TYPE-CERTIFICATE
DATA SHEET

NO. EASA.A.444

for
PZL-106 BT TURBO KRUK Series

Type Certificate Holder
AIRBUS POLAND S.A.

Al. Krakowska 110/114
02-256 Warszawa
Poland

For models: PZL-106 BT-601 TURBO KRUK
PZL-106 BTU-34 TURBO KRUK
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SECTON A: PZL-106 BT-601 TURBO KRUK

A.I. General

1. Type/ Model
   1.1 Type  PZL-106 TURBO KRUK
   1.2 Model  PZL-106 BT-601 TURBO KRUK for A/C
               SN 11960249 and up

2. Airworthiness Category  Restricted (FAR 21.25)

3. Manufacturer  PZL „Warszawa-Okęcie”
               Al. Krakowska 110/114
               02-256 Warszawa
               Poland
               See note 8

4. Type Certification Application Date  January 07, 1991
5. State of Design Authority  Poland
6. State of Design Authority Type Certificate Date  March 17, 1994 (TC No. BB-195)
7. EASA Type Certification Date  April 13, 2007

A.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements  January 07, 1991
2. Airworthiness Requirements  
   FAR 21.25 (restricted category)
   FAR 23, Effective February 01, 1965, including Amdt. 23-1 through Amdt. 23-37, effective August 18, 1990), except following points:
   
   23.221 (a)  23.1353 (g)(1)
   23.629 (f)(1)  23.1357 (c)
   23.677 (a)  23.1383 (a)
   23.781 (a)  23.1385 (a)
   23.951 (b)  23.1389 (b)
   23.979 (b), (c)  23.1391
   23.1303 (e)(1)  23.1393
   23.1321 (d)  23.1395
FAR 34.11 (with ability of the optional installation)
CAA UK Airworthiness Note No. 90, Issue 1, April 01, 1983
(as on equivalent level of safety).

3. Special Conditions  None
4. Exemptions        None
5. Deviations        None
6. Equivalent Safety Findings None
7. Environmental Protection N/A (agricultural aircraft)
A.III. Technical Characteristics and Operational Limitations

1. Type Design Definition
   Document No. OKBT/F-00-00: List of records mentioned in “Compliance Checklist with FAR 23 Regulations”, Chapter 4 “List of design documentation”; Edition December 1990

2. Description
   Single engine, turboprop agricultural airplane of metal structure, low wing braced monoplane, fixed landing gear with tail wheel.

3. Equipment
   List of aggregates and instruments of the PZL-106 BT-601 Aircraft, Edition 1, March 1994

4. Dimensions
   - Span: 15.00 m [49 ft 2.5 in]
   - Length: 10.34 m [33 ft 11 in]
   - Height [in flight position]: 5.42 m [17 ft 9.4 in]
   - Wing Area: 31.69 m² [341.11 sq.ft]

5. Engine
   5.1. Model
       WALTER M601D-1
       Turboprop, two shafts with free turbine and reverse flow of air and combustion gas
       See: Note 1
   5.2 Type Certificate
       No. 90-04 - issued by Czechoslovakia
   5.3 Limitations
       Maximum R.P.M. for take-off and continuous rating: 2080 R.P.M.
       For other engine limits refer to AFM

6. Load factors
<table>
<thead>
<tr>
<th>Mass</th>
<th>Positive</th>
<th>Negative</th>
</tr>
</thead>
<tbody>
<tr>
<td>3500 kg [7716 lb]</td>
<td>3.0</td>
<td>1.0</td>
</tr>
<tr>
<td>3000 kg [6614 lb]</td>
<td>3.55</td>
<td>1.26</td>
</tr>
</tbody>
</table>
   Flaps extended: positive: 2.0
   negative: 0

7. Propeller
   7.1 Model
       V508D-AG/99/A/A three-blade, constant speed
       See: Note 2
   7.2 Type Certificate
       No. 91-02 - issued by Czechoslovakia
   7.3 Number of blades
       3
   7.4 Diameter
       2500 mm [70 in]
   For other propeller limits refer to AFM
8. Fluids

8.1 Fuel

- T-1, RT acc. to ST SEV 5024-85 or GOST 10227-86
- TS-1 acc. to CSN 65 6520 or ST SEV 5024-85 or GOST 10227-86
- JET A, JET A1 acc. to ASTM D 1655-83 or DERD 2494
- PSM-2 acc. to PN-86/96026
- PL-6 acc. to PND 25005-76
- PL-7 acc. to PND 25005-92

It is allowed to mix above mentioned fuels.

8.2 Oil

- Syntetic B 3V acc. to TU38-101295-72
- Aero Shell Turbine Oil 500 acc. to MIL-L-23699C
- Aero Shell Turbine Oil 555 acc. to MIL-L-23699C
- Aero Shell Turbine Oil 560 acc. to MIL-L-23699C
- Mobil Jet Oil II acc. to MIL-L-23699C
- BP Turbo Oil 2380
- Castrol 599

Note: It is prohibited to mix the B 3V oil with AEROSHELL or MOBIL JET oils.

9. Fluid capacities

9.1 Fuel

- full capacity 560 l [147.96 US gal.]
- usable fuel 490 l [129.47 US gal.]
- unusable fuel 70 l [18.49 US gal.]

It is possible to use the hopper as an additional fuel tank

See: Note 7

9.2 Oil

- 7 l [7.40 US qts] (integrated with engine)

10. Air Speeds (CAS)

For weights: 3000 kg [6614 lb] 3500 kg [7716 lb]

- Manoeuvring - $V_A$ 194 km/h [121 m.p.h.] 194 km/h [121 m.p.h.]
- Maximum operating - $V_{MO}$ 215 km/h [134 m.p.h.] 194 km/h [121 m.p.h.]
- Maximum for agricultural operations 180 km/h [112 m.p.h.] 180 km/h [112 m.p.h.]
- Maximum for firefighting operations 194 km/h [121 m.p.h.] 194 km/h [121 m.p.h.]
- Flap extended - $V_{FE}$ 170 km/h [106 m.p.h.] 170 km/h [106 m.p.h.]
- Stalling - $V_{SO}$ 97 km/h [60 m.p.h.] 111 km/h [69 m.p.h.]
11. Maximum Operating Altitude

4267 m [14 000 feet]
Above 3810 m [12 500 feet] airborne time limited to max. 30 min.

12. Approved Operations Capability

VFR day
Flight into icing conditions - prohibited.

13. Maximum Masses

<table>
<thead>
<tr>
<th></th>
<th>Take-off</th>
<th>Landing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum mass</td>
<td>3500 kg [7716 lb]</td>
<td>3000 kg [6614 lb]</td>
</tr>
<tr>
<td>Maximum chemicals mass</td>
<td>1500 kg [3307 lb]</td>
<td></td>
</tr>
</tbody>
</table>

14. Centre of Gravity Range

**Take-off**
Forward limit:
0.497 m [19.57 in] aft of datum [23 % M.A.C.]
Rear limit at 3000 – 3500 kg [6614 - 7716 lb]:
0.752 m [29.61 in] aft of datum [35 % M.A.C.]
Straight line variation between points given

**Landing**
Forward limit:
0.497 m [19.57 in] aft of datum [23 % M.A.C.]
Rear limit at 3000 kg [6614 lb]:
0.791 m [31.14 in] aft of datum [37 % M.A.C.]
Rear limit at 2885 kg [6360 lb]
0.864 m [34.01 in] aft of datum [40 % MAC]
Straight line variation between points given

15. Datum

Plane perpendicular to M.A.C. pointing into leading edge of M.A.C.
M.A.C. length 2160 mm [85.04 in]
16. Control surface deflections

<table>
<thead>
<tr>
<th>Surface</th>
<th>Up</th>
<th>Down</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ailerons</td>
<td>21°±2°</td>
<td>15°±2°</td>
</tr>
<tr>
<td>Elevator</td>
<td>28°±2°</td>
<td>15°±2°</td>
</tr>
<tr>
<td>Rudder</td>
<td>35°±2°</td>
<td>35°±2°</td>
</tr>
<tr>
<td>Wing flap</td>
<td>15°±2°</td>
<td>40°±2°</td>
</tr>
<tr>
<td>Aileron trim tab</td>
<td>18°±2°</td>
<td>18°±2°</td>
</tr>
<tr>
<td>Elevator trim tab</td>
<td>28°±2°</td>
<td>28°±2°</td>
</tr>
<tr>
<td>Rudder trim tab</td>
<td>14°±2°</td>
<td>14°±2°</td>
</tr>
</tbody>
</table>

17. Levelling Means

- **Airplane flight alignment:** the levelling point “6” 409 mm above the levelling point “14”
- **Airplane position for weighting:** the levelling point “6” 1097 mm above the levelling point “14”

18. Minimum Flight Crew

<table>
<thead>
<tr>
<th>Crew</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>(Pilot)</td>
</tr>
</tbody>
</table>

19. Maximum Passenger Seating Capacity

<table>
<thead>
<tr>
<th>Capacity</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>(for mechanic, for ferry flights only)</td>
</tr>
</tbody>
</table>

20. Baggage/ Cargo Compartments

See: Note 5 e)

21. Wheels and Tyres

<table>
<thead>
<tr>
<th>Type</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Wheel</td>
<td>800x260 mm</td>
</tr>
<tr>
<td>Tail Wheel</td>
<td>350x135 mm</td>
</tr>
</tbody>
</table>

22. (Reserved)
A.IV. Operating and Service Instructions

1. Flight Manual
   Airplane Flight Manual for PZL-106 BT-601 TURBO KRUK Airplane, Issued January 26, 1996; Rev. 11 as per January 31, 2005; (or latest approved revision)

   Maintenance Manual for the PZL-106 BT-601 TURBO KRUK Airplane, Issued 1996, Rev. 11 as per January 31, 2005; (or latest approved revision)

   Repair Manual for the PZL-106 BR
   PZL-106 BS/BSA
   PZL-106 BT/BTU
   KRUK Aircraft,
   Issued 1989, Rev. 1 as per July 15, 2000; (or latest approved revision)

   See Airplane Flight Manual, Section 6

5. Illustrated Parts Catalogue
   PZL-106 BR KRUK
   PZL-106 BT-601 TURBO-KRUK
   Catalogue of Spare Parts,
   Issued 1989, Rev. 2 as per April 28, 1991; (or latest approved revision)
A.V. **Notes**

**Note 1.**
Engines manufactured before April 01, 1993 could be designated as WALTER M601D(8).

**Note 2.**
Propeller designation V508D-AG/99/A/A was introduced by manufacturer of the propeller on April 9, 2002 instead of hitherto used propeller designation V508D-AG. It is allowed to use the VJ8.508D propeller unit including V508D-AG propeller. The aircraft may be equipped with VJ8.508D propeller unit including V508D/7 with serial number listed in the Service Bulletin No. V508D/2a published by the propeller manufacturer AVIA-HAMILTON STANDARD AVIATION (present name AVIA PROPELLER LTD.). Operation of V508D-AG must be done within the limitations given in the said Bulletin.

**Note 3.**
Current weight and balance report, including list of equipment in certificated empty weight must be included with each aircraft provided with the airworthiness certificate. The empty aircraft and the corresponding centre of gravity location must include unusable fuel, i.e. 70 l [18.49 US gal.] and full oil (7 l) [7.40 U.S. qts].

**Note 4.**
All placards specified in the Airplane Flight Manual and in the Airplane Maintenance Manual, Chapter 11, must be displayed in the airplane.

**Note 5. VARIOUS LIMITATIONS**

a) Take-off and landing not permitted when indication difference of left and right fuel gauge is higher than 120 l [31.71 U.S. gal.].

b) Air bleed from engine compressor, to clean the air filter, must not be switched on the take-off rating.

c) Electro-pneumatic unit must not be switched on when the engine is stopped or when the engine is running with feathered propeller.

d) Admissible number of passenger – 1 mechanic for ferry flights only.

e) When the weight of airplane is higher than 3000 kg [6614 lb ]

   - Baggage space loading – prohibited
   - Passenger service – prohibited

f) It is prohibited to operate the airplane with the engine air inlet fairing, 906.69.885.00-0 removed:
   - at outside air temperature below 18°C
   - in ferry flight

g) In flight the power lever must not be reset beyond the idling limit stop (beyond the idling locking). Excessively deep reset can result in loss of the aircraft controllability or in the powerplant overspeed and further in the loss of the engine power.

**Note 6.**
Outside air temperature limits:

- Minimum - 20°C
- Maximum  + 50°C

**Note 7.**
If the chemicals hopper is used as the additional fuel tank, the Airplane Flight Manual for the PZL-106BT-601 TURBO KRUK together with Supplement No. 1 “Airplane operated with additional fuel tank” must be adhered to.

**Note 8.**
Currently: Airbus Poland S.A.
SECTION B:  PZL-106 BTU-34 TURBO KRUK

B.I.   General

1. Type/ Model
   1.1 Type
   PZL-106 TURBO KRUK
   1.2 Model
   PZL-106 BTU-34 TURBO KRUK

2. Airworthiness Category
   Restricted (FAR 21.25)

3. Manufacturer
   PZL „Warszawa-Okęcie”
   Al. Krakowska 110/114
   02-256 Warszawa
   Poland
   See note 8

4. Type Certification Application Date
   January 21, 1997

5. State of Design Authority
   Poland

6. State of Design Authority Type Certificate Date
   November 02, 2000 (TC No. BB-195)

7. EASA Type Certification Date
   April 13, 2007

B.II.   EASA Certification Basis

1. Reference Date for determining the applicable requirements
   January 21, 1997

2. Airworthiness Requirements
   – FAR 21.25 (Restricted Category) as amended through Amendment 21-69 effective September 16, 1991,
   – FAR 23, Effective February 01, 1965, including Amdt. 23-1 through Amdt. 23-37, effective August 18, 1990, except following points:
     23.221 (a)    23.1353 (g)(1)
     23.629 (f)(1) 23.1385 (a)
     23.677 (a)    23.1389 (b)
     23.781 (a)    23.1391
     23.951 (b)    23.1393
     23.1303 (e)(1) 23.1395

   Equivalent level of safety was complied with for paragraphs:
     23.562               23.903(a)(2)
     23.629(e)            23.951(c)
     23.777(c)(3)         23.1093(b)
     23.777(f)(1)         23.1337(b)
– FAR 34.11 (only for overflow tank installed)
– Airworthiness Notice No. 90, Issue 1, April 1, 1983
– The airplane is to be operated according to:
  Airworthiness Notice No. 90, Issue 1, April 1, 1983

3. Special Conditions               None
4. Exemptions                      None
5. Deviations                      None
6. Equivalent Safety Findings      None
7. Environmental Protection        N/A (Agricultural Aircraft)
B.III. **Technical Characteristics and Operational Limitations**

1. **Type Design Definition**
   Master Drawings List of PZL-106 BTU-34 TURBO KRUK Aircraft, Revision No. 0, February 17, 2000

2. **Description**
   Single engine, turboprop agricultural airplane of metal structure, low wing braced monoplane, fixed landing gear with tail wheel.

3. **Equipment**
   Master Equipment List of PZL-106 BTU-34 TURBO KRUK Aircraft, Revision No. 0, February 17, 2000
   Refer also to Airplane Flight Manual

4. **Dimensions**
   - Span: 15.00 m [49 ft 2.5 in]
   - Length: 10.34 m [33 ft 11 in]
   - Height in flight position: 4.85 m [15 ft 9.9 in]
   - Wing Area: 31.69 m² [341.11 sq. ft]

5. **Engine**
   5.1. **Model**
   PT6A-34AG, acc. to Build Specification 970, turboprop, twin shaft, with free power turbine and reverse flow of air and combustion gases
   5.2 **Type Certificate**
   No. E-6 – issued by Department of Transport Canada
   5.3 **Limitations**

<table>
<thead>
<tr>
<th>Operating limits</th>
<th>ENGINE OPERATING LIMITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power Setting</td>
<td>SHP (9*)</td>
</tr>
<tr>
<td>Take-off and Max.</td>
<td>750</td>
</tr>
<tr>
<td>Continuous/Enroute</td>
<td></td>
</tr>
<tr>
<td>Emergency (5*)</td>
<td></td>
</tr>
<tr>
<td>Max. Climb</td>
<td>700</td>
</tr>
<tr>
<td>ISA+13.3°C</td>
<td></td>
</tr>
<tr>
<td>Max. Cruise</td>
<td>700</td>
</tr>
<tr>
<td>ISA+4.4°C</td>
<td></td>
</tr>
<tr>
<td>Idle (6*)</td>
<td>685 (6*)</td>
</tr>
<tr>
<td>Starting</td>
<td>925</td>
</tr>
<tr>
<td>Acceleration</td>
<td>68.4</td>
</tr>
<tr>
<td>Max. Reverse</td>
<td>750</td>
</tr>
</tbody>
</table>
(1*) Maximum permissible sustained torque is 64.5 psi Np must be set so as not to exceed power limitations.

(2*) For every 10°C [18°F] below –30°C [-22°F] ambient temperature, reduce maximum allowable Ng by 2.2%.

(3*) Normal oil pressure is 85 to 105 psi at gas generator speed above 27000 rpm [72%] with oil temperature between 60 and 71°C [140 and 160°F]. Oil pressures below 85 psi are undesirable, and should be tolerated only for the completion of the flight, preferably at reduced power setting.

(4*) For increased oil service life an oil temperature between 74 and 0°C [165 and 176°F] is recommended. A minimum oil temperature of 55°C [130°F] is recommended for fuel heater operation at take-off power.

(5*) Maximum continuous rating is intended for emergency use at the decision of the pilot.

(6*) At Ng=19000 rpm minimum advance power control lever as required to maintain ITT limit of 685°C.

(7*) These values are time-limited to 2 seconds.

(8*) Reverse power operation is limited to 1 minute.

(9*) HP = Horse Power; 1 HP = 1.0139 KM.

For other engine limits refer to AFM

6. Load factors

<table>
<thead>
<tr>
<th>Mass</th>
<th>Positive</th>
<th>Negative</th>
</tr>
</thead>
<tbody>
<tr>
<td>3500 kg [7716 lb]</td>
<td>3.0</td>
<td>1.0</td>
</tr>
<tr>
<td>3000 kg [6614 lb]</td>
<td>3.55</td>
<td>1.42</td>
</tr>
<tr>
<td>Flaps extended (both weights)</td>
<td>2.0</td>
<td>0</td>
</tr>
</tbody>
</table>

7. Propeller

7.1 Model

HARTZELL-PROPELLER INC, USA manufactured
HC-B3TN-3D/T10282N+4, constant speed propeller with spinner D-3434-1P/

7.2 Type Certificate

No. P15EA – issued by FAA

7.3 Number of blades

3

7.4 Diameter

2705 mm [106.5 in]

Pitch setting (at radius 0.762 m [30 in]):

- at take-off +18°
- at feather +87°
- at reversal - 8°

Propeller speed limiter A 210507

For other propeller limits refer to AFM

8. Fluids

8.1 Fuel

Permissible kinds of fuel in accordance with latest issue of “Engine Service Bulletin No. 1344” of engine manufacturer.
8.2 Oil

Approvers oils in accordance with latest issue of “Engine Service Bulletin No. 1001” of engine manufacturer

9. Fluid capacities

9.1 Fuel

| Standard: | 560 l [147.96 U.S. gal.] |
| Usable fuel | 490 l [129.47 U.S. gal.] |
| Unusable fuel | 70 l [18.49 U.S. gal.] |

| Optional: | 1000 l [264.22 U.S. gal.] |
| Usable fuel | 930 l [245.72 U.S. gal.] |
| Unusable fuel | 70 l [18.49 U.S. gal.] |

It is possible to use the hopper as an additional fuel tank

See: Note 6

9.2 Oil

7 l [7.4 U.S. qts] (oil tank is integral part of engine)

10. Air Speeds (CAS)

For weights: 3000 kg (6614 lb) 3500 kg (7716 lb)

| Manoeuvring - $V_A$ | 194 km/h [121 m.p.h.] | 194 km/h [121 m.p.h.] |
| Maximum operating - $V_{MO}$ | 215 km/h [134 m.p.h.] | 194 km/h [121 m.p.h.] |
| Maximum for agricultural operations | 180 km/h [112 m.p.h.] | 180 km/h [112 m.p.h.] |
| Maximum for firefighting operations | 194 km/h [121 m.p.h.] | 194 km/h [121 m.p.h.] |
| Flap extended - $V_{FE}$ | 170 km/h [106 m.p.h.] | 170 km/h [106 m.p.h.] |
| Stalling - $V_{SO}$ | 97 km/h [60 m.p.h.] | 111 km/h [69 m.p.h.] |

11. Maximum Operating Altitude

4267 m [14 000 feet]

Above 3810 m [12 500 feet] airborne time limited to max. 30 min.

12. Approved Operations Capability

VFR day

Flight into icing conditions - prohibited.

13. Maximum Masses

<table>
<thead>
<tr>
<th></th>
<th>Take-off</th>
<th>Landing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take-off</td>
<td>3500 kg [7716 lb]</td>
<td>3000 kg [6614 lb]</td>
</tr>
<tr>
<td>Maximum chemicals mass</td>
<td>(See: Note 7)</td>
<td>1500 kg [3307 lb]</td>
</tr>
</tbody>
</table>
14. Centre of Gravity Range

Take-off
Forward limit:
0.497 m [19.57 in] aft of datum [23 % M.A.C.]
Rear limit for weight above 3000 kg [6614 lb]:
0.752 m [29.61 in] aft of datum [35 % M.A.C.]
Rear limit for weight up to 3000 kg [6614 lb]:
0.864 m [34.01 in] aft of datum [40 % MAC]
Straight line variation between points given

Landing
Forward limit:
0.497 m [19.57 in] aft of datum [23 % M.A.C.]
Rear limit at 3000 kg [6614 lb]:
0.791 m [31.14 in] aft of datum [37 % M.A.C.]
Rear limit at 2885 kg [6360 lb]
0.864 m [34.01 in] aft of datum [40 % MAC]
Straight line variation between points given

15. Datum

Plane perpendicular to M.A.C. pointing into leading edge of M.A.C.
M.A.C. length 2160 mm [85.04 in]

16. Control surface deflections

Ailerons
up 21º±2º down 15º±2º
Elevator
up 28º±2º down 24º±2º
Rudder
left 35º±2º right 35º±2º
Wing flap
take-off 15º±2º landing 40º±2º
Aileron trim tab
up 18º±2º down 18º±2º
Neutral position of aileron trim tab 0º±1º
Balance tab of aileron at zero displacement of aileron 0º±1º
Elevator trim tab
up 28º±2º down 28º±2º
Rudder trim tab
left 14º±2º right 14º±2º
Neutral position of rudder trim tab 0º±1º
Balance tab of rudder at zero displacement of rudder 0º±1º
Balance tab of elevator at zero displacement of aileron left 4º30'±30'
17. Levelling Means

Airplane flight alignment: the levelling point “6” 409 mm above the levelling point “14”

Airplane position for weighting: the levelling point “6” 1097 mm above the levelling point “14”

(Markings of levelling points according to levelling sheet of airplane)

18. Minimum Flight Crew
   1 (Pilot)

19. Maximum Passenger Seating Capacity
   1 (for mechanic)

20. Baggage/ Cargo Compartments
   See: Note 4 c)

21. Wheels and Tyres
   - Main Wheel Tyre Size: 800x260 mm
   - Tail Wheel Tyre Size: 350x135 mm

22. (Reserved)
## B.IV. Operating and Service Instructions

1. **Flight Manual**
   - PZL-106BTU-34 TURBO KRUK Airplane Flight Manual
   - Date of issue: November 1999; (or latest approved revision)

2. **Maintenance Manual**
   - PZL-106BTU-34 TURBO KRUK Airplane Maintenance Manual
   - Date of issue: December 20, 1999, Revision 1, July 16, 2001; (or latest approved revision)

3. **Structural Repair Manual**
   - Repair Manual for the PZL-106 BR
     - PZL-106 BS/BSA
     - PZL-106 BT/BTU
     - KRUK Aircraft,
   - Issued 1989, Rev. 1 as per July 15, 2000; (or latest approved revision)

4. **Weight and Balance Manual**
   - See Airplane Flight Manual, Section 6
B.V. **Notes**

**Note 1.**

BS 970 (Build Specification) defines engine equipment.

**Note 2.**

Current weight and balance report, including list of equipment in certificated empty weight must be included with each aircraft provided with the airworthiness certificate. The empty aircraft and the corresponding centre of gravity location must include unusable fuel, i.e. 70 l [18.49 US gal.] and full oil (7 l) [7.40 U.S. qts].

**Note 3.**

All placards specified in the Airplane Flight Manual and in the Airplane Maintenance Manual, Chapter 11, must be displayed in the airplane.

**Note 4. VARIOUS LIMITATIONS**

a) Take-off and landing not permitted when indication difference of left and right fuel gauge is higher than 120 l [31.71 U.S. gal.].

b) Air bleed from engine compressor, to clean the air filter, must not be switched on the take-off rating.

c) Electro-pneumatic unit must not be switched on when the engine is stopped or when the engine is running with feathered propeller.

d) Admissible number of passenger – 1 mechanic for ferry flights only.

e) When the weight of airplane is higher than 3000 kg [6614 lb]

   - Baggage space loading – prohibited
   - Passenger service – prohibited

f) It is prohibited to operate the airplane with the engine air inlet fairing, 906.69.885.00-0 removed:

   - at outside air temperature below 18 °C
   - in ferry flight

g) In flight the power lever must not be reset beyond the idling limit stop (beyond the idling locking). Excessively deep reset can result in loss of the aircraft controllability or in the powerplant overspeed and further in the loss of the engine power.

**Note 5.**

Outside air temperature limits:

- Minimum - 20°C
- Maximum + 50°C

**Note 6.**

If the chemicals hopper is used as the additional fuel tank, the Airplane Flight Manual for the PZL-106BTU-34 TURBO KRUK together with Supplement No. 1 “Airplane operated with additional fuel tank” must be adhered to.

**Note 7.**

Chemical hopper capacity:

- hopper No. 106.81.300.00-0 1400 l [369.91 U.S. gal.]
- or hopper No. 906.81.300.00-0 1600 l [422.75 U.S. gal.]

**Note 8.**

Currently: Airbus Poland S.A.
SECTION ADMINISTRATIVE

I. Acronyms & Abbreviations
   AFM - Aeroplane Flight Manual
   FAA - Federal Aviation Administration
   SN - Aircraft Serial Number
   VFR - Visual Flight Rules
   Amdt. – Amendment
   A/C – Aircraft
   CAS – Calibrated Air Speed

II. Type Certificate Holder Record
   Airbus Poland S.A.
   Al. Krakowska 110/114
   02-256 Warszawa
   Poland

III. Change Record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC Issue No. &amp; Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issue 01</td>
<td>13 April 2007</td>
<td>Initial Issue</td>
<td>Initial Issue, 13 April 2007</td>
</tr>
<tr>
<td>Issue 02</td>
<td>23 August 2019</td>
<td>Change of TC holder name from PZL “Warszawa-Okęcie” S.A. to Airbus Poland S.A.</td>
<td>Issue 02, 23 August 2019</td>
</tr>
</tbody>
</table>