

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

2A8
Revision 22
LAVIA S.A.
PA-25
PA-25-235
PA-25-260

March 25, 2008

TYPE CERTIFICATE DATA SHEET 2A8

This data sheet which is part of Type Certificate No. 2A8 prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Civil Air Regulations and Federal Aviation Regulations.

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| Type Certificate Holder | LAVIA ARGENTINA S.A. (LAVIASA) Avenida Colón 412, P.B. Dpto B C.P. 5500, Mendoza Republica Argentina |
| Type Certificate Record of Name Change | LATINOAMERICANA DE AVIACION (LAVIA S.A.) changed its trade name to LAVIA ARGENTINA S.A. (LAVIASA) on February 29, 2008 (TC reissued March 25, 2008) |

I.- Model PA-25, 1 PCLM (Normal Category), Approved January 6, 1959.

| | | | |
|---------------------------------------|---|-----------------------------|----------------------|
| <u>Engine</u> | Lycoming O-320-A1A, O-320-A2A with carburetor setting 10-3678-11 or Lycoming O-320-A2B with carburetor setting 10-3678-32. | | |
| <u>Fuel</u> | 80/87 minimum grade aviation gasoline | | |
| <u>Engine Limits</u> | For all operations, 2700 r.p.m. (150 hp.) | | |
| <u>Propeller and Propeller Limits</u> | McCauley 1A170-GM or Sensenich M74DM Static r.p.m. at maximum permissible throttle setting: Not over 2575 r.p.m., not under 2475 r.p.m. No additional tolerance permitted. Diameter: Not over 74 inches, not under 72.5 inches Spinner required: Piper Drawing No. 14422 | | |
| <u>Airspeed Limits (CAS)</u> | V_{ne} | Never exceed | 136 mph (118 knots) |
| | V_{no} | Maximum structural cruising | 108 mph (94 knots) |
| | V_p | Maneuvering | 107.5 mph (93 knots) |
| | V_{fe} | Flaps extended | 95 mph (83 knots) |
| <u>Center Gravity Range</u> | (+11.70) to (+15.25) at 2300 lb. (+9.98) to (+15.25) at 1600 lb. or less Straight line variation between points given. | | |
| <u>Empty Weight</u> | | | |
| <u>Center of Gravity Range</u> | None | | |
| <u>Datum</u> | Leading edge of wing | | |
| <u>Leveling Means</u> | Top longerons in cockpit bay | | |

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|----------|----|----|----|----|----|----|----|----|
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|--------------------------------------|--|-----------|----------|
| <u>Maximum Weight</u> | 2300 lb. | | |
| <u>No. of Seats</u> | 1 at (+59) | | |
| <u>Maximum Cargo</u> | 800 lb. at (+14) | | |
| <u>Fuel Capacity</u> | 40 gallons at (-14.9) (one fuselage tank) See NOTE 1 for data on system fuel. | | |
| <u>Oil Capacity</u> | 8 quarts at (-47) (6 quarts usable) See NOTE 1 for data on system oil. | | |
| <u>Control Surface Movements</u> | Wing Flaps | | Down 57° |
| | Aileron | Up 23° | Down 23° |
| | Elevator | Up 28° | Down 15° |
| | Rudder | Right 25° | Left 25° |
| <u>Manufacturer's Serial Numbers</u> | 25-1 through 25-731 | | |

II. - Model PA-25-235, 1 PCLM (Normal Category). Approved October 12, 1962.

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|---------------------------------------|---|-----------------------------|---------------------|
| <u>Engine</u> | Lycoming O-540-B2B5 or O-540-B2C5 with carburetor setting #10-4404-1 | | |
| <u>Fuel</u> | 80/87 minimum grade aviation gasoline | | |
| <u>Engine Limits</u> | For all operations, 2575 r.p.m. (235 hp.) | | |
| <u>Propeller and Propeller Limits</u> | <ol style="list-style-type: none"> 1. McCauley 1A200-FA (Eligible on S/N 25-02; 25-2000 through 25-5521; 25-7305522 through 25-8156024; and LA-235-99501 and up) Static r.p.m. at maximum permissible throttle setting: Not over 2350 r.p.m., not under 2250 r.p.m. No additional tolerance permitted. Diameter: Not over 84 inches, not under 82.3 inches Spinner required: Piper Drawing No. 64336. 2. McCauley 1P235-AFA (Eligible on S/N 25-02, and 25-2000 through 25-4171): Static r.p.m. at maximum permissible throttle setting: Not over 2500 r.p.m., not under 2400 r.p.m. No additional tolerance permitted. Diameter: Not over 84 inches, not under 82.3 inches Spinner required: Piper Drawing No. 14422 | | |
| <u>Airspeed Limits (CAS)</u> | V_{ne} | Never exceed | 156 mph (135 knots) |
| | V_{no} | Maximum structural cruising | 124 mph (108 knots) |
| | V_p | Maneuvering | 120 mph (104 knots) |
| | V_{fe} | Flaps extended | 109 mph (95 knots) |
| <u>Center Gravity Range</u> | (+88.4) to (+90.3) at 2900 lb. (+85.6) to (+90.3) at 1793 lb. or less Straight line variation between points given. | | |
| <u>Empty Weight</u> | None | | |
| <u>Center of Gravity Range</u> | None | | |
| <u>Datum</u> | 78 inches forward of leading edge of wing | | |
| <u>Leveling Means</u> | Top longerons in cockpit bay | | |
| <u>Maximum Weight</u> | 2900 lb. | | |

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|----------------------------------|--|------------|--|----------|---------|--------|----------|----------|--------|----------|--------|-----------|----------|
| <u>Number of Seats</u> | 1 at (+135) | | | | | | | | | | | | |
| <u>Maximum Cargo</u> | 1200 lb. at (+93) | | | | | | | | | | | | |
| <u>Fuel Capacity</u> | For S/N 25-02, and 25-2000 through 25-3384: 42 gallons at (+63) (one fuselage tank) For S/N 25-3385 through 25-5521, and 25-7305522 through 25-7405572, and LA-235-99501 and up:: 38 gallons at (+63) (one fuselage tank) For S/N 25-7405573 through 25-8156024: 36 gallons at (+102) (two wing tanks) See NOTE 1 for data on system fuel. | | | | | | | | | | | | |
| <u>Oil Capacity</u> | 12 quarts at (+30) (9¼ quarts usable) See NOTE 1 for data on system oil. | | | | | | | | | | | | |
| <u>Control Surface Movements</u> | <table> <tr> <td>Wing Flaps</td> <td></td> <td>Down 57°</td> </tr> <tr> <td>Aileron</td> <td>Up 23°</td> <td>Down 23°</td> </tr> <tr> <td>Elevator</td> <td>Up 28°</td> <td>Down 15°</td> </tr> <tr> <td>Rudder</td> <td>Right 25°</td> <td>Left 25°</td> </tr> </table> | Wing Flaps | | Down 57° | Aileron | Up 23° | Down 23° | Elevator | Up 28° | Down 15° | Rudder | Right 25° | Left 25° |
| Wing Flaps | | Down 57° | | | | | | | | | | | |
| Aileron | Up 23° | Down 23° | | | | | | | | | | | |
| Elevator | Up 28° | Down 15° | | | | | | | | | | | |
| Rudder | Right 25° | Left 25° | | | | | | | | | | | |
| <u>Manufacturer's Serial No.</u> | 25-02; 25-2000 through 25-5521; and 25-7305522 through 25-8156024, produced by Piper Aircraft Corp.; LA-235-99501 and up produced by LAVIA S.A. See NOTE 5 for airworthiness certification eligibility in the United States. | | | | | | | | | | | | |

III. - Model PA-25-260, 1 PCLM (Normal Category Only), Approved April 19, 1967.

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|---------------------------------------|--|----------|--------------|---------|-------------|----------|-----------------------------|---------|-------------|-------|-------------|---------|-------------|----------|----------------|---------|-------------|
| <u>Engine</u> | Lycoming O-540-G1A5 or O-540-G2A5 with carburetor setting #10-4404-1 | | | | | | | | | | | | | | | | |
| <u>Fuel</u> | 100/130 minimum grade aviation gasoline | | | | | | | | | | | | | | | | |
| <u>Engine Limits</u> | For all operations, 2700 r.p.m. (260 hp.) | | | | | | | | | | | | | | | | |
| <u>Propeller and Propeller Limits</u> | <ol style="list-style-type: none"> McCauley 1A200-FA Static r.p.m. at maximum permissible throttle setting: Not over 2425 r.p.m., not under 2325 r.p.m. No additional tolerance permitted Diameter: Not over 84 inches, not under 82.3 inches Spinner required: Piper Drawing No. 64336 Hartzell constant speed model HC-C2YK-1()/8477-0 (Eligible on O-540-G1A5 engine only) Pitch setting at 30" station: High 32.0°, Low 11.8° Diameter: Not over 84.0 inches, not under 83.0 inches Governor assembly: Hartzell F-4-4() Spinner: None approved McCauley constant speed model B2D34C16-()/84 HF-0 (Eligible on O-540-G1A5 engine only) Pitch setting at 30" station: High 27.0°, Low 11.0° Diameter: Not over 84.0 inches, not under 82.5 inches Governor assembly: McCauley C290D2()/T10 Spinner: None approved | | | | | | | | | | | | | | | | |
| <u>Airspeed Limits (CAS)</u> | <table> <tr> <td>V_{ne}</td> <td>Never exceed</td> <td>156 mph</td> <td>(135 knots)</td> </tr> <tr> <td>V_{no}</td> <td>Maximum structural cruising</td> <td>124 mph</td> <td>(108 knots)</td> </tr> <tr> <td>V_p</td> <td>Maneuvering</td> <td>120 mph</td> <td>(104 knots)</td> </tr> <tr> <td>V_{fe}</td> <td>Flaps extended</td> <td>109 mph</td> <td>(95 knots)</td> </tr> </table> | V_{ne} | Never exceed | 156 mph | (135 knots) | V_{no} | Maximum structural cruising | 124 mph | (108 knots) | V_p | Maneuvering | 120 mph | (104 knots) | V_{fe} | Flaps extended | 109 mph | (95 knots) |
| V_{ne} | Never exceed | 156 mph | (135 knots) | | | | | | | | | | | | | | |
| V_{no} | Maximum structural cruising | 124 mph | (108 knots) | | | | | | | | | | | | | | |
| V_p | Maneuvering | 120 mph | (104 knots) | | | | | | | | | | | | | | |
| V_{fe} | Flaps extended | 109 mph | (95 knots) | | | | | | | | | | | | | | |
| <u>Center Gravity Range</u> | (+88.4) to (+90.3) at 2900 lb. (+85.6) to (+90.3) at 1793 lb. or less Straight line variation between points given. | | | | | | | | | | | | | | | | |

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|--------------------------------------|--|------------|--|----------|---------|--------|----------|----------|--------|----------|--------|-----------|----------|
| <u>Empty Weight</u> | | | | | | | | | | | | | |
| <u>Center of Gravity Range</u> | None | | | | | | | | | | | | |
| <u>Datum</u> | 78 inch forward of leading edge of wing | | | | | | | | | | | | |
| <u>Leveling Means</u> | Top longerons in cockpit bay | | | | | | | | | | | | |
| <u>Maximum Weight</u> | 2900 lb. | | | | | | | | | | | | |
| <u>Number of Seats</u> | 1 at (+135) | | | | | | | | | | | | |
| <u>Maximum Cargo</u> | 1200 lb. at (+93) | | | | | | | | | | | | |
| <u>Fuel Capacity</u> | For S/N 25-4415 through 25-5521, and 25-7305522 through 25-7405572 and LA-260-98001, LA-260-99002, LA-260-99003, LA-260-99005 and up: 38 gallons at (+63) (one fuselage tank) For S/N 25-7405573 through 25-8156024: 36 gallons at (+102) (two wing tanks) See NOTE 1 for data on system fuel. | | | | | | | | | | | | |
| <u>Oil Capacity</u> | 12 quarts at (+30) (9¼ quarts usable) See NOTE 1 for data on system oil. | | | | | | | | | | | | |
| <u>Control Surface Movements</u> | <table> <tr> <td>Wing Flaps</td> <td></td> <td>Down 57°</td> </tr> <tr> <td>Aileron</td> <td>Up 23°</td> <td>Down 23°</td> </tr> <tr> <td>Elevator</td> <td>Up 28°</td> <td>Down 15°</td> </tr> <tr> <td>Rudder</td> <td>Right 25°</td> <td>Left 25°</td> </tr> </table> | Wing Flaps | | Down 57° | Aileron | Up 23° | Down 23° | Elevator | Up 28° | Down 15° | Rudder | Right 25° | Left 25° |
| Wing Flaps | | Down 57° | | | | | | | | | | | |
| Aileron | Up 23° | Down 23° | | | | | | | | | | | |
| Elevator | Up 28° | Down 15° | | | | | | | | | | | |
| Rudder | Right 25° | Left 25° | | | | | | | | | | | |
| <u>Manufacturer's Serial Numbers</u> | 25-4415 through 25-5521, and 25-7305522 through 25-8156024, produced by Piper Aircraft; LA-260-98001, LA-260-99002, LA-260-99003, LA-260-99005 and up, produced by LAVIA S.A. See NOTE 5 for airworthiness certification eligibility in the United States. | | | | | | | | | | | | |

DATA PERTINENT TO ALL MODELS

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| <u>Certification Basis</u> | CAR 3 effective May 15, 1956, Amendment 3-1, April 1, 1957. Type Certificate No. 2A8 issued January 5, 1959. Date of Application for Type Certificate May 28, 1957. |
| <u>Production Basis</u> | For aircraft models PA-25-235 S/N LA-235-99501 and up, and PA-25-260 S/N LA-260-98001, LA-260-99002, LA-260-99003, LA-260-99005 and up, production under type certificate only. |
| <u>Equipment</u> | <p>The basic required equipment 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:</p> <ol style="list-style-type: none"> 1. FAA Approved Airplane Flight Manual: <ol style="list-style-type: none"> (a) Issue dated May 20, 1959, required for S/N 25-1 and 25-2. (b) Issue dated July 9, 1959, revised February 23, 1960, for S/N 25-3 through 25-1999. (c) Issue dated October 12, 1962, including Revision No. 1, dated November 20, 1962, for Model PA-25-235, S/N 25-02, and 25-2000 through 25-2761. (d) Issue dated October 12, 1962, including Revision No. 1, dated November 20, 1962, and No. 2 dated July 20, 1964, for Model PA-25-235, S/N 25-2762 through 25-2985. (e) Issue dated October 12, 1962, including Revision No. 1, 2, 3 and 4 for Model PA-25-235, S/N 25-2986 through 25-3384. (f) Issue dated October 12, 1962, including Revision Nos. 1, 2, 3, 4, and 5 for Model PA-25-235, S/N 25-3385 through 25-4171. |

Equipment, continued

1. FAA Approved Flight Manual, continued
 - (g) Issue dated October 12, 1962, including Revisions Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10 for Model PA-25-235, S/N 25-4172 through 25-5521, and 25-7305522 through 25-7405572 and LA-235-99501 and up.
 - (h) Issue dated April 19, 1967, including Revision No. 1 required for Model PA-25-260, S/N 25-4415 through 25-5521, and 25-7305522 through 25-7405572 and LA-260-98001, LA-260-99002, LA-260-99003, LA-260-99005 and up.
 - (i) Issue dated February 7, 1974, required for Models PA-25-235 and PA-25-260, S/N 25-7405573 through 25-8156024.
2. Stall warning indicator device per Piper Drawing Nos. 61093 and 61128 on PA-25, S/N 25-3 through 25-1999; Piper Drawing Nos. 64031 and 64253 on PA-25-235, S/N 25-02, and 25-2000 through 25-4171; Piper Drawing Nos. 64031 and 64884 on PA-25-235, S/N 25-4172 through 25-4414, and on PA-25-235 or PA-25-260, S/N 25-4415 through 25-5521 and 25-7305522 through 25-8156024; LA-235-99501 and up; LA-260-98001, LA-260-99002, LA-260-99003, LA-260-99005 and up.

NOTE 1 Current weight and balance report, including list of equipment included in certificated empty weight and loading instructions when necessary, must be provided for each aircraft at time of original certification.

The certificated empty weight and the corresponding center of gravity locations must include undrainable system oil (not included in oil capacity) and unusable fuel as noted below:

| | | | | |
|--|------|---------|----|--------|
| Model PA-25: | Fuel | 14 lb. | at | (-23) |
| | Oil | 3.2 lb. | at | (-47) |
| Model PA-25-235, S/N 25-02, 25-2000 through 25-3384: | Fuel | 18 lb. | at | (+55) |
| | Oil | 5.2 lb. | at | (+30) |
| Model PA-25-235, S/N 25-3385 through 25-5521, and 25-7305522 through 25-7405572; LA-235-99501 and up: | Fuel | 12 lb. | t | (+55) |
| | Oil | 5.2 lb. | at | (+30) |
| Model PA-25-260, S/N 25-4415 through 25-5521, and 25-7305522 through 25-7405572; LA-260-98001, LA-260-99002, LA-260-99003, LA-260-99005 and up | Fuel | 12 lb. | at | (+55) |
| | Oil | 5.2 lb. | at | (+30) |
| Models PA-25-235 and PA-25-260, 25-7405573 through 25-8156024: | Fuel | 15 lb. | at | (+110) |
| | Oil | 5.2 lb. | at | (+30) |

NOTE 2.

The following placards must be displayed:

(a) In front and in clear view of the pilot:

(1) On Model PA-25, S/N 25-1 through 25-1999:

"THIS AIRPLANE MUST BE OPERATED IN THE NORMAL CATEGORY IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUAL. ACROBATIC MANEUVERS (INCLUDING SPINS) PROHIBITED. FOR RESTRICTED CATEGORY OPERATION, REFER TO ADDITIONAL LIMITATIONS."

- (2) On Model PA-25-235, S/N 25-02, 25-2000 through 25-2761:
 "THIS AIRPLANE MUST BE OPERATED IN THE RESTRICTED CATEGORY IN COMPLIANCE WITH OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS AND MARKINGS. ACROBATIC MANEUVERS (INCLUDING SPINS) PROHIBITED."

NOTE 2(a)(2), continued

- (2) On Model PA-25-235, S/N 25-02, 25-2000 through 25-2761, continued

Model PA-25-235, S/N 25-02 and 25-2000 through 25-2761 are also eligible for Multiple Airworthiness Certification when all placards are revised to the configuration of S/N 25-2762 through 25-5521, and 25-7305522 through 26-8156024. Airplane Flight Manual equipment Item 1(d) required in lieu of Item 1(c).

- (3) On Model PA-25-235, S/N 25-2762 through 25-4414; on Model PA-25-235 or PA-25-260, S/N 25-4415 through 25-5521, and 25-7305522 through 25-8156024; LA-235-99501 and up and LA-260-98001, LA-260-99002, LA-260-99003, LA-260-99005 and up:

"THIS AIRPLANE MUST BE OPERATED IN THE RESTRICTED CATEGORY IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS AND MARKINGS. ACROBATIC MANEUVERS (INCLUDING SPINS) PROHIBITED. FOR NORMAL CATEGORY OPERATION, REFER TO FLIGHT MANUAL."

- (b) On hopper:

| | |
|-----------------|--------------------|
| Model PA-25 | "800 lb. maximum" |
| Model PA-25-235 | "1200 lb. maximum" |
| Model PA-25-260 | "1200 lb. maximum" |

- (c) Models PA-25-235 and PA-25-260 - On check list above instrument panel:
 "WINDOWS CLOSED"

- (d) Model PA-25-235, S/N 25-2762 through 25-4414; and LA-235-99501 and up and Model PA-25-235 or PA-25-260, S/N 25-4415 through 25-5521, and 25-7305522 through 25-8156024 and Model PA-25-260, S/N LA260-98001, LA-260-99002, LA-260-99003, LA-260-99005 and up - On the instrument panel in full view of the pilot:

"ROUGH AIR OR MANEUVERING SPEED 120 M.P.H."

- (e) On safety panel above instrument panel in full view of pilot:

(1) Model PA-25-235, S/N 25-02, 25-2000 through 25-3384:

"UNUSABLE FUEL 3 GALLONS. WHEN FUEL QUANTITY INDICATOR READS ZERO, FUEL REMAINING IN TANK CANNOT BE USED SAFELY IN FLIGHT."

(2) Model PA-25-235, S/N 25-3385 through 25-4414 and LA-235-99501 and up; Model PA-25-235 or PA-25-260, S/N 25-4415 through 25-5521, and 25-7305522 through 25-7405572; and Model PA-25-260, S/N LA-260-98001 and up:

"UNUSABLE FUEL 2 GALLONS. WHEN FUEL QUANTITY INDICATOR READS ZERO, FUEL REMAINING IN TANK CANNOT BE USED SAFELY IN FLIGHT."

(3) Model PA-25-235 or PA-25-260, S/N 25-7405573 through 25-8156024:

"UNUSABLE FUEL 2.5 GALLONS. WHEN FUEL QUANTITY INDICATOR READS ZERO, FUEL REMAINING IN TANK CANNOT BE USED SAFELY IN FLIGHT."

- (f) On Models PA-25-235 and PA-25-260 - On instrument panel in clear view of the pilot:
 "NO SMOKING"

- (g) On Model PA-25-235, S/N 25-2762 through 25-4414; and Model PA-25-235 or PA-25-260, S/N 25-4415 through 25-5521, and 25-7305522 through 25-8156024 - In front and in clear view of the pilot:

"STALL WARNING SYSTEM INOPERATIVE WHEN MASTER SWITCH IS OFF."

- (h) On Models PA-25-235 and PA-25-260, S/N 25-7405573 through 25-8156024 - Above and near the fuel quantity gauge:

"FUEL CAPACITY 36 GALLONS"

- (i) On Models PA-25-235 and PA-25-260, S/N 25-7405573 through 25-8156024 - Adjacent to low fuel level light on auxiliary instrument panel:
"LOW FUEL WARNING"

NOTE 3. The Model PA-25, S/N 25-2 through 25-1999 (Restricted Category) is the same as the Normal Category PA-25 except for installation of spray or dust dispensing equipment. Conversion to duster or sprayer configuration may be accomplished using Piper Instructions, Section XVI of Report 1019. When operating in the Restricted Category, FAA Type Certificate Data Sheet No. 2A10 will apply.

NOTE 4. (a) Model PA-25-235, S/N 25-2000 through 25-2761 are eligible for Multiple Airworthiness Certification when all placards are revised to the configuration of S/N 25-2762 through 25-5521, and 25-7305522 through 25-8156024. Airplane Flight Manual equipment Item 1(d) required in lieu of Item 1(c).

(b) Model PA-25-235, S/N 25-2762 through 25-2985 are eligible for Multiple Airworthiness Certification in the Restricted Category and Normal Category in accordance with CAR 8.21 and Conversion Instructions, Section XVI of Piper Report VB-7, Revision No. 2, dated October 5, 1964. When operating in the Restricted Category, Type Certificate Data Sheet No. 2A10 shall apply. When operating in the Normal Category, Type Certificate Data Sheet No. 2A8 shall apply.

(c) Model PA-25-235, S/N 25-2986 through 25-4414 and Model PA-25-235 or PA-25-260, S/N 25-4415 through 25-5521, and 25-7305522 through 25-8156024 are eligible for Multiple Airworthiness Certification in the Restricted Category and Normal Category in accordance with CAR 8.21 and Conversion Instructions, Section III of Piper Report VB-42, Revision No. 6, dated February 22, 1967. When operating in the Restricted Category, Type Certificate Data Sheet No. 2A10 shall apply. When operating in the Normal Category, Type Certificate Data Sheet No. 2A8 shall apply.

NOTE 5 The following S/N are not eligible for Airworthiness Certification in the United States:

25-4894, 25-5027, 25-5030, 25-5033, 25-5057, 25-5066, 25-5069, 25-5072, 25-5075, 25-5097, 25-5100, 25-5102, 25-5106, 25-5269, 25-5271, 25-5273, 25-5275, 25-5284 through 25-5293, 25-5315, 25-5316, 25-5318, 25-5320, 25-5454, 25-5455, 25-5456, 25-5457, 25-7305528, 25-7305530, 25-7305532, 25-7405591, 25-7405596, 25-7405613, 25-7405620, 25-7405631, 25-7405642, 25-7405652, 25-7405658, 25-7405662, 25-7405672, 25-7405679, 25-7405686, 25-7405690, 25-7405692, 25-7405694, 25-7405696, 25-7405698, 25-7405701, 25-7405704, 25-7405705, 25-7405706, 25-7405708, 25-7405714, 25-7405716, 25-7556030, 25-7556035, 25-7556040, 25-7556045, 25-7556050, 25-7556052, 25-7556057, 25-7556062, 25-7556065, 25-7556067, 25-7556069, 25-7556071, 25-7556073, 25-7556075, 25-7556077, 25-7556080, 25-7556090, 25-7556095, 25-7556100, 25-7556105, 25-7556110, 25-7556115, 25-7556120, 25-7556125, 25-7556135, 25-7556140, 25-7556145, 25-7556150, 25-7556153, 25-7556159, 25-7556162, 25-7556166, 25-7556226, 25-7556227, 25-7556228, 25-7556229, 25-7556230, 25-7556231, 25-7556232, 25-7556233, 25-7656078, 25-7656091, 25-7756072 through 25-7756081, 25-7756087 through 25-7756095, 25-7856001 through 25-7856004, 25-7856006, 25-7856008, 25-7856010, 25-7856012, 25-7856016, 25-7856018, 25-7856020, 25-7856022, 25-7856032, 25-7856034, 25-7856036, 25-7856038, 25-7856043, 25-7856045, 25-7856047, 25-7856049, 25-7856055, 25-7856057, 25-7856063, 25-7856065, 25-7856066, 25-7856067, 25-7856069, 25-7856071, 25-7956004, 25-7956006, 25-7956009 through 25-7956012, 25-7956014, 25-7956016, 25-7956019, 25-7956020, 25-7956022, 25-7956025, 25-7956027, 25-7956029, 25-7956031, 25-7956033, 25-7956036, 25-7956038, 25-7956041, 25-7956042, 25-8056004, 25-8056005, 25-8056008, 25-8056009, 25-8056011, 25-8056013, 25-8056016, 25-8056018, 25-8056021, 25-8056022, 25-8056026, 25-8056028, 25-8056041, 25-8056043, 25-8056046, and 25-8056048.

NOTE 6: Import Requirements:

- (a) United States airworthiness certificate may be issued on the basis of Argentina Certificate of Airworthiness for Export signed by a representative of Dirección Nacional de Aeronavegabilidad containing the following statement: “The aircraft conforms to its U. S. type design (Type Certificate No 2A8) and is in a condition for safe operation.”
- (b) The U. S. airworthiness certification basis for aircraft type certificated under 14 CFR Part 21 section 21.29 and exported by the country of manufacture is section 21.183(c) or 21.185(c).
- (c) The U. S. airworthiness certification basis for aircraft type certificated under 14 CFR Part 21 section 21.29 and exported from countries other than the country of manufacture (e.g., third part country) is section 21.183(d) or 21.185(b).

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