

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

A20NM
Viking Air HU-16D
October 3, 1986

**TYPE CERTIFICATE DATA SHEET NO. A20NM**

This data sheet, which is a part of type certificate No. A20NM 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                      Viking Air Limited  
#9 - 9600 Canora Road  
Sidney, B.C.  
Canada V8L 4R1

**Model HU-16D (Transport - Restricted Category) Approved October 3, 1986**

Engines	2 Wright R1820-76D
Fuel	Grade 100/130 Minimum Grade Aviation Gasoline
Engine limits	See NAVAIR 01-85AC-1
Propeller	2 Each Hamilton Standard 43D50-613-7007B-7
Propeller pitch settings	See NAVWEPS 01-85AB-2
Airspeed limits	See NAVAIR 01-85AC-1
C.G. range	See NAVAIR 01-85AC-1
Datum	See NAVAIR 1B-40, Chart E
Maximum gross weight	See NAVAIR 01-85AC-1
Maximum landing weight	See NAVAIR 01-85AC-1
Leveling means	See NAVAIR 01-1B-40, Chart E
Minimum crew	Two (pilot and copilot)
Cargo capacity	See NAVAIR 01-1B-40, Chart E
Fuel capacity	See NAVAIR 01-85AC-1
Oil capacity	See NAVAIR 01-85AC-1
Control surface movements	See NAVWEPS 01-85AB-2
Serial Nos. eligible	137915
Certification basis	Federal Aviation Regulations FAR 21.25(a)(2) Amendments 21-1 through 21-56 effective February 8, 1982. Type Certificate No. A20NM issued for the purpose of hauling cargo.

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Date of application	July 10, 1986
Production basis	None. No airplane may be produced under this approval.
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in each type airplane for certification. In addition, the Flight Manual, NAVAIR 01-85AC-1, is required.

- NOTE 1. This approval applies to the basic HU-16D airplane modified in accordance with Viking Air Ltd. Drawing Numbers VAL 16-001, VAL 16-002, VAL 16-003, and VAL 16-004.
- NOTE 2. Current weight and balance information including list of equipment included in certificated empty weight and loading instructions, must be in each airplane at time of original airworthiness certification and at all times thereafter. The airplane must be loaded in accordance with NAVAIR 01-1B-40.
- NOTE 3. The airplane must be serviced and maintained in accordance with U.S. Navy NAVWEPS 01-85AB- 2.
- NOTE 4. Prior to obtaining an original airworthiness certificate:
- A. The airplane must satisfactorily pass an inspection for conformity, with U.S. Navy Document NAVWEPS 01-85AB-2 for possible hidden damage, and for workmanship and materials used in making any repairs and/or alterations.
  - B. The maintenance, overhaul, and modification records must be reviewed for changes made by the military services that may affect the airworthiness of the airplane. Modifications and changes of equipment which affect the safety or performance of the airplane must be approved by the Federal Aviation Administration.
  - C. Conduct an inspection of the engine support structures to verify their structural integrity.
  - D. Conduct an inspection of the engine generator cables to verify their airworthiness.
  - E. Conduct an eddy current inspection of the jack pad holes in accordance with T.O. 1U- 16(H)B-513 dated November 4, 1969. There must be no evidence of cracks or corrosion. This inspection must be repeated at intervals not to exceed 200 flight hours.
  - F. This aircraft is not equipped or approved for operation with a JATO system.
  - G. The Viking Air Data Plate must be installed on the interior compartment wheel well.
- NOTE 5. Airplane Serial Number 137915 is life-limited to 6500 flight hours.
- NOTE 6. Placard the aircraft that the APU is restricted to ground use only.
- NOTE 7. Carriage of hazardous materials is prohibited unless compliance is shown with applicable regulations in Code of Regulations Title 49, Part 175.
- NOTE 8. The following note must be placed under "exceptions" on all Export Certificates of Airworthiness for this airplane. "This airplane is type certificated in the restricted category and may not meet the applicable airworthiness code as provided by Annex 8 to the Convention of International Civil Aviation."
- NOTE 9. Flight in known icing is prohibited.

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