DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A10EU
Revision 16
AERMACCHI S.p.A.
F.260
F.260B
F.260C
F.260D
F.260E
F.260F
March 11, 2022

TYPE CERTIFICATE DATA SHEET No. A10EU

This data sheet which is a part of type certificate No. A10EU 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. AERMACCHI S.p.A.
Via P. Foresio, 1
21040 Venegono Superiore (VA)
Italy

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).

Notwithstanding that the FAR referenced in the above paragraph does not specifically address or require a foreign civil airworthiness authority certification, such certification is the only practical way for an applicant to show, and the Federal Aviation Administration (FAA) to find conformity to the FAA-approved type design and condition for safe operation.

Additional guidance in contained in FAA Advisory Circular 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported into the United States.

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

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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_{NE} (Never Exceed)	272 mph (236 kts)
V_{NO} (Max. Structural Cruising)	215 mph (187 kts)
V_{P} (Maneuvering Speed)	187 mph (162 kts)
V_{FE} (Max. with flaps ext.)	125 mph (108 kts)
V_{LE} (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.

Leveling Means. Two screws on left side of fuselage.

Maximum Weight. 2430 lbs (Utility cat.), 2205 lbs. (Acr. Cat.)

No. of Seats. 3 (2 at +100 in.), (1 at +130 in.). See NOTE 3

Maximum Baggage. 90 lbs (+149 in.)

Fuel Capacity. -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.

Oil Capacity. -12 qt. (+31.5 in.); usable 9.25 qt. See NOTE 1 for system oil.

Control Surface Movements.

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

Serial Number. 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

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_{NE}	(Never Exceed)	272 mph (236 kts)
V_{NO}	(Max. Structural Cruising)	215 mph (187 kts)
V_{P}	(Maneuvering Speed)	187 mph (162 kts)
V_{FE}	(Max. with flaps ext.)	125 mph (108 kts)
V_{LE}	(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.

Leveling Means. Two screws on left side of fuselage

Maximum Weight. 2430 lbs (Utility Cat.), 2205 lbs. (Acr. Cat.)

No. of Seats. 3 (2 at +100 in.), (1 at +130 in.) See NOTE 3

Maximum Baggage. 90 lbs (+149 in.).

Fuel Capacity. -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.

Oil Capacity. -12 qt. (+31.5 in.); usable 9.25 qt. See NOTE 1 for system oil.

Control Surface Movements.	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

Serial Number. 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 equipment).

Engine. Lycoming O-540-E4A5, or
Lycoming AE1O-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_{NE}	(Never Exceed)	272 mph (236 kts)
V_{NO}	(Max. Structural Cruising)	215 mph (187 kts)
V_{P}	(Maneuvering Speed)	187 mph (162 kts)
V_{FE}	(Max. with flaps ext.)	125 mph (108 kts)
V_{LE}	(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.

Leveling Means.	Two screws on left side of fuselage
Maximum Weight.	2430 lbs (Utility Cat.), 2205 lbs. (Acr. Cat.)
No. of Seats.	3 (2 at +100 in.), (1 at +130 in.). See NOTE 3
Maximum Baggage.	90 lbs (+149 in.).
Fuel Capacity.	-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. (with AEI0-540-D4A5 engine) See NOTE 1 for unusable fuel.
Oil Capacity.	-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 AEIO-540-D4A5 engine). See NOTE 1 for system oil.

Control Surface Movements.			
	Wing flaps		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 20° ± 1	Down 25° ± 1
	Rudder	Right 30° ± 1	Left 30° ± 1

Serial Number.	SIAI MARCHETTI:	S/N 266 and Subsequent.

IV. Model F.260D (Utility and Acrobatic Category), approved October 8, 1986.

(Same as Model F.260C except for reinforced wing main spar).

Engine.	Lycoming O-540-E4A5, or Lycoming AE1O-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_{NE}	(Never Exceed)	272 mph (236 kts)
V_{NO}	(Max. Structural Cruising)	215 mph (187 kts)
V_{P}	(Maneuvering Speed)	200 mph (174 kts)
V_{FE}	(Max. with flaps ext.)	125 mph (108 kts)
V_{LE}	(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.

Maximum Weight.

2425 lbs for both categories

No. of Seats.

3 (2 at +100 in.), (1 at +130 in.). See NOTE 3.

Maximum Baggage.

90 lbs (+149 in.)

Fuel Capacity.

-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 AEIO-540-D4A5 engine)
See NOTE 1 for unusable fuel.

Oil Capacity.

-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.); useable 6.00 qt. (with AEIO-540-D4A5 engine)
See NOTE 1 for system oil.

Control Surface Movements.

Wing flaps		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 20° ± 1	Down 25° ± 1
Rudder	Right 30° ± 1	Left 30° ± 1

Serial Number.

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 IO-540-D4A5, or
Lycoming AEIO-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.

Leveling Means. Two screws on left side of fuselage.

Maximum Weight. 2645 lbs for both categories. See NOTE 8.

No. of Seats. 3 (2 at +100 in), (1 at +130 in.).

Maximum Baggage. 90 lbs (+149 in.)

Fuel Capacity. -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

Oil Capacity. -12 qt (+31.5 in); usable 9.25 qt. (with IO-540-D4A5 engine)
See NOTE 1 for system oil.

-12 qt (+31.5 in); usable 6.00 qt. (with AEIO-540-D4A5)
See NOTE 1 for system oil.

Control Surface Movements.

Wing flaps		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. AGUSTA: S/N 784
AERMACCHI: 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

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 CH-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.

Leveling Means. Two screws on left side of fuselage.

Maximum Weight. 2645 lbs for both categories. See NOTE 8

No. of Seats. 3 (2 at +100 in), (1 at +130 in.).

Maximum Baggage. 90 lbs (+149 in).

Fuel Capacity.

-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.

Oil Capacity.

- 12 qt (+31.5 in); usable 9.25 qt.
See NOTE 1 for system oil.

Control Surface Movements.	Wing flaps		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. AERMACCHI: 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 December 1, 1969 including Amendments 36-1 through 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, 23.1533; 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 December 1, 1969 including Amendments 36-1 through 36-20
Date of application for Type Certificate, June 12, 1963

(e) The Ente Nazionale per l'Aviazone Civile (ENAC) originally type Certificated this aircraft under its Type Certificate Number A132. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product under their Type certificate Number A132 on behalf of Italy.

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.

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 Ente Nazionale per l'Aviazone Civile (ENAC) 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 ENACs TC No A132 approved under U.S. Type Certificate No. A 10EU and to be 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 .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).

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, *Airworthiness Certification of Aircraft*, for requirements for issuance of an *airworthiness certificate* for imported aircraft.

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 the Ente Nazionale per l'Aviazone Civile (ENAC)

- 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 condition 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 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) 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.”

NOTE 9. As of January 1, 1997, AERMACCHI S.p.A. has acquired SIAI Marchetti S.r.L.

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