

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

A44CE Revision 5 Polskie Zaklady Lotnicze Spolka zo.o PZL M26 01 July 30, 2021
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**TYPE CERTIFICATE DATA SHEET No. A44CE**

This Data Sheet, which is part of Type Certificate No. A44CE, prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

<u>Type Certificate Holder</u>	Polskie Zaklady Lotnicze Spolka zo.o. Wojska Polskiego 3 39-300 Mielec Poland
<u>Type Certificate Holder Record</u>	PZL MIELEC transferred TC A44CE to Polskie Zaklady Lotnicze Spolka zo.o on December 10, 1999.

**I - Model PZL M26 01 (Utility Category and Acrobatic Category) Approved April 16, 1998**

Engine	Textron Lycoming AE1O-540-L1B5 6HOA Direct Drive U.S. Type Certificate: 1E4		
Fuel	100/100LL (Minimum grade aviation gasoline)		
Oil	Lycoming Specification No. 301-E and Service Instruction No.1014		
Engine Limits	<u>Rating</u>	<u>HP</u>	<u>R.P.M</u>
	Takeoff and Max. continuous full throttle at sea level pressure altitude	300	2700
Propeller and Propeller Limitations	Hoffman Propeller Co. 3- blade, constant speed	or	Hartzell Propeller Inc. 3-blade, constant speed
Hub Model:	HO-V123K-V		HC-C3YR-4BF
Blade Model:	200 AH-10		FC8468-8R or FC8468-10R
Diameter:	74.8 inches		78 or 76 inches
U.S. Type Certificate:	P5EU		P25EA
Airspeed Limits (CAS)	VNE (Never exceed)	202 knots	
	VNO (Structural cruising)	157 knots	
	VA (Maneuvering)	140 knots	
	VFE (Flap extended)	108 knots	
	VLO (Landing gear operating)	113 knots	
	VLE (Landing gear extended)	130 knots	
Maximum Weight	Utility Category	Acrobatic Category	
	Takeoff 3080 lb.	2900 lb.	
	Landing 3080 lb.	2900 lb.	
M.A.C.	105.43 inches aft of datum		

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## Center of Gravity Limits

Utility Category

Forward limit at 3080 lb:

119.3 in. from ref. datum (21.5% MAC)

Forward limit at 2369 lb:

119.3 in. from ref. datum (21.5% MAC)

Rear limit at 3080 to 2471.5 lb:

124.279 in. from ref. datum (29% MAC)

Straight line variation between points given.

Acrobatic Category

Forward limit at 2900 lb:

119.3 in. from ref. datum (21.5% MAC)

Forward limit at 2369 lb:

119.3 in. from ref. datum (21.5% MAC)

Rear limit at 2900 to 2471.5 lb:

124.279 in. from ref. datum (29% MAC)

Straight line variation between points given.

## Minimum Crew

One (1) pilot (front seat)

## Number of Seats

2

Front seat (moment arm 122.99 inches aft of datum)

Rear seat (moment arm 174.8 inches aft of datum)

## Maximum Baggage

None

Fuel Capacity (U.S. Gallons) Utility Category

LH tanks 47.5 ; RH tanks 47.5

total 95 (moment arm 122.48 inches aft of datum)

Acrobatic Category

LH tank 23.75 ; RH tank 23.75 (inboard tanks only)

total 47.5 (moment arm 122.48 inches aft of datum)

See NOTE 1

## Oil System Capacity (U.S. Gal)

4.75

## Usable Oil (U.S. Gal)

min. 2.19; max. 3.9

## Usable Oil for Acrobatics

max. 2.74 U.S. Gal

See NOTE I

## Datum

77 inches forward of the firewall

Control Surface Movements	Ailerons	up	24° ±2°	down	14° ±2°
	Elevator	up	30° ±2°	down	28° ±2°
	Elevator Trim Tab	up	15° ±1°	down	8° ±1°
	Rudder	left	35° ±2°	right	35° ±2°
	Rudder Trim Tab	left	15° -1°	right	15° -1°
	Flaps: Cruise: 0	Takeoff:	25° ±2°	Landing:	40° ±2°
	Nose Wheel travel	left	27° ±1°	right	27° ±1°
Leveling Means	Longitudinal- The point in the cockpit on the floor (seat guideway)				
	Lateral - The point in the cockpit, wing spar box				
Serial Numbers Eligible	The General Inspectorate of Civil Aviation (GICA) Certificate of Airworthiness, endorsed as noted below under "Import Requirements," must be submitted for each individual aircraft for which application for airworthiness certification is made. (See NOTE 5)				
	Model M26 01: 1APP01-01, 1AP002-01 and subsequent				
Import Requirements	<p>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 Office (CAO) of Poland 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. A44CE and to be in a condition for safe operation.'</p> <p>Refer to the applicable bilateral agreement to verify eligibility for import into the United States of both new and used aircraft based on the scope of the agreement, to identify any required statements by the exporting authority on the export certificate of airworthiness (or equivalent document), and for procedures for coordinating exceptions to conformity statements on these documents. Refer to FAA Order 8130.2, <i>Airworthiness Certification of Aircraft</i>, for requirements for issuance of an <i>airworthiness certificate</i> for imported aircraft.</p>				
Certification Basis FAR 21.17	<p>FAR 23 effective February 1, 1965, as amended through Amendment 23-36 effective September 14, 1988; FAR 36 effective December 1, 1969, as amended through Amendment 36-21 effective December 28, 1995.</p> <p>The Civil Aviation Office (CAO) of Poland originally type certificated this aircraft under its type certificate Number BB-175/2. The FAA validated this product under U.S. Type Certificate Number A44CE. Effective October 24, 2005, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of Poland. The EASA TCDS number is EASA.A.057.</p>				
Validation Basis	Type Certificate A44CE was issued pursuant to FAR 21.29 in validation of the General Inspectorate of Civil Aviation Certification of compliance with the aforementioned certification basis, and in accordance with the standard airworthiness certificate provisions of FAR 21.183(c).				

Equipment                      The required equipment as prescribed in the applicable airworthiness regulations (see certification basis) must be installed in the aircraft for airworthiness certification. In addition, the following items of equipment are required: Model PZL M26 01: GICA approved Airplane Flight Manual, ref: M26/9/93/LTO-37/alb. 106

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 October 24, 2005 – by the Civil Aviation Office (CAO) of Poland. (See Note 5)

- 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                            A current weight and balance report including list of equipment included in the certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original airworthiness certification, and at all time thereafter.

The certificated empty weight and corresponding center of gravity location must include full oil and unusable fuel as noted below:

Fuel        1.06 U.S. Gal  
Oil         4.75 U.S. Gal

NOTE 2                            Placards (Refer to Manufacturer's Specifications for a complete listing): All required placards as listed in the approved Airplane Flight Manual must be installed in the appropriate locations. Refer to the Airplane Flight Manual, Section 2, Limitations for a listing of required placards.

NOTE 3                            Instructions for Continued Airworthiness are contained in Part I, Chapter 4 of PZL M26 Maintenance Manual, ref: M26/12/93/LTO-37/alb. 107. Revisions to Airworthiness Limitations must be approved by the FAA.

All service bulletins classified as Mandatory by the GICA are identified to that effect and are subject to an Airworthiness Directive issued by the FAA.

Service documents required:  
Maintenance Manual: M26/12/93/LTO-37/alb. 107

## NOTE 4

The instructions for Continued Airworthiness must be completed and acceptable to the Administrator prior to delivery of the first aircraft or issuance of a standard Certificate of Airworthiness, whichever occurs later.

## NOTE 5

The national airworthiness authority (NAA) for this airplane is the Civil Aviation Office (CAO) of Poland. The CAO was previously known as CAIB, CACA and General Inspectorate of Civil Aviation (GICA).

**END**