

FEDERAL AVIATION AGENCY

A11IN
Revision 1
AERODIFUSION
Jodel D-1190S
March 2, 2007

TYPE CERTIFICATE DATA SHEET NO. A11IN

This data sheet which is a part of type certificate No. A11IN prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder Aerodifusion, S.L.
Aerodromo de la Albericia
Santander, Spain

Model D-1190S, 2 PCLM (Normal and Utility Category), Approved June 20, 1963

Engine	Continental C-90-14F		
Fuel	80/87 minimum grade aviation gasoline		
Engine limits	Takeoff, 2625 r.p.m. (95 hp.); Maximum continuous, 2475 r.p.m. (90 hp.)		
Propeller and propeller limits	Any approved fixed pitch wood propeller which is eligible for the engine power and speed and which meets the following limits: Static r.p.m. at maximum permissible throttle setting not over 2350, not under 2150, no additional tolerances permitted. Diameter: Maximum 70 in., minimum allowable for repairs 68 in. (no further reduction permitted).		
Airspeed limits	Never exceed	157 m.p.h. (136 knots)	
	Maximum structural cruising	124 m.p.h. (107 knots)	
	Maneuvering	100 m.p.h. (87 knots)	
C.G. range	(+12) to (+21)		
Empty weight C.G. range	None		
Datum	Leading edge of wing		
Leveling means	Upper longeron of fuselage		
Maximum weight	1360 lb. (normal category) 1190 lb. (utility category)		
No. of seats	2 at 23		
Maximum baggage	See NOTE 2(b)		
Fuel capacity	One tank: 29 gal. (+43) (See NOTE 1)		
Oil capacity	-5 qt. (-27) (See NOTE 1)		
Control surface movements	Aileron	Up 14 degrees	Down 14 degrees
	Elevator	Up 25 degrees	Down 20 degrees
	Elevator trim tab	Up 40 degrees	Down 25 degrees
	Rudder	Right 25 degrees	Left 25 degrees
	(Tolerance on all surface travels +3 degrees -0 degrees)		
Serial Nos. eligible	The I.N.T.A. Certificate of Airworthiness for Export endorsed as noted below under "Certification basis" must be submitted for each individual airplane for which application for certification is made.		
Certification basis	CAR 10. Type Certificate No. A11IN issued June 20, 1963. Date of Application for Type Certificate April 29, 1961.		
Certification basis, cont'd	U.S. Civil Air regulations Part 3 dated May 15, 1956, including amendments 3-1 through 3-5		

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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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