

## ***European Aviation Safety Agency***

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### **EASA SPECIFIC AIRWORTHINESS SPECIFICATION**

For models: PZL M20 00

PZL M20 01

PZL M20 03

PZL M20 03 - with E20.100.00 Wing

PZL M20 03 - 1999 kg as specified in Section I

This Specific Airworthiness Specification is issued in accordance with Regulation (EC) 216/2008 Article 20(1)(b). There is no valid Type Certificate for this aircraft type. The former type certificate holder was

**Polskie Zakłady Lotnicze Sp. z o. o.  
Wojska Polskiego 3  
39-300 Mielec  
POLAND]**

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## **SECTION 1: Aircraft Design Definition**

### **Chapter 1: PZL M20 00**

#### **1.I. General**

1. a) Type PZL M20  
b) Model PZL M20 00
2. Airworthiness Category: Normal
3. The CAO PL Certification Application Date: February 22, 1977
4. The CAO PL Certification Date: September 22, 1983
5. This Specific Airworthiness Specification replaces the Polish CAO Type Certificate No. BB-140/1

#### **1.II. Certification Basis**

1. Airworthiness Requirements: FAR 23:
  - Subparts A, B, E, G with Amendment 18
  - Subparts C, D, F with Amendment 6 except §§ 23.341, 23.361, 23.363, 23.1305, 23.1323, 23.1351 which meet requirements of these regulations with Amendment 18.
2. Requirements elected to comply: None
3. EASA Special Conditions: None
4. EASA Exemptions: None
5. EASA Equivalent Safety Findings: None
6. EASA Environmental Standards: None

#### **1.III. Technical Characteristics and Operational Limitations**

**Type Design Definition:** Effective for airplanes manufactured from PA 34-200T SENECA II airplane assemblies (fuselage, wings, empennage, landing gear, control, installation, equipment) delivered by Piper Company and from Polish-made power unit.

**Description:** The PZL M20 is a two-engine low-wing cantilever monoplane of all-metal structure, with conventional empennage and tricycle retractable landing gear featuring a steerable nose wheel. The fuselage is semi-monocock structure.

**Airplane Versions:** - normal

**Engine:** PZL-F 6A350C1R on LH wing  
PZL-F 6A350C1L on RH wing  
6-cylinder, horizontally opposed-cylinder system, air-cooled, direct drive, unsupercharged, carburettor,

	rotation as viewed from the rear: 6A350C1L - CCW 6A350C1R - CW		
<b>Number of Engines:</b>	2 (two)		
<b>Engine Manufacturer:</b>	WSK PZL Rzeszów, Poland		
<b>Fuel:</b>	100/130 minimum octane number aviation gasoline		
<b>Engine Performance:</b>	Maximum takeoff range of operation in ISA conditions at sea level: 205 HP 2800RPM Maximum continuous range of operation in ISA conditions at sea level: 205 HP 2800RPM		
<b>Propeller:</b>			
Right Engine: HARTZELL	Hub Model: BHC-C2YF-2CLKUF Blade Model: FJC 8459B-8R or FJC 8459-8R mating with WOODWARD C210658 Speed Governor Two-blade, constant speed, diameter not over 1.93 m, not under 1.90 m, $\alpha_{\min} = 21^{\circ}-22^{\circ}$ , $\alpha_{\max}=79.3^{\circ}\pm 2.0^{\circ}$ Pitch setting at 0.75 propeller diameter.		
Left Engine: HARTZELL	Hub Model: BHC-C2YF-2CKUF Blade Model: FC8459B-8R or FC 8459-8R mating with WOODWARD C210658 Speed Governor Two-blade, constant speed, diameter not over 1.93 m, not under 1.90 m, $\alpha_{\min} = 21^{\circ}-22^{\circ}$ , $\alpha_{\max}=79.3^{\circ}\pm 2.0^{\circ}$ Pitch setting at 0.75 propeller diameter.		
<b>Maximum weight:</b>	- Takeoff 2070 kg - Landing 1970 kg - Zero Fuel 1810 kg - All weight over 1810 kg must be fuel		
<b>Centre of Gravity Range*:</b>	230.1cm - 240.3 cm at 2070 kg weight 208.3 cm - 240.3 cm at 1540 kg weight Straight line variation between 230.1cm and 208.3 cm points. Moment due to retracting landing gear - 36.5 kgcm.		
<b>Airspeed Limitations (CAS):</b>	V <sub>NE</sub> - 360 km/h V <sub>NO</sub> - 306 km/h V <sub>A</sub> <sup>**</sup> - 255 km/h for 2070 kg weight 226 km/h for 1380 kg weight		

	$V_{LE}$ - 240 km/h
	$V_{LO}$ - 240 km/h Landing Gear Extending 200 km/h Landing Gear Retracting
	$V_{FE}$ - 202 km/h Flaps Deflected 40°
	$V_{MC}$ - 132 km/h
<b>Number of Seats:</b>	7 (2 at + 217.2 cm, 3 at + 300.0 cm, 2 at + 395.5 cm) 7 (2 at + 217.2 cm, 3 at + 300.0 cm, 2 at + 400.3 cm) 6 <sup>***</sup> (2 at + 217.2 cm, 2 at + 302.5 cm, 2 at + 400.3 cm)
<b>Minimal Number of Crew:</b>	1 Pilot
<b>Maximum Baggage:</b>	- 45 kg in front baggage compartment at + 57.2 cm - 45 kg in aft baggage compartment at + 453.9 cm

\* - Centre-of-Gravity position is measured from datum positioned 199.14 cm forward of wing leading edge at the inboard edge of the inboard fuel tank (outboard of the tank) with the airplane in levelling position.

\*\* - Manoeuvring speed is reduced as the airplane weight decreased.  
Straight line interpolation is used for intermediate weight.

\*\*\* - Optional Equipment - Club Seats

<b>Fuel Tank Capacity:</b>	371 l (2 wing tanks) at + 237.7 cm (352 l usable) Optional Installation: 484 l (2 wing tanks) at + 237.7 cm (465 l usable) See Note 1
<b>Oil Tank Capacity:</b>	8.3 l per each engine (4.8 l per engine usable and 10 l total system capacity of each engine.) See Note 1 for additional data on oil system.
<b>Maximum Operating Altitude:</b>	- with oxygen system installed 4000 m - without oxygen system 3600 m

#### **Control Surface Movements:**

Ailerons:	Up $35^0 \pm 2^0$ Down $20^0 \pm 2^0$
Elevator:	Up $12.5^0 + 0^0 - 1^0$ Down $7.5^0 \pm 1^0$
Elevator Trim Tab: (Elevator Neutral)*	Up $6.5^0 \pm 1^0$ Down $10.5^0 \pm 1^0$
Rudder:	Left $35^0 \pm 1^0$ Right $35^0 \pm 1^0$

Rudder Trim Tab: (Rudder Neutral)	Left	$25^0 \pm 1^0$
	Right	$25^0 \pm 1^0$
Wing Flaps:	Cruise	$0^0 \pm 2^0$
	Landing	$40^0 \pm 2^0$
Nose Wheel Travel:	Left	$27^0 \pm 1^0$
	Right	$27^0 \pm 1^0$

**Levelling Means:** 2 screws on left side of fuselage below pilot's window.  
Flight line - horizontal line passing through the a/m points

**Basic Equipment:** The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in each airplane for issuance of Certificate of Airworthiness. Depending on airplane use (version) there may be optional equipment installed in accordance with Technical Specifications WT E00-00.

\* - Elevator is in neutral position when its chord is parallel to the front seat track upper part.

#### **1.IV. Operating and Service Instructions**

Each airplane is provided with PZL M20 "MEW" Airplane Flight Manual, dated April 08, 1982\*.

- \* - Following auxiliary documents are recommended:
- Altimatic III c Autopilot Flight Manual
  - Altimatic III c Autopilot Service Manual

#### **1.V. Notes**

**NOTE 1:** Current weight and balance report including list of equipment in certified empty weight must be provided for each airplane at the time of original airworthiness certification.  
The certified empty weight and corresponding centre-of-gravity positions must include undrainable oil and unusable fuel as noted below:

Fuel	13.5 kg at + 261.6 cm
Oil	3.1 kg at + 125.8 cm

**NOTE 2:** All inscriptions and information placards required by the approved PZL M20 "MEW" Airplane Flight Manual must be installed in the appropriate location and the required form in each individual airplane.

**NOTE 3:** PZL M20 00 airplanes are approved for operation in known icing conditions upon installation of anti-icing system per Dwg. 37700.

**NOTE 4:** PZL-F engines S/N 26.121.00005 and 26.111.00010

and down installed on PZL M20 airplanes must have Bulletin No. 10/PZL-F.6A350/81 incorporated.

**NOTE 5:**

All flight and navigation instruments installed in the airplane are calibrated in imperial units, except for following units (located on RH instrument panel) which are calibrated in metric units: airspeed indicator, altimeter, vertical speed indicator.

Chapter 2: PZL M20 01

**2.I. General**

- |  |                    |
|--|--------------------|
| 1. a) Type   | PZL M20            |
| b) Model   | PZL M20 01         |
| 2. Airworthiness Category:   | Normal             |
| 3. The CAO PL Certification Application Date:  | February 22, 1977  |
| 4. The CAO PL Certification Date:  | September 22, 1983 |
| 5. This Specific Airworthiness Specification replaces the Polish CAO Type Certificate No. BB-140/1 |                    |

**2.II. Certification Basis**

Airworthiness Requirements: FAR Part 23:

- Subparts A, B, E, G with Amendment 18
- Subpart C with Amendment 18 except for §§ 23.507, 23.509 within which the airplane meets requirements of the regulations with Amendment 6
- Subpart F with Amendment 6 except for §§ 23.1305, 23.1323, 23.1337, 23.1351 which meet requirements with Amendment 18.

- |                                     |                                    |
|-------------------------------------|------------------------------------|
| 1. Requirements elected to comply:  | None                               |
| 2. EASA Special Conditions:         | None                               |
| 3. EASA Exemptions:                 | None                               |
| 4. EASA Equivalent Safety Findings: | None                               |
| 5.                                  | EASA Environmental Standards: None |

**2.III. Technical Characteristics and Operational Limitations**

**Type Design Definition:**

Effective for airplanes manufactured from Polish-made assemblies (power unit, fuselage, empennage, landing gear, control) and from PA34-200T SENECA II airplane assemblies (electro-radio-navigation equipment, wing spar, accessories, hydraulic, pneumatic, heating and ventilation systems) delivered by Piper Company.



Description:	The PZL M20 is a two-engine low-wing cantilever monoplane of all-metal structure, with conventional empennage and tricycle retractable landing gear featuring a steerable nose wheel. The fuselage is semi-monocock structure.		
Airplane Versions:	- normal		
Engine:	PZL-F 6A350C1R on LH wing PZL-F 6A350C1L on RH wing 6-cylinder, horizontally opposed-cylinder system, air-cooled, direct drive, unsupercharged, carburettor, rotation as viewed from the rear: 6A350C1L - CCW, 6A350C1R - CW		
Number of Engines:	2 (two)		
Engine Manufacturer:	WSK PZL Rzeszów, Poland		
Fuel:	100/130 minimum octane number aviation gasoline		
Engine Performance:	Maximum takeoff range of operation in ISA conditions at sea level: 205 HP 2800RPM Maximum continuous range of operation in ISA conditions at sea level: 205 HP 2800RPM		
Propeller:			
Right Engine: HARTZELL	Hub Model: BHC-C2YF-2CLKUF Blade Model: FJC 8459B-8R or FJC 8459-8R mating with WOODWARD C210658 Speed Governor Two-blade, constant speed, diameter not over 1.93 m, not under 1.90 m, $\alpha_{\min} = 21^0\text{-}22^0$ , $\alpha_{\max}\text{=}79.3^0\pm2.0^0$ Pitch setting at 0.75 propeller diameter.		
Left Engine: HARTZELL	Hub Model: BHC-C2YF-2CKUF Blade Model: FC8459B-8R or FC 8459-8R mating with WOODWARD C210658 Speed Governor Two-blade, constant speed, diameter not over 1.93 m, not under 1.90 m, $\alpha_{\min} = 21^0\text{-}22^0$ , $\alpha_{\max}\text{=}79.3^0\pm2.0^0$ Pitch setting at 0.75 propeller diameter.		
Maximum weight:			
	- Takeoff	2070 kg	
	- Landing	1970 kg	
	- Zero Fuel	1810 kg	
	- All weight over 1810 kg must be fuel		

<b>Centre of Gravity Range*:</b> (Landing Gear Extended)	230.1 cm - 240.3 cm at 2070 kg weight
	208.3 cm - 240.3 cm at 1540 kg weight Straight line variation between 230.1cm and 208.3 cm points. Moment due to retracting landing gear - 36.5 kgcm.
<b>Airspeed Limitations (CAS):</b>	$V_{NE}$ - 360 km/h
	$V_{NO}$ - 306 km/h
	$V_A^{**}$ - 255 km/h for 2070 kg weight 226 km/h for 1380 kg weight
	$V_{LE}$ - 240 km/h
	$V_{LO}$ - 240 km/h Landing Gear Extending 200 km/h Landing Gear Retracting
	$V_{FE}$ - 202 km/h Flaps Deflected 40°
	$V_{MC}$ - 132 km/h
<b>Number of Seats:</b>	7 (2 at + 217.2 cm, 3 at + 300.0 cm, 2 at + 395.5 cm)
	7 (2 at + 217.2 cm, 3 at + 300.0 cm, 2 at + 400.3 cm)
	6 <sup>***</sup> (2 at + 217.2 cm, 2 at + 302.5 cm, 2 at + 400.3 cm)
	5 <sup>****</sup> (2 at + 217.2 cm, 1 at + 302.5 cm, 1 at + 453.9 cm +1 patient or incubator on a stretcher at + 345.0 cm)
<b>Minimal Number of Crew:</b>	1 Pilot
<b>Maximum Baggage:</b>	- 45 kg in front baggage compartment at + 57.2 cm
	- 45 kg in aft baggage compartment at + 453.9 cm at

- \* - Centre-of-Gravity position is measured from datum positioned 199.14 cm forward of wing leading edge at the inboard edge of the inboard fuel tank (outboard of the tank) with the airplane in levelling position,
- \*\* - Manoeuvring speed is reduced as the airplane weight decreased,  
Straight line interpolation is used for intermediate weight.
- \*\*\* - Optional Equipment - Club Seats,
- \*\*\*\* - Allowable loading condition after modification of the airplane into ambulance version.

<b>Fuel Tank Capacity:</b>	371 l (2 wing tanks) at + 237.7 cm (352 l usable)	
	Optional Installation:	
	484 l (2 wing tanks) at + 237.7 cm (465 l usable)	
	See Note 1	
<b>Oil Tank Capacity:</b>	8.3 l per each engine (4.8 l per engine usable	
	and 10 l total system capacity of each engine). See Note 1 for additional data on oil system.	
<b>Maximum Operating Altitude:</b>	- with oxygen system installed	4000 m
	- without oxygen system	3600 m

**Control Surface Movements:**

Ailerons:	Up	$35^0 \pm 2^0$
	Down	$20^0 \pm 2^0$
Elevator:	Up	$12.5^0 + 0^0 - 1^0$
	Down	$7.5^0 \pm 1^0$
Elevator Trim Tab: (Elevator Neutral)*	Up	$6.5^0 \pm 1^0$
	Down	$10.5^0 \pm 1^0$
Rudder:	Left	$35^0 \pm 1^0$
	Right	$35^0 \pm 1^0$
Rudder Trim Tab: (Rudder Neutral)	Left	$25^0 \pm 1^0$
	Right	$25^0 \pm 1^0$
Wing Flaps:	Cruise	$0^0 \pm 2^0$
	Landing	$40^0 \pm 2^0$
Nose Wheel Travel:	Left	$27^0 \pm 1^0$
	Right	$27^0 \pm 1^0$

**Levelling Means:** 2 screws on left side of fuselage below pilot's window.  
Flight line - horizontal line passing through the a/m points

**Basic Equipment:** The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in each airplane for issuance of Certificate of Airworthiness. Depending on airplane use (version) there may be optional equipment installed in accordance with Technical Specifications WT E00-00.

\* - Elevator is in neutral position when its chord is parallel to the front seat track upper part.

**2.IV. Operating and Service Instructions**

Each airplane is provided with PZL M20 "MEW" Airplane Flight Manual, dated April 08, 1982\*.

- \* - Following auxiliary documents are recommended:
  - Altimatic III c Autopilot Flight Manual
  - Altimatic III c Autopilot Service Manual

**2.V. Notes**

**NOTE 1:** Current weight and balance report including list of equipment in certified empty weight must be provided for each airplane at the time of original airworthiness certification.

The certified empty weight and corresponding centre-of-gravity positions must include undrainable oil and unusable fuel as noted below:

Fuel	13.5 kg at + 261.6 cm
Oil	3.1 kg at + 125.8 cm

**NOTE 2:** All inscriptions and information placards required by the approved PZL M20 "MEW" Airplane Flight Manual must be installed in the appropriate location and the required form in each individual airplane.

**NOTE 3:** PZL M20 01 airplanes are approved for operation in known icing conditions upon installation of anti-icing system per Dwg. 37700.

**NOTE 4:** PZL-F engines S/N 26.121.00005 and 26.111.00010 and down installed on PZL M20 airplanes must have Bulletin No. 10/PZL-F.6A350/81 incorporated.

**NOTE 5:** All flight and navigation instruments installed in the airplane are calibrated in imperial units, except for following units (located on RH instrument panel) which are calibrated in metric units: airspeed indicator, altimeter, vertical speed indicator.

## Chapter 3: PZL M20 03

### 3.I. General

1. a) Type PZL M20  
b) Model PZL M20 03
2. Airworthiness Category: Normal
3. The CAO PL Certification Application Date: February 22, 1977
4. The CAO PL Certification Date: December 12, 1988
5. This Specific Airworthiness Specification replaces the Polish CAO Type Certificate No. BB-140/1

### 3.II. Certification Basis

Airworthiness Requirements:

FAR Part 23:

- Subparts A, B with Amendment 23-18
- Subpart C with Amendment 18 (except for §§ 23.507 and 23.509 for which the airplane meets Amendment 23-6)
- Subpart D with Amendment 23-18 (except for § 23.785 for which the airplane meets Amendment 32)
- Subpart E with Amendment 23-6 (except for §§ 23.901, 23.909, 23.959, 23.1041, 23.1043, 23.1047, 23.1143 for

which the airplane meets Amendment 23-7)  
- Subpart F with Amendment 23-6 (except for § 23.1305 for which the airplane meets Amendment 23-7; § 23.1323 for which the airplane meets Amendment 23-18; § 23.1419 for which the airplane meets Amendment 24-14)  
- Subpart G with Amendment 23-18 (except for § 23.1545(a) for which the airplane meets Amendment 23-23 and § 23.1529 for which the airplane meets Amendment 23-26)  
FAR Part 36, Appendix G

1. Requirements elected to comply: None
2. EASA Special Conditions: None
3. EASA Exemptions: None
4. EASA Equivalent Safety Findings: None
5. EASA Environmental Standards: None

### **3.III. Technical Characteristics and Operational Limitations**

<b>Type Design Definition:</b>	Effective for airplanes manufactured from Polish-made assemblies (fuselage, wing, empennage, landing gear, control), from PA 34-200T SENECA II airplane assemblies (electro-radio-navigation equipment, wing spar, accessories, hydraulic, pneumatic, heating and ventilation systems) delivered by Piper Company and powered by Continental L/TSIO 360KB engines.		
<b>Description:</b>	The PZL M20 is a two-engine low-wing cantilever monoplane of all-metal structure, with conventional empennage and tricycle retractable landing gear featuring a steerable nose wheel. The fuselage is semi-monocock structure.		
<b>Airplane Versions:</b>	- normal		
<b>Engine:</b>	Teledyne Continental TSIO-360-KB (LH wing) Teledyne Continental LTSIO-360-KB (RH wing) with fuel injection, turbocharged. Rotation as viewed from the rear: TSIO-360-KB - CW LTSIO-360-KB - CCW		
<b>Number of Engines:</b>	2 (two)		
<b>Engine Manufacturer:</b>	Continental, USA		
<b>Fuel:</b>	100/100 LL minimum octane number aviation gasoline		
<b>Engine Performance:</b>	Maximum takeoff range of operation in ISA conditions at sea level (5 minutes)      220 HP      2800RPM		

Maximum continuous range  
of operation in ISA conditions  
at sea level: 200 HP 2600RPM

**Propeller:**

Right Engine: HARTZELL

Hub Model: BHC-C2YF-2CLKUF  
Blade Model: FJC 8459B-8R  
or FJC 8459-8R  
mating with Hartzell E-3-7L Speed Governor  
Two-blade, constant speed, diameter from 1.93 m to  
1.90 m,  $\alpha_{\min} = 12.6^{\circ} \pm 0.2^{\circ}$ ,  $\alpha_{\max} = 80^{\circ}$  to  $81.5^{\circ}$   
Pitch setting at 76.2 cm of propeller diameter.

Left Engine: HARTZELL

Hub Model: BHC-C2YF-2CKUF  
Blade Model: FC8459B-8R  
or FC 8459-8R  
mating with Hartzell E-3-7L Speed Governor (with  
synchrophasing system installed)  
or Hartzell E-8-7L.  
Two-blade, constant speed, diameter from 1.93 m to  
1.90 m,  $\alpha_{\min} = 12.6^{\circ} \pm 0.2^{\circ}$ ,  $\alpha_{\max} = 80^{\circ}$  to  $81.5^{\circ}$   
Pitch setting at 76.2 cm of propeller diameter.

**OPTION:**

Right Engine: Mc Cauley, 3-  
blade

Hub Model: 3AF 32 C 508  
Blade Model: 82 NFA - 6  
mating with Hartzell E-3-7L Speed Governor or Hartzell  
E-8-7L (with synchrophasing system installed)

Left Engine: Mc Cauley, 3-blade

Hub Model: 3AF 32 C 509  
Blade Model: L82 NFA - 6  
mating with Hartzell E-3-7L Speed Governor

Three-blade, constant speed, diameter from 1.90 m to 1.93 m  
Pitch setting at 76.2 cm of propeller diameter:  
Max  $81^{\circ}$  to  $83.5^{\circ}$  Min  $11.0^{\circ} \pm 0.2^{\circ}$

**Maximum weight:**

- Takeoff 2070 kg
- Landing 1970 kg
- Zero Fuel 1810 kg
- All weight over 1810 kg must be fuel

**Centre of Gravity Range\*:**  
(Landing Gear Extended)

230.1 cm - 240.3 cm at 2070 kg weight  
208.3 cm - 240.3 cm at 1540 kg weight  
Straight line variation between 230.1 cm and  
208.3 cm points.  
Moment due to retracting landing gear - 36.5 kgcm.

**Airspeed Limitations (CAS):**

$V_{NE}$  - 360 km/h  
 $V_{NO}$  - 306 km/h  
 $V_A^{**}$  - 255 km/h for 2070 kg weight

226 km/h for 1380 kg weight

$V_{LE}$  - 240 km/h

$V_{LO}$  - 240 km/h Landing Gear Extending

200 km/h Landing Gear Retracting

$V_{FE}$  - 202 km/h Flaps Deflected  $40^{\circ}$

$V_{MC}$  - 132 km/h

- \* - Centre-of-Gravity position is measured from datum positioned 199.14 cm forward of wing leading edge at the inboard edge of the inboard fuel tank (outboard of the tank) with the airplane in levelling position,

- \*\* - Manoeuvring speed is reduced as the airplane weight decreased,  
Straight line interpolation is used for intermediate weight.

**Number of Seats:** 7 (2 at + 217.2 cm, 3 at + 300.0 cm, 2 at + 395.5 cm)  
7 (2 at + 217.2 cm, 3 at + 300.0 cm, 2 at + 400.3 cm)  
6\* (2 at + 217.2 cm, 2 at + 302.5 cm, 2 at + 400.3 cm)  
5\*\* (2 at + 217.2 cm, 1 at + 302.5 cm, 1 at + 453.9 cm  
+1 patient or incubator on a stretcher at + 345.0 cm)

**Minimal Number of Crew:** 1 Pilot

**Maximum Baggage:** - 45 kg in front baggage compartment at + 57.2 cm  
- 45 kg in aft baggage compartment at + 453.9 cm at

**Fuel Tank Capacity:** 371 l (2 wing tanks) at + 237.7 cm (352 l usable)  
Optional Installation:  
484 l (2 wing tanks) at + 237.7 cm (465 l usable)  
See Note 1

**Oil Tank Capacity:** 7.6 l per each engine (4.7 l per engine usable)  
See Note 1 for additional data on oil system.

**Maximum Operating Altitude:** - with oxygen system installed 7620 m  
- without oxygen system 3600 m

#### **Control Surface Movements:**

Ailerons:	Up	$35^{\circ} \pm 2^{\circ}$
	Down	$20^{\circ} \pm 2^{\circ}$
Elevator:	Up	$12.5^{\circ} + 0^{\circ} - 1^{\circ}$
	Down	$7.5^{\circ} \pm 1^{\circ}$
Elevator Trim Tab: (Elevator Neutral)***	Up	$6.5^{\circ} \pm 1^{\circ}$
	Down	$10.5^{\circ} \pm 1^{\circ}$
Rudder:	Left	$35^{\circ} \pm 1^{\circ}$
	Right	$35^{\circ} \pm 1^{\circ}$
Rudder Trim Tab: (Rudder Neutral)	Left	$25^{\circ} \pm 1^{\circ}$
	Right	$25^{\circ} \pm 1^{\circ}$
Wing Flaps:	Cruise	$0^{\circ} \pm 2^{\circ}$

Nose Wheel Travel:	Landing	$40^0 \pm 2^0$
	Left	$27^0 \pm 1^0$
	Right	$27^0 \pm 1^0$

\* - Optional Equipment - Club Seats,

\*\* - Allowable loading condition after modification of the airplane into ambulance version,

\*\*\* - Elevator is in neutral position when its chord is parallel to the front seat track upper part.

**Levelling Means:** 2 screws on left side of fuselage below pilot's window.  
Flight line - horizontal line passing through the a/m points

**Basic Equipment:** The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in each airplane for issuance of Certificate of Airworthiness. Depending on airplane use (version) there may be optional equipment installed in accordance with Technical Specifications WT E00-00.

### **3.IV. Operating and Service Instructions**

Each airplane is provided with: -  
PZL M20 "MEW" Airplane Flight Manual, Ref. No. M20/03/OLP-5/002/88, approved May 20, 1993, - PZL M20  
"MEW" with Continental Engines, - Airplane  
Maintenance Manual Instructions for Continued Airworthiness, Ref. No. M20-1/OLK-7/9/93, - List  
of Equipment Required for Flights with respect to Flight Category, Ref. No. OL-2/M20/027/93.

### **3.V. Notes**

**NOTE 1:** Current weight and balance report including list of equipment in certified empty weight must be provided for each airplane at the time of original airworthiness certification.  
The certified empty weight and corresponding centre-of-gravity positions must include undrainable oil and unusable fuel as noted below:  
Fuel 13.5 kg at + 261.6 cm  
Oil 5.4 kg at + 111.0 cm

**NOTE 2:** All inscriptions and information placards required by the approved PZL M20 "MEW" Airplane Flight Manual must be installed in the appropriate location and the required form in each individual airplane.

**NOTE 3:** PZL M20 03 airplanes are approved for operation in known icing conditions upon installation of anti-icing system per Dwg. 37700.

**NOTE 4:** All flight and navigation instruments installed in the airplane are calibrated in imperial units.



## Chapter 4: PZL M20 03 with E20.100.00 wing

### **4.I. General**

- |  |                   |                       |
|--|-------------------|-----------------------|
| Data Sheet No.: A.0xx  | Issue: 01         | Date: August AA, 2006 |
| 1. a) Type   | PZL M20           |                       |
| b) Model   | PZL M20 03        |                       |
| 2. Airworthiness Category:   | Normal            |                       |
| 3. The CAO PL Certification Application Date:  | February 22, 1977 |                       |
| 4. The CAO PL Certification Date:  | July 22, 1993     |                       |
| 5. This Specific Airworthiness Specification replaces the Polish CAO Type Certificate No. BB-140/1 |                   |                       |

### **4.II. Certification Basis**

#### Airworthiness Requirements:

#### FAR Part 23:

- Subparts A, B with Amendment 23-18
- Subpart C with Amendment 18 (except for §§ 23.507 and 23.509 for which the airplane meets Amendment 23-6)
- Subpart D with Amendment 23-18 (except for § 23.785 for which the airplane meets Amendment 32)
- Subpart E with Amendment 23-6 (except for §§ 23.901, 23.909, 23.959, 23.1041, 23.1043, 23.1047, 23.1143 for which the airplane meets Amendment 23-7)
- Subpart F with Amendment 23-6 (except for § 23.1305 for which the airplane meets Amendment 23-7; § 23.1323 for which the airplane meets Amendment 23-18; § 23.1419 for which the airplane meets Amendment 24-14)
- Subpart G with Amendment 23-18 (except for § 23.1545(a) for which the airplane meets Amendment 23-23 and § 23.1529 for which the airplane meets Amendment 23-26)

#### FAR Part 36, Appendix G

- |                                     |                                    |
|-------------------------------------|------------------------------------|
| 1. Requirements elected to comply:  | None                               |
| 2. EASA Special Conditions:         | None                               |
| 3. EASA Exemptions:                 | None                               |
| 4. EASA Equivalent Safety Findings: | None                               |
| 5.                                  | EASA Environmental Standards: None |

### **4.III. Technical Characteristics and Operational Limitations**

#### **Type Design Definition:**

Effective for airplanes manufactured from Polish-made assemblies (fuselage, wing, empennage, landing

gear, control), from PA 34-200T SENECA II airplane assemblies: electro-radio-navigation equipment, accessories, hydraulic, pneumatic, heating and ventilation systems (delivered by Piper Company) and powered by Continental L/TSIO 360 KB engines. The airplane is equipped in E20.100.00 Wing which was constructed with application of Polish-made wing spar.

#### **4.IV. Operating and Service Instructions**

Each airplane is provided with: -  
PZL M20 "MEW" Airplane Flight Manual, Ref. No. M20/03/OLP-5/002/88, approved May 20, 1993, - PZL M20  
"MEW" with Continental Engines, - Airplane  
Maintenance Manual Instructions for Continued Airworthiness, Ref. No. M20-1/OLK-7/9/93, - List  
of Equipment Required for Flights with respect to Flight Category, Ref. No. OL-2/M20/027/93.

#### **4.V. Notes**

**NOTE 1:** Airplanes with the a/m wings are approved for operation with tentatively calculated service life of 1400 hrs. Further extension of the service life will be executed by means of a bulletin based on the wing long-term fatigue test results.

**NOTE 2:** Other technical data of the airplane remain unchanged in relation to the PZL M20 03 "MEW" Model.

### **Chapter 5: PZL M20 03 - 1999 kg**

#### **5.I. General**

1. a) Type PZL M20  
b) Model PZL M20 03 - 1999kg
2. Airworthiness Category: Normal
3. The CAO PL Certification Application Date: February 22, 1977
4. The CAO PL Certification Date: November 02, 1993
5. This EASA Specific Airworthiness Specification replaces the Polish CAO Type Certificate No. BB-140/1

#### **5.II. Certification Basis**

Airworthiness Requirements: FAR Part 23:  
- Subparts A, B with Amendment 23-18

- Subpart C with Amendment 18 (except for §§ 23.507 and 23.509 for which the airplane meets Amendment 23-6)
  - Subpart D with Amendment 23-18 (except for § 23.785 for which the airplane meets Amendment 32)
  - Subpart E with Amendment 23-6 (except for §§ 23.901, 23.909, 23.959, 23.1041, 23.1043, 23.1047, 23.1143 for which the airplane meets Amendment 23-7)
  - Subpart F with Amendment 23-6 (except for § 23.1305 for which the airplane meets Amendment 23-7; § 23.1323 for which the airplane meets Amendment 23-18; § 23.1419 for which the airplane meets Amendment 24-14)
  - Subpart G with Amendment 23-18 (except for § 23.1545(a) for which the airplane meets Amendment 23-23 and § 23.1529 for which the airplane meets Amendment 23-26)
- FAR Part 36, Appendix G

1. Requirements elected to comply: None
2. EASA Special Conditions: None
3. EASA Exemptions: None
4. EASA Equivalent Safety Findings: None
5. EASA Environmental Standards: None

### **5.III. Technical Characteristics and Operational Limitations**

- Type Design Definition:** Effective for airplanes manufactured from Polish-made assemblies (fuselage, wing, empennage, landing gear, control), from PA 34-200T SENECA II airplane assemblies (electro-radio-navigation equipment, wing spar, accessories, hydraulic, pneumatic, heating and ventilation systems) delivered by Piper Company, and powered by Continental L/TSIO 360KB engines.
- Description:** The PZL M20 is a two-engine low-wing cantilever monoplane of all-metal structure, with conventional empennage and tricycle retractable landing gear featuring a steerable nose wheel. The fuselage is semi-monocock structure.
- Airplane Versions:** - normal
- Engine:** Teledyne Continental TSIO-360-KB (LH wing)  
Teledyne Continental LTSIO-360-KB (RH wing)  
with fuel injection, turbocharged.  
Rotation as viewed from the rear:  
TSIO-360-KB – CW  
LTSIO-360-KB - CCW
- Number of Engines:** 2 (two)
- Engine Manufacturer:** Continental, USA
- Fuel:** 100/100 LL minimum octane number aviation gasoline

**Engine Performance:**

Maximum takeoff range of operation in ISA conditions at sea level (5 minutes)	220 HP	2800RPM
Maximum continuous range of operation in ISA conditions at sea level:	200 HP	2600RPM

**Propeller:**

Right Engine: HARTZELL

Hub Model: BHC-C2YF-2CLKUF  
Blade Model: FJC 8459B-8R  
or FJC 8459-8R  
mating with Hartzell E-3-7L Speed Governor  
Two-blade, constant speed, diameter from 1.93 m to  
1.90 m,  $\alpha_{\min} = 12.6^{\circ} \pm 0.2^{\circ}$ ,  $\alpha_{\max} = 80^{\circ}$  to  $81.5^{\circ}$   
Pitch setting at 76.2 cm of propeller diameter.

Left Engine: HARTZELL

Hub Model: BHC-C2YF-2CKUF  
Blade Model: FC8459B-8R  
or FC 8459-8R  
mating with Hartzell E-3-7L Speed Governor (with  
synchrophasing system installed)  
or Hartzell E-8-7L.  
Two-blade, constant speed, diameter from 1.93 m to  
1.90 m,  $\alpha_{\min} = 12.6^{\circ} \pm 0.2^{\circ}$ ,  $\alpha_{\max} = 80^{\circ}$  to  $81.5^{\circ}$   
Pitch setting at 76.2 cm of propeller diameter.

**OPTION:**

Right Engine: Mc Cauley, 3-  
blade

Hub Model: 3AF 32 C 508  
Blade Model: 82 NFA - 6  
mating with Hartzell E-3-7L Speed Governor or Hartzell  
E-8-7L (with synchrophasing system installed)

Left Engine: Mc Cauley, 3-blade

Hub Model: 3AF 32 C 509  
Blade Model: L82 NFA - 6  
mating with Hartzell E-3-7L Speed Governor

Three-blade, constant speed, diameter from 1.90 m to 1.93 m  
Pitch setting at 76.2 cm of propeller diameter:  
Max  $81^{\circ}$  to  $83.5^{\circ}$  Min  $11.0^{\circ} \pm 0.2^{\circ}$

**Maximum weight:**

- Takeoff	1999 kg
- Landing	1970 kg
- Zero Fuel	1810 kg
- All weight over 1810 kg must be fuel	

**Centre of Gravity Range\*:**  
(Landing Gear Extended)

223.5 cm - 240.3 cm at 1999 kg weight  
208.3 cm - 240.3 cm at 1540 kg weight  
Straight line variation between 223.5 cm and  
208.3 cm points.  
Moment due to retracting landing gear - 36.5 kgcm.

**Airspeed Limitations (CAS):**

$V_{NE}$  - 360 km/h  
 $V_{NO}$  - 306 km/h  
 $V_A^{**}$  - 253 km/h for 1999 kg weight  
           226 km/h for 1380 kg weight  
 $V_{LE}$  - 240 km/h  
 $V_{LO}$  - 240 km/h Landing Gear Extending  
           200 km/h Landing Gear Retracting  
 $V_{FE}$  - 202 km/h Flaps Deflected 40°  
 $V_{MC}$  - 132 km/h

\* - Centre-of-Gravity position is measured from datum positioned 199.14 cm forward of wing leading edge at the inboard edge of the inboard fuel tank (outboard of the tank) with the airplane in levelling position,

\*\* - Manoeuvring speed is reduced as the airplane weight decreased,  
Straight line interpolation is used for intermediate weight.

**Number of Seats:** 7 (2 at + 217.2 cm, 3 at + 300.0 cm, 2 at + 395.5 cm)  
 7 (2 at + 217.2 cm, 3 at + 300.0 cm, 2 at + 400.3 cm)  
 6\* (2 at + 217.2 cm, 2 at + 302.5 cm, 2 at + 400.3 cm)  
 5\*\* (2 at + 217.2 cm, 1 at + 302.5 cm, 1 at + 453.9 cm  
       +1 patient or incubator on a stretcher at + 345.0 cm)

**Minimal Number of Crew:** 1 Pilot

**Maximum Baggage:** - 45 kg in front baggage compartment at + 57.2 cm  
 - 45 kg in aft baggage compartment at + 453.9 cm at

**Fuel Tank Capacity:** 371 l (2 wing tanks) at + 237.7 cm (352 l usable)  
 Optional Installation:  
 484 l (2 wing tanks) at + 237.7 cm (465 l usable)  
 See Note 1

**Oil Tank Capacity:** 7.6 l per each engine (4.7 l per engine usable)  
 See Note 1 for additional data on oil system.

**Maximum Operating Altitude:** - with oxygen system installed 7620 m  
 - without oxygen system 3600 m

#### Control Surface Movements:

Ailerons:	Up	$35^0 \pm 2^0$
	Down	$20^0 \pm 2^0$
Elevator:	Up	$12.5^0 + 0^0 - 1^0$
	Down	$7.5^0 \pm 1^0$
Elevator Trim Tab: (Elevator Neutral)***	Up	$6.5^0 \pm 1^0$
	Down	$10.5^0 \pm 1^0$
Rudder:	Left	$35^0 \pm 1^0$
	Right	$35^0 \pm 1^0$
Rudder Trim Tab:	Left	$25^0 \pm 1^0$

(Rudder Neutral)	Right	$25^0 \pm 1^0$
Wing Flaps:	Cruise	$0^0 \pm 2^0$
	Landing	$40^0 \pm 2^0$
Nose Wheel Travel:	Left	$27^0 \pm 1^0$
	Right	$27^0 \pm 1^0$

\* - Optional Equipment - Club Seats,

\*\* - Allowable loading condition after modification of the airplane into ambulance version,

\*\*\* - Elevator is in neutral position when its chord is parallel to the front seat track upper part.

**Levelling Means:** 2 screws on left side of fuselage below pilot's window.  
Flight line - horizontal line passing through the a/m points

**Basic Equipment:** The basic required equipment as prescribed in the applicable airworthiness regulations must be installed in each airplane for issuance of Certificate of Airworthiness. Depending on airplane use (version) there may be optional equipment installed in accordance with Technical Specifications WT E00-00.

#### **5.IV. Operating and Service Instructions**

Each airplane is provided with: -  
PZL M20 "MEW" Airplane Flight Manual, Ref. No. M20/17/92/OLK-7/alb.297, approved March 01, 1993,  
- PZL M20 "MEW" with Continental Engines, Airplane Maintenance Manual,  
- Instructions for Continued Airworthiness, Ref. No. M20-1/OLK-7/9/93,  
- List of Equipment Required for Flights with respect to Flight Category, Ref. No. OL-2/M20/027/93.

#### **5.V. Notes**

**NOTE 1:** Current weight and balance report including list of equipment in certified empty weight must be provided for each airplane at the time of original airworthiness certification.  
The certified empty weight and corresponding centre-of-gravity positions must include undrainable oil and unusable fuel as noted below:  
Fuel 13.5 kg at + 261.6 cm  
Oil 5.4 kg at + 111.0 cm

**NOTE 2:** All inscriptions and information placards required by the approved PZL M20 "MEW" Airplane Flight Manual must be installed in the appropriate location and the required form in each individual airplane.

**NOTE 3:** PZL M20 03 airplanes are approved for operation in known icing conditions upon installation of anti-icing system per Dwg. 37700.

**NOTE 4:** All flight and navigation instruments installed in the airplane are

calibrated in imperial units.

## **SECTION 2: Airworthiness Directives**

The full list of AD and Bulletins for PZL M20 is given on the next pages.

### **IMPORTANT NOTICE:**

The Bulletins that have been issued before 1998 and have status “Mandatory” are EQUIVALENT TO AIRWORTHINESS DIRECTIVES.

The Airworthiness Directive issuance started in Poland in 1998, and before that date all Bulletins marked “Mandatory” have been approved by the Civil Aircraft Inspection Board, but no AD were issued.

Since 1998, the AD have been issued only for these bulletins, that had immediate safety implications, therefore some bulletins have “Mandatory” status, but no AD.

# WYKAZ BIULETYNÓW WYDANYCH NA SAMOLOT PZL M-20 "MEWA"

## LIST OF BULLETINS ISSUED FOR THE PZL M-20 "MEWA" AIRPLANE

Lp. It.	Nr biuletynu Bulletin No.	Biuletyn dotyczy Bulletin Description	Rodzaj biuletynu Bulletin Type	Obowiązuje na samoloty Applicability
01	E/11.001/84	Przeglądu układu składania podwozia samolotu M-20 zgodnie z IOT. Inspection of M-20 nose gear retraction system in accordance with Service Manual.	Obowiązkowy Mandatory	1AHP01-01 do 1AHP01-04 From 1AHP01-01 up to 1AHP01-04
02	E/11.002/84	Aktualizacji Instrukcji Obsługi Technicznej samolotu M-20. Updating of M-20 Service Manual.	Obowiązkowy Mandatory	1AHP01-01 do 1AHP01-04 From 1AHP01-01 up to 1AHP01-04
03	E/11.003/86	Przeglądu korpusu amortyzatora podwozia głównego (zastąpiony przez E/11.025/93) Main gear shock-absorber inspection (superseded by Bulletin E/11.025/93).	Obowiązkowy Mandatory	1AHP01-01 do 1AHP01-04 From 1AHP01-01 up to 1AHP01-04
04	E/11.004/86	Sprawdzenia sworznia mocującego goleń do okucia tylnego. Checking of gear leg-to-rear ferrule assembling bolt.	Obowiązkowy Mandatory	1AHP01-01 do 1AHP01-04 From 1AHP01-01 up to 1AHP01-04
05	K/11.005/88	Wymiany przewodów aluminiowych produkcji PIPERA na przewody miedziane produkcji WSK PZL Mielec. Change of PIPER aluminium conductor to WSK PZL Mielec copper conductor.	Obowiązkowy Mandatory	Od 1AHP01-01 do 1AHP01-04 1AH002-02, 1AH002-04 From 1AHP01-01 up to 1AHP01-04 1AH002-02, 1AH002-04
06	E/11.006/88	Sprawdzenia działania i ustawienia zamków podwozia głównego s-tu M-20 "MEWA". Alignment & functional checking of M-20 main landing gear hooks.	Obowiązkowy Mandatory	Od 1AHP01-01 do 1AHP01-04 Od 1AH002-01 do 1AH002-05 From 1AHP01-01 up to 1AHP01-04 From 1AH002-01 up to 1AH002-05
07	E/11.007/88	Drzwi przedniego przedziału bagażowego Front luggage compartment door.	Obowiązkowy Mandatory	Od 1AHP01-01 do 1AHP01-04 Od 1AH002-02 do 1AH002-06 From 1AHP01-01 up to 1AHP01-04 From 1AH002-02 up to 1AH002-06
08	E/11.008/88	Wymiany przewodów elastycznych paliwowych i olejowych po 5 letnim okresie użytkowania oraz konserwacji i obsługi podczas długotrwałego przechowywania samolotu. Replacement of flexible fuel and oil hoses after 5 years of service, preservation and maintenance during long storage.	Serwisowy Service	Od 1AHP01-01 do 1AHP01-04 1AH002-02, 1AH002-04 From 1AHP01-01 up to 1AHP01-04 1AH002-02, 1AH002-04
09	E/11.009/88	Wymiany przewodów elastycznych po 5-letnim okresie użytkowania.	Serwisowy	Od 1AHP01-01 do 1AHP01-04 Od 1AH002-02 do 1AH002-06



Lp. It.	Nr biuletynu Bulletin No.	Biuletyn dotyczy Bulletin Description	Rodzaj biuletynu Bulletin Type	Obowiązuje na samoloty Applicability
		Replacement of flexible hoses after 5 years of service.	Service	From 1AHP01-01 up to 1AHP01-04 From 1AH002-02 up to 1AH002-06
010	E/11.010/88	Sprawdzenia mimośrodowości zastrzału podwozia głównego.  Checking of main gear brace eccentricity	Obowiązkowy  Mandatory	Od 1AHP01-01 do 1AHP01-04 Od 1AH002-02 do 1AH002-06 From 1AHP01-01 up to 1AHP01-04 From 1AH002-02 up to 1AH002-06
011	E/11.011/89	Przeglądów zalecanych dla śmigła HARTZELL  HARTZELL propeller inspection	Serwisowy  Service	Od 1AHP01-01 do 1AHP01-04 Od 1AH002-02 do 1AH002-06 From 1AHP01-01 up to 1AHP01-04 From 1AH002-02 up to 1AH002-06
012	E/11.012/89	Ograniczenia prędkości obrotowej silnika Continental Continental engine overspeed limitations	Serwisowy Service	Od 1AH002-03 do 1AH002-10 From 1AH002-03 up to 1AH002-10
013	E/11.013/91	Instrukcji Użytkowania w Locie PZL M-20 "MEWA" z silnikami Continental. Airplane Flight Manual of the PZL M-20 "MEWA" aircraft with Continental engines.	Obowiązkowy  Mandatory	Od 1AH002-03 do 1AH002-05 1AH002-08, 1AH002-09 From 1AH002-03 up to 1AH002-05 1AH002-08, 1AH002-09
014	E/11.014/89	Przecieków oleju z głowicy do tulei cylindra. Cylinder head to barrel seepage	Serwisowy Service	1AH002-03; -04; -05; -08; -09 1AH002-03; -04; -05; -08; -09
015	E/11.015/90	Uzupełnienia Instrukcji Obsługi Silników lotniczych Continental Supplementation of the Continental engine Maintenance Manual	Serwisowy Service	Od 1AH002-03 do 1AH002-05 From 1AH002-03 up to 1AH002-05
016	E/11.016/89	Określenia procedur i wartości niezbędnych do regulacji instalacji paliwowej silników TCM z wtryskiem paliwa. Fuel System Adjustment	Serwisowy  Service	Od 1AH002-03 do 1AH002-05  From 1AH002-03 up to 1AH002-05
017	E/11.017/89	Uzupełnienia Instrukcji Obsługi Technicznej samolotu M-20 "MEWA" z silnikami Continental. Supplementation of the M-20 Service Manual with Continental engine.	Serwisowy  Service	Od 1AH002-03 do 1AH002-05  From 1AH002-03 up to 1AH002-05
018	E/11.018/90	"Przeładowania" silników z turbodoładowaniem Overboost – Engine	Serwisowy Service	Od 1AH002-03 do 1AH002-05 From 1AH002-03 up to 1AH002-05
019	E/11.019/91	Aktualizacji Instrukcji Obsługi Technicznej samolotu PZL M-20 "MEWA" z silnikiem Continental Revision to M-20 "MEWA" Service Manual	Serwisowy  Service	Od 1AHP01-01 do 1AH002-06  From 1AHP01-01 up to 1AH002-06
020	E/11.020/92	Wykonania wycięć w uszczelnieniach elastycznych deflektora.	Serwisowy	Od 1AH002-07 do 1AH002-12

Lp. It.	Nr biuletynu Bulletin No.	Biuletyn dotyczy Bulletin Description	Rodzaj biuletynu Bulletin Type	Obowiązuje na samoloty Applicability
		Cut out in baffle flexible sealing	Service	From 1AH002-07 up to 1AH002-12
021	E/11.021/92	Zmiany podłączenia przewodów elektrycznych przy antenie radaru RS 811 RS 811 radar antenna wiring changes.	Serwisowy Service	Od 1AH002-07 do 1AH002-10 From 1AH002-07 up to 1AH002-10
023	E/11.023/92	Wymiany śrub i wkrętów mocujących wspornik zastrzału bocznego podwozia głównego. Replacement of main gear side brace bracket mounting bolts & screws	Obowiązkowy Mandatory	Od 1AHP01-01 do 1AH002-12 From 1AHP01-01 up to 1AH002-12
024	E/11.024/90	Uzupełnienia Instrukcji Użytkowania w Locie M-20 "MEWA" z silnikami Continental. Supplementation of the M-20 Airplane Flight Manual with Continental engine.	Obowiązkowy Mandatory	Od 1AHP01-01 do 1AH002-12 From 1AHP01-01 up to 1AH002-12
024 A	E/11.024/93	Sprawdzenia stanu połączenia i ewentualnej wymiany śruby mocującej dźwignię wychylania klap Technical condition inspection of flaps deflection lever mounting bolt.	Obowiązkowy Mandatory	Wszystkie s-ty w eksploat. od 1AHP01-01 All a/c in service on 1AHP01-01 and up
025	E/11.025/93	Przeglądu korpusu amortyzatora podwozia głównego (Anuluje biuletyn E/11.003/86) Main gear shock-absorber inspection (supersedes E/11.003/86)	Obowiązkowy Mandatory	Od 1AHP01-01 do 1AH002-14 From 1AHP01-01 up to 1AH002-14
026	E/11.026/94	Wymiany rezystorów w skrzynce sygnalizacyjnej EA72.129.00-0. Replacement of resistors in EA72.129.00-0 signaling box.	Obowiązkowy Mandatory	Od 1AH002-07 do 1AH002-14 From 1AH002-07 up to 1AH002-14
027	E/11.027/94	Przeglądu goleni podwozia głównego. Main gear leg inspection.	Obowiązkowy Mandatory	Wszystkie s-ty od 1AHP01-01 All a/c in service on 1AHP01-01 and up
028	E/11.028/95	Przedłużenia resursu przewodów gumowych po przekroczeniu 5-cio letniego okresu użytkowania. Service life extension of rubber hose after 5 years of service.	Serwisowy Service	Wszystkie s-ty od 1AHP01-01 All a/c in service on 1AHP01-01 and up
029	E/11.029/95	Instrukcji Użytkowania w Locie samolotu M-20 "MEWA" M-20 "MEWA" Airplane Flight Manual	Obowiązkowy Mandatory	Wszystkie s-ty od 1AHP01-01 z silnikami Continental All a/c in service on 1AHP01-01 and up with Continental engine
030	E/11.030/95	Sprawdzenia zabezpieczenia sworznia w przegubie	Obowiązkowy	Wszystkie s-ty od 1AHP01-01

Lp. It.	Nr biuletynu Bulletin No.	Biuletyn dotyczy Bulletin Description	Rodzaj biuletynu Bulletin Type	Obowiązuje na samoloty Applicability
		E58.001.00.0 wolantu samolotu Check of bolt locking in the E58.001.00.0 joint of the airplane control wheel.	Mandatory	All a/c in service on 1AHP01-01 and up
031	E/11.031/95	Przeglądu i zabezpieczenia przewodów paliwowych w gondoli silników samolotu Inspection of Security of Fuel Lines in Aircraft Engine Nacelle.	Obowiązkowy Mandatory	Wszystkie samoloty od 1AHP01-01 do 1AH002-17 All a/c in service from 1AHP01-01 up to 1AH002-17
032	E/11.032/96	Przeglądu podwozia przedniego samolotu (Anulowany przez biul. E/11.037/98) Inspection of Aircraft Nose Landing Gear (Deleted by E/11.037/98)	Obowiązkowy Mandatory	Wszystkie s-ty od 1AHP01-01 All a/c in service on 1AHP01-01 and up
033	E/11.033/96	Uzupełnienia biuletynu E/11.032/96 (Anulowany przez biul. E/11.037/98) Supplement to Buletin E/11.032/96 (Deleted by E/11.037/98)	Obowiązkowy Mandatory	Wszystkie s-ty od 1AHP01-01 All a/c in service on 1AHP01-01 and up
034	E/11.034/96	Wymiany pasów 66805-0 mocowania bagażu. Replacement of the 66805-0 baggage attachment straps.	Obowiązkowy Mandatory	Od nr 1AH002-07 do 1AH002-15 oraz 1AH002-17 From 1AH002-07 up to 1AH002-15 and 1AH002-17
035	E/11.035/96	Uzupełnienie dokumentacji Opisowo-Eksploatacyjnej Updating of the Aircraft Descriptive-Operational Documentation	Serwisowy Service	Od 1AHP01-01 do 1AH002-17 From 1AHP01-01 up to 1AH002-17
036	E/11.036/97	Przeglądu węzłów zawieszenia podwozia przedniego Nose Gear Attach Joints Inspection	Obowiązkowy Mandatory	Wszystkie s-ty od 1AHP01-01 All a/c in service on 1AHP01-01 and up
037	E/11.037/98	Podwozia przedniego samolotu Aircraft Nose landing Gear	Obowiązkowy Mandatory	Wszystkie s-ty od 1AHP01-01 All a/c in service on 1AHP01-01 and up
038	E/11.038/2001	Resursu samolotu M20 "MEWA" na fabr. 1AH002-14 ze skrzydłem E20.100.00 Service life of M20 "MEWA" Airplane Serial Number 1AH002-14 with the E20.100.00 Wing	Serwisowy Service	1AH002-14 1AH002-14
039	E/11.039/2001 (AD SP-0118-2001-A)	Resursu pomp powietrznych 442CW-6 i 441CC-7 w układzie napędu żyroskopu sztucznego horyzontu i wskaźnika kursu. Service Life of the 442CW-6 and 441CC-7 Air Pump in the	Obowiązkowy Mandatory	Wszystkie s-ty od 1AHP01-01 All a/c in service on 1AHP01-01

Lp. It.	Nr biuletynu Bulletin No.	Biuletyn dotyczy Bulletin Description	Rodzaj biuletynu Bulletin Type	Obowiązuje na samoloty Applicability
		Attitude Gyro and Directional Gyro Drive System.		and up
040	E/11.040/2001	Modernizacji samolotu Airplane Modernization	Serwisowy Service	1AH001-14 1AH001-14
041	E/11/041/2001	Wymiany radiostacji KX 175B na KX 165 Replacement of the KX 175B Radiostation with the KX 165 Radiostation	Serwisowy Service	1AH002-05 1AH002-05
042	E/11.042/2001	Modernizacji wyposażenia radiowo-nawigacyjnego Modernization of the radio and navigation equipment	Serwisowy Service	1AH002-09; 1AH002-12 S/N 1AH002-09; 1AH002-12
043	E/11.043/2002	Zabudowy systemu nawigacji satelitarnej GNS 430 GARMIN GNS 430 GARMIN Navigation System Installation	Serwisowy Service	Wszystkie s-ty od 1AHP01-01 All a/c in service on 1AHP01-01 and up
044	E/11.044/2002	Dostosowania instalacji paliwowej samolotu do zabudowy pompy paliwowej PLL-7 na silnikach "FRANKLIN"	Obowiązkowy	1AH001-01; 1AH001-02; 1AH002-13
045	E/11.045/2003	Modernizacji wyposażenia radiowo-nawigacyjnego Modernization of the radio and navigation equipment	Serwisowy Service	1AH002-08
046	E/11.046/2003	Modernizacji wyposażenia radiowo-nawigacyjnego Modernization of the radio and navigation equipment	Serwisowy Service	1AH002-04
047	E/11.047/2003	Wymiany przekaźnika i dławika w instalacji elektrycznej samolotu Replacement of relay and choke in the airplane electric system	Obowiązkowy Mandatory	Samoloty na których zostały zrealizowane biuletyny E/11.040/2001, E/11.041/2001, E/11.042/2001, E/11.043/2002, E/11.045/2003, E/11.046/2003
048	Dyrektywa Zdatności Airworthiness Directive SP-0067-2004-A <b>(This AD has been superseded with AD SP-0069-2004-A)</b>	Pęknięć goleni podwozia głównego  Main landing gear leg cracks	Obowiązkowa Mandatory	Wszystkie samoloty All a/c in service.
049	E/11.048/2004 <b>(AD-SP-0069-2004-</b>	Przeglądu i usunięcia ewentualnych pęknięć na półwieńce nr 67038-0-2 podwozia głównego.	Obowiązkowy Mandatory	Wszystkie samoloty All a/c in service

Lp. It.	Nr biuletynu Bulletin No.	Biuletyn dotyczy Bulletin Description	Rodzaj biuletynu Bulletin Type	Obowiązuje na samoloty Applicability
	A)	Inspection and removal of possible cracks on the main landing gear semi-fork.		
050	E/11.049/2005	Dopuszczenia płynu hydraulicznego ORLEN OIL H-515 produkcji ORLEN OIL sp. z o.o. do eksploatacji w samolotach PZL M20 MEWA Approval of ORLEN OIL H-515 hydraulic fluid produced by ORLEN OIL sp. z o.o. for operation in PZL M20 "MEWA" airplanes	Serwisowy  Service	Wszystkie samoloty  All a/c in service
051	E/11.050/2005	Wykonania dodatkowych wżerników w dolnym pokryciu kadłuba Manufacture of additional eye-holes in the fuselage lower skin	Serwisowy Service	1AH002-10 Only in Polish language
052	Dyrektywa Zdatności Airworthiness Directive FAA AD2004-21-05 Biuletyny związane - Kelly Aerospace <u>SB A-101, Rev D</u> - Janitrol Heaters <u>SB A-103, Rev A</u> - Electrosystems inc. JanAero Devices <u>SBA-104</u> - Kelly Aerospace <u>SBA-105 ,Rev B</u> - Kelly Aerospace <u>SB-106, Rev A</u>	Nagrzewnicy spalinowej Janitrol  Janitrol combustion heaters	Obowiązkowa  Mandatory	Wszystkie samoloty  All a/c in service
053	Dyrektywa Zdatności Airworthiness Directive FAA AD2004-25-16R1 Biuletyny związane KELLY AEROSPACE <u>SB No A-107A</u> Kelly Aerospace <u>SIL No A-108</u>	Zaworu odcinającego regulatora paliwa nagrzewnicy  Heater fuel regulator shutoff valves	Obowiązkowa  Mandatory	Wszystkie samoloty  All a/c in service
054	Dyrektywa Zdatności Airworthiness Directive	Transponder GTX33, GTX33D, GTX330, GTX330D	Obowiązkowa  Mandatory	Wszystkie samoloty  All a/c in service

<b>Lp. It.</b>	<b>Nr biuletynu Bulletin No.</b>	<b>Biuletyn dotyczy Bulletin Description</b>	<b>Rodzaj biuletynu Bulletin Type</b>	<b>Obowiązuje na samoloty Applicability</b>
	FAA AD2005-01-19			

## **SECTION 3: Occurrence Reporting**

The Specific Airworthiness Specification may be used as a basis for the issue of a Restricted Certificate of Airworthiness in accordance with 21A.173(b)(2) under the following conditions:

- a) The holder of a Restricted Certificate of Airworthiness based on this Specific Airworthiness Specification shall report to the State of Registry all information related to occurrences associated with the operation of the aircraft which affects or could affect the safety of operation<sup>1</sup>.
- b) Such reports shall be despatched within 72 hours of the time when the occurrence was identified unless exceptional circumstances prevent this.
- c) The State of Registry shall forward the information received under (a) to the Agency when it relates to failures, malfunctions, defects or other occurrences which cause or might cause adverse effects on the continuing airworthiness of the aircraft.

## **SECTION 4: Other Limitations**

This aircraft is limited to non-commercial operation.

## **SECTION 5: Change Record**

Issue 1	26 March 2007	Initial Issue
Issue 2	1 February 2010	Corrections to applicable Airworthiness Directives

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<sup>1</sup> AMC 20-8 contains guidance describing the occurrences which are to be reported. This document can be found on the EASA website under Regulations>Certification Specifications: