipment installed.
- NOTE 5. Intentionally left blank.
- NOTE 6. Aircraft Model F.260 with Serial Numbers 2-54 and up incorporate wings modified outline P/N 260-01-76, as model F.260B.
- NOTE 7. As of November 30, 1989, SIAI Marchetti Spa became a member of the Agusta S.p.A. Group.
- NOTE 8. For weight limitations, F.260E and F.260F, refer to section 2 "Limitations of the Airplane Flight Manual.

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