



AIRWORTHINESS REVIEW CERTIFICATE

ARC Reference: 064941/001/001

Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council for the time being into force, the Civil Aviation Authority hereby certifies that the following aircraft:

Aircraft Manufacturer: CIRRUS DESIGN CORPORATION
Manufacturer's Designation: CIRRUS SR22
Aircraft Registration: G-FELC
Aircraft Serial Number: 3039

is considered to be airworthy at the time of the review.

Date of Issue: 04 MAY 2011

Date of Expiry: 03 MAY 2012

Signed: 

Authorisation No. 

1st Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I to Commission Regulation (EC) No 2042/2003 for the last year. The aircraft is considered to be airworthy at the time of the issue.

Date of Issue:

Date of Expiry:

Signed:

Authorisation No:

Company Name:

Approval Reference:

2nd Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I to Commission Regulation (EC) No 2042/2003 for the last year. The aircraft is considered to be airworthy at the time of the issue.

Date of Issue:

Date of Expiry:

Signed:

Authorisation No:

Company Name:

Approval Reference:

REPUBBLICA ITALIANA

Stato Membro dell'Unione Europea
(A Member of the European Union)

CERTIFICATO DI REVISIONE DELL'AERONAVIGABILITÀ (AIRWORTHINESS REVIEW CERTIFICATE)

RIFERIMENTO ARC (CRA): 2012/0002/0503/G-FELC
(ARC REFERENCE)

Ai sensi del Regolamento (CE) No 216/2008 del Parlamento Europeo e del Consiglio, attualmente in vigore, l'impresa per la gestione della navigabilità continua di seguito indicata, approvata ai sensi della Sezione A, Capitolo G dell'Allegato I (Parte M) del Regolamento (CE) N. 2042/2003 della Commissione
(Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council for the time being into force, the following continuing airworthiness management organisation, approved in accordance with Section A, Subpart G of Annex I (Part M) to Commission Regulation (EC) No. 2042/2003)

CIRRUS AVIATION S.r.l.

Via Sabbionara, 5 - 40064 OZZANO DELL'EMILIA (BO)

Riferimento Approvazione: IT.MG.1084
(Approval Reference)

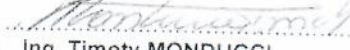
ha effettuato una revisione dell'aeronavigabilità in conformità del punto M.A.710 dell'Allegato I al Regolamento (CE) N. 2042/2003 della Commissione sul seguente aeromobile:
(has performed an airworthiness review in accordance with point M.A.710 of Annex I to Commission Regulation (EC) No. 2042/2003 on the following aircraft.)

Costruttore dell'aeromobile: (Aircraft Manufacturer)	CIRRUS DESIGN CORPORATION
Designazione dell'aeromobile a cura del costruttore: (Manufacturer's designation)	SR22
Registrazione dell'aeromobile: (Aircraft Registration)	G-FELC
Numero di serie dell'aeromobile: (Aircraft Serial Number)	3039

e questo aeromobile è da considerare aeronavigabile al momento della revisione.
(and this aircraft is considered airworthy at the time of the review.)

Data di rilascio: 03 may 2012
(Date of issue) 03-MAY-2012

Data di scadenza: 02 may 2013
(Date of expiry) 02-may-2013

Firma: 
(Signed) Ing. Timoty MONDUCCI

N. di autorizzazione: 001-ARS-1084-ITA0V
(Authorisation No.)

1^a Estensione: Nel corso dell'ultimo anno, l'aeromobile è rimasto in ambiente controllato in conformità del punto M.A.901 dell'Allegato I del Regolamento (CE) N. 2042/2003 della Commissione. L'aeromobile è da considerare aeronavigabile al momento del rilascio.
(1st Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I to Commission Regulation (EC) No. 2042/2003 for the last year. The aircraft is considered to be airworthy at the time of the issue.)

Data di rilascio: 24 APRILE 2013
(Date of issue)

Data di scadenza: 02 MAY 2014
(Date of expiry)

Firma: 
(Signed)

N. di autorizzazione: 001-ARS-1084-ITA0V
(Authorisation No.)


Denominazione Impresa: CIRRUS AVIATION S.R.L.
(Company Name)

Riferimento dell'Approvazione: IT.MG.1084
(Approval reference)

2^a Estensione: Nel corso dell'ultimo anno, l'aeromobile è rimasto in ambiente controllato in conformità del punto M.A.901 dell'Allegato I del Regolamento (CE) N. 2042/2003 della Commissione. L'aeromobile è da considerare aeronavigabile al momento del rilascio.
(2nd Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I to Commission Regulation (EC) No. 2042/2003 for the last year. The aircraft is considered to be airworthy at the time of the issue.)

Data di rilascio: 22 MAY 2014
(Date of issue)

Data di scadenza: 02 MAY 2015
(Date of expiry)

Firma: 
(Signed) EMANUELA BARTOLINI

N. di autorizzazione: 002-ARS-1084-ITA0V
(Authorisation No.)

Denominazione Impresa: CIRRUS AVIATION S.R.L.
(Company Name)

Riferimento dell'Approvazione: IT.MG.1084
(Approval reference)



REPUBBLICA ITALIANA

Stato Membro dell'Unione Europea
(A Member of the European Union)

CERTIFICATO DI REVISIONE DELL'AERONAVIGABILITÀ (AIRWORTHINESS REVIEW CERTIFICATE)

RIFERIMENTO ARC (CRA): 2015/0003/0424/G-FELC
(ARC REFERENCE)

Ai sensi del Regolamento (CE) No 216/2008 del Parlamento Europeo e del Consiglio, attualmente in vigore, l'impresa per la gestione della navigabilità continua di seguito indicata, approvata ai sensi della Sezione A, Capitolo G dell'Allegato I (Parte M) del Regolamento (CE) N. 2042/2003 della Commissione
(Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council for the time being into force, the following continuing airworthiness management organisation, approved in accordance with Section A, Subpart G of Annex I (Part M) to Commission Regulation (EC) No. 2042/2003)

CIRRUS AVIATION S.r.l.

Via Sabbionara, 5 - 40064 OZZANO DELL'EMILIA (BO)

Riferimento Approvazione: IT.MG.1084
(Approval Reference)

ha effettuato una revisione dell'aeronavigabilità in conformità del punto M.A.710 dell'Allegato I al Regolamento (CE) N. 2042/2003 della Commissione sul seguente aeromobile:
(has performed an airworthiness review in accordance with point M.A.710 of Annex I to Commission Regulation (EC) No. 2042/2003 on the following aircraft:)

Costruttore dell'aeromobile: CIRRUS DESIGN CORPORATION
(Aircraft Manufacturer)

Designazione dell'aeromobile a cura del costruttore: SR22
(Manufacturer's designation)

Registrazione dell'aeromobile: G-FELC
(Aircraft Registration)

Numero di serie dell'aeromobile: 3039
(Aircraft Serial Number)

e questo aeromobile è da considerare aeronavigabile al momento della revisione.
(and this aircraft is considered airworthy at the time of the review.)

Data di rilascio: 24 April 2015
(Date of Issue) 24 aprile 2015

Firma: 
(Signed) Emanuela BARTOLINI



Data di scadenza: 02 May 2016
(Date of expiry) 02-maggio-2016

N. di autorizzazione: 002-ARS-1084-ITA0V
(Authorisation No.)

1^a Estensione: Nel corso dell'ultimo anno, l'aeromobile è rimasto in ambiente controllato in conformità del punto M.A.901 dell'Allegato I del Regolamento (CE) N. 2042/2003 della Commissione. L'aeromobile è da considerare aeronavigabile al momento del rilascio.
(1st Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I to Commission Regulation (EC) No. 2042/2003 for the last year. The aircraft is considered to be airworthy at the time of the issue.)

Data di rilascio: 06. MAY. 2016
(Date of issue)

Firma: 
(Signed)



Data di scadenza: 02. MAY. 2017
(Date of expiry)

N. di autorizzazione: 003-706(i)-1084-ITA0V
(Authorisation No.)

Denominazione Impresa: CIRRUS AVIATION S.r.l.
(Company Name)

Riferimento dell'Approvazione: IT.MG.1084
(Approval reference)

2^a Estensione: Nel corso dell'ultimo anno, l'aeromobile è rimasto in ambiente controllato in conformità del punto M.A.901 dell'Allegato I del Regolamento (CE) N. 2042/2003 della Commissione. L'aeromobile è da considerare aeronavigabile al momento del rilascio.
(2nd Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I to Commission Regulation (EC) No. 2042/2003 for the last year. The aircraft is considered to be airworthy at the time of the issue.)

Data di rilascio: 05. MAY. 2017
(Date of issue)

Firma: 
(Signed)



Data di scadenza: 02. MAY. 2018
(Date of expiry)

N. di autorizzazione: 003-ARS-1084-ITA0V
(Authorisation No.)

Denominazione Impresa: CIRRUS AVIATION S.r.l.
(Company Name)

Riferimento dell'Approvazione: IT.MG.1084
(Approval reference)

REPUBBLICA ITALIANA

Stato Membro dell'Unione Europea
(A Member of the European Union)

CERTIFICATO DI REVISIONE DELL'AERONAVIGABILITÀ
(AIRWORTHINESS REVIEW CERTIFICATE)

RIFERIMENTO ARC (CRA): 2018-0006-0518-GFELC
(ARC REFERENCE)

Al sensi del Regolamento (CE) No 216/2008 del Parlamento Europeo e del Consiglio, attualmente in vigore, l'impresa per la gestione della navigabilità continua di seguito indicata, approvata ai sensi della Sezione A, Capitolo G dell'Allegato I (Parte M) del Regolamento (CE) N. 1321/2014 della Commissione
(Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council for the time being in force, the following continuing airworthiness management organisation, approved in accordance with Section A, Subpart G of Annex I (Part M) to Commission Regulation (EC) No. 1321/2014)

PROFESSIONAL AVIATION S.r.l.
Via Sabbionara, 5 - 40064 OZZANO DELL'EMILIA (BO)
Riferimento Approvazione: IT.MG.1084
(Approval Reference)

ha effettuato una revisione dell'aeronavigabilità in conformità del punto M.A.710 dell'Allegato I al Regolamento (CE) N. 1321/2014 della Commissione sul seguente aeromobile:
(hereby certifies that it has performed an airworthiness review in accordance with point M.A.710 of Annex I to Commission Regulation (EC) No. 1321/2014 on the following aircraft:)

Costruttore dell'aeromobile: CIRRUS DESIGN CORPORATION
(Aircraft Manufacturer)
Designazione dell'aeromobile a cura del costruttore: SR22
(Manufacturer's designation)
Registrazione dell'aeromobile: I-S-FELC
(Aircraft Registration)
Numero di serie dell'aeromobile: 3039
(Aircraft Serial Number)



e questo aeromobile è da considerare aeronavigabile al momento della revisione.
(and this aircraft is considered airworthy at the time of the review.)

Data di rilascio: 18.May.2018 (Date of issue) Data di scadenza: 17.May.2019 (Date of expiry)

Ore Aeromobile (FH) alla data della emissione: 588.1
(Aircraft Flight Hours (FH) at date of issue)

Firma: [Signature] N. di autorizzazione: 003-ARS-1084-ITAOV
(Signed) (Authorisation No.)

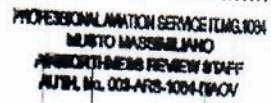


1ª Estensione: Nel corso dell'ultimo anno, l'aeromobile è rimasto in ambiente controllato in conformità del punto M.A.901 dell'Allegato I del Regolamento (CE) N. 1321/2014 della Commissione. L'aeromobile è da considerare aeronavigabile al momento del rilascio.
(1st Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I to Commission Regulation (EC) No. 1321/2014 for the last year. The aircraft is considered to be airworthy at the time of the issue.)

Data di rilascio: 15.MAY.2019 (Date of issue) Data di scadenza: 17.MAY.2020 (Date of expiry)

Ore Aeromobile (FH) alla data della emissione: 614.5
(Aircraft Flight Hours (FH) at date of issue)

Firma: [Signature] N. di autorizzazione: 003-ARS-1084-ITAOV
(Signed) (Authorisation No.)



Denominazione Impresa: PROFESSIONAL AVIATION SERVICE S.r.l. (Company Name) Riferimento dell'Approvazione: IT.MG.1084 (Approval reference)

2ª Estensione: Nel corso dell'ultimo anno, l'aeromobile è rimasto in ambiente controllato in conformità del punto M.A.901 dell'Allegato I del Regolamento (CE) N. 1321/2014 della Commissione. L'aeromobile è da considerare aeronavigabile al momento del rilascio.
(2nd Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I to Commission Regulation (EC) No. 1321/2014 for the last year. The aircraft is considered to be airworthy at the time of the issue.)

Data di rilascio: 17.MAY.2020 (Date of issue) Data di scadenza: 17.MAY.2021 (Date of expiry)

Ore Aeromobile (FH) alla data della emissione: 631.0
(Aircraft Flight Hours (FH) at date of issue)


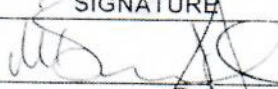

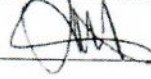
Firma: [Signature] N. di autorizzazione: 003-ARS-1084-ITAOV
(Signed) (Authorisation No.)



Denominazione Impresa: PROFESSIONAL AVIATION SERVICE S.r.l. (Company Name) Riferimento dell'Approvazione: IT.MG.1084 (Approval reference)

CASERIGHT ENGINEERING LTD
MAINTENANCE STATEMENT & SCHEDULED MAINTENANCE INSPECTION
CERTIFICATE OF RELEASE TO SERVICE
 EASA Part 145 Approval UK. 145.01260

Aircraft Type: Cirrus SR22 MP/MS Ref: CAA/LAMP/A/2007 Reg'n: G-FELC Ser. No.: 3039
 Scheduled Maintenance Inspection: Annual Inspection was completed on
 Date 27/04/2011 at 370.5 Airframe Hours Work Pack Reference CEL120

CATEGORY	Maint. Auth. No.	SIGNATURE	DATE
B1			27/04/2011
B2			27/04/2011
C			

Certified that the work specified above except as otherwise specified was carried out in accordance with EASA Part 145 and in respect to that work the aircraft/aircraft component is considered ready for release to service under EASA Part 145 Approval UK.145.01260.

NEXT HOURLY BASED SCHEDULED MAINTENANCE INSPECTION

Inspection Type 50 Hr Insp Due at 420.5 Airframe Hours

NEXT CALENDAR BASED SCHEDULED MAINTENANCE INSPECTION

Inspection Type 50Hr Insp Due on 26/10/2011

The following Hourly based Out of Phase / Component changes are due before the next Scheduled Maintenance Inspection specified above.

ITEM	DUE	TECH LOG / WORKPACK	AUTH

The following Calendar based Out of Phase / Component changes are due before the next Scheduled Maintenance Inspection specified above.

ITEM	DUE	TECH LOG / WORKPACK	AUTH

CONCESSIONS / REMARKS

This Maintenance Statement is not complete unless a valid Certificate of Maintenance Review is attached

The United States of America
Department of Transportation
Federal Aviation Administration
Washington, D.C.

E437632
No. _____

Export Certificate of Airworthiness

This certifies that the product identified below and particularly described in Specification(s)¹ of the Federal Aviation Administration, Numbered A00009CH has been examined as of the date of this certificate, is considered airworthy in accordance with a comprehensive and detailed airworthiness code of the United States Government, and is in compliance with those special requirements of the importing country filed with the United States Government, except as noted below. The certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.

Product: AIRCRAFT

Manufacturer: CIRRUS DESIGN CORP

Model: SR22

Serial No: 3039

New: Newly overhauled:

Used aircraft:

Country to which exported: UNITED KINGDOM

Exceptions:

AIRCRAFT TT 369.9
TCDS: E350 REV 10
Engines: Teledyne Continental Motors
Model: IO-550-N
SN: 891673 ETT: 369.9
TCDS: P98EA REV.21
MAKE: HARTZELL
MODEL: PHC J3YF-1RF
SN: F987768 PTT: 369.9



LLOYD G. NELSON III

Signature of Authorized Representative

23 March 2011

DART810262EA

Date

District Office or Designee Number

¹ For complete aircraft, list applicable specification or type certificate data sheet for the aircraft, engine, and propeller. Applicable specification or type certificate data sheet, if not attached to this export certificate, will have been forwarded to the appropriate governmental office of the importing country.

WIRELESS TELEGRAPHY ACT 2006

Aircraft Radio Licence



1) Licensee Details and Validity

Sector/class/product 470803
Licence number 32198
Aircraft Reg G-FELC
Aircraft Type CIRRUS SR22
Licensee Name [REDACTED]
Licensee address [REDACTED]
Date of issue 27/Apr/2011
Licence start date 02/May/2011
Fee payment date 31/May/2012

This licence is issued by the Office of Communications ("Ofcom") on 27/Apr/2011 and replaces any previous authority granted in respect of the service subject to this licence.

This licence authorises Fario Rassello ("the Licensee") to establish, install and/or use radio transmitting and/or receiving stations and/or radio apparatus as described in the schedule(s) ("the Radio Equipment") subject to the terms set out below.

2) Licence Terms and Conditions

Radio Equipment

The following is a generic description of the CAA recorded radio equipment fitted to the referenced aircraft and as such the type and method of installation are CAA approved and authorised for use in the frequency bands listed under this licence.

For registered aircraft it should be ensured that any change to the radio installation is CAA approved with prior notification of any such change being made to the CAA to provide continued validity or re-issue of this licence where appropriate.

	Frequency Range (MHz)	
	FROM	TO
ATC TRANSPONDER	1090	1090
DME	960	1215
VHF COM/NAV/GPS	118	137

The licence also authorises the use of Aeronautical VHF Hand portable radio equipment operating in the frequency band 118 to 137 MHz and UHF radio equipment operating in the frequency bands 455.475 to 455.850 MHz and 460.775 to 461.225 MHz for use on the above named aircraft. Emergency equipment operating in frequency bands 121.5 MHz and 406 MHz are also authorised.

Licence Term

This licence shall continue in force until revoked by Ofcom or surrendered by the Licensee.

User of the Station

The Licensee shall not permit or suffer any person to use the station unless that person:

- possesses a valid Flight Radio Telephony Operators licences issued by or rendered valid by the Civil Aviation Authority; or
- is under the supervision of a person possessing the above.

Article 26 paragraph 2a of the Air Navigation Order exempts glider pilots operating on the nominated glider frequencies and persons being trained as flight crew in UK registered aircraft from the requirement to hold an operators qualification. However, glider pilots must contact air traffic control if they wish to enter controlled airspace for which they must hold the Flight Radiotelephony Operators Licence

The Licensee shall ensure that all persons using the station are made aware of and comply with the terms of this licence.

Other Requirements

The Licensee and all persons using the station shall comply with:

- the relevant provisions of the International Telecommunication Union Constitution and Convention and the Radio Regulations thereunder, in particular (without prejudice to the generality of the foregoing) article 33 of the Constitution, and articles 36, 37, 39, 42 and No 44.1 of the Radio Regulations; and
- the relevant statutes and statutory instruments including (without prejudice to the generality of the foregoing), the Wireless Telegraphy Act, the Civil Aviation Act 1982 and the Air Navigation Order 2005, as amended.

Licence Variation and Revocation

Ofcom may exercise their power to vary or revoke this licence by a written notice served on the Licensee or by a general notice applicable to holders of this class of Licence.

Changes

This Licence may not be transferred.

The Licensee must give to the Directorate of Airspace Policy, acting on behalf of Ofcom prior or immediate notice in writing of any change in the details of the name and/or address recorded above.

Fees

The Licensee shall pay to Ofcom the relevant fee as provided in section 12 of the Wireless Telegraphy Act and the Regulations made thereunder:

- (a) on or before the date of issue of this Licence, and/or
- (b) on or before the fee payment date shown above each year, or on or before such dates as shall be notified in writing to the Licensee,

failing which Ofcom may revoke this Licence.

Radio Equipment Use

The Licensee must ensure that the Radio Equipment is constructed and used only in accordance with the provisions specified in this licence. Any proposal to amend any detail specified in the schedule(s) must be agreed with the Civil Aviation Authority (CAA) or Ofcom in advance and implemented only after this licence has been varied and/or reissued accordingly.

The Licensee must ensure that the Radio Equipment is used only by persons who have been authorised by the Licensee to do so and that such persons are made aware of, and of the requirements to comply with, the terms of this Licence.

Access and Inspection

The Licensee shall permit representatives of Ofcom or the CAA authorised by Ofcom:

- (a) to have access to the Radio Equipment; and
- (b) to inspect this Licence at any and all reasonable times (or when, in the opinion of Ofcom, an urgent situation exists, at any time) for the purpose of verifying compliance with the terms of this licence.

Modification, Restriction and Closedown

A person authorised by Ofcom may require the Radio Equipment, or any part thereof, to be modified or restricted in use, or temporarily or permanently closed down immediately if in the opinion of the person authorised by Ofcom:

- (a) a breach of this Licence has occurred; and/or
- (b) the use of the Radio Equipment is causing or contributing to undue interference to the use of other authorised radio equipment.

Ofcom may require the Radio Equipment to be modified or restricted in use, or temporarily or permanently closed down either immediately or on the expiry of such period as may be specified:

- (a) in the interests of long term spectrum planning, or
- (b) in the event of a national or local state of emergency being declared.

Ofcom shall exercise their power by a written notice served on the Licensee and/or by a general notice applicable to this class of Licence published on Ofcom's website (www.ofcom.org.uk).

Interpretation

In this licence

- (a) the Wireless Telegraphy Act shall mean the Wireless Telegraphy Act 2006;
- (b) the establishment, installation and use of the Radio Equipment shall be interpreted as establishment and use of stations and installation and use of apparatus for wireless telegraphy as specified in section 8 of the Wireless Telegraphy Act;
- (c) "undue interference" shall have the same meaning as it has under the Wireless Telegraphy Act;
- (d) "inspect" includes examine and test;
- (e) the schedule(s) form(s) part of this Licence with any subsequent schedule(s) which Ofcom may issue as a variation to this Licence at a later date; and
- (f) the Interpretation Act 1978 shall apply to the Licence as it applies to an Act of Parliament.

Issued by the Directorate of Airspace Policy of the CAA acting as agent to the Ofcom.



WEIGHT AND CENTRE OF GRAVITY SCHEDULE

REF NUMBER: CEL
AIRCRAFT DESIGNATION: SR22
NATIONALITY AND REGISTRATION MARK: G-FELC
CONSTRUCTOR: CIRRUS DESIGN CORPORATION
CONSTRUCTORS SERIAL NUMBER: 3039

CENTRE OF GRAVITY LIMITS:

(Normal Category) The forward limit is FS 137.8 at 2100 lbs, with straight line taper to FS 139.1 at 2700 lbs, to FS 142.3 at 3400 lbs

MAX AUTHORISED WEIGHT: (Normal Cat.) 3400 lbs

PART A. BASIC WEIGHT

The basic weight of the aircraft as calculated from Cirrus Design weighing report as amended dated 16.06.2008 is 2435.4 lbs.

The Centre of Gravity of the aircraft in the same condition, at this weight and with the landing gear extended is: 139.3 inches Aft of the Datum.

The total moment about the datum in this condition is: 339162 inches Aft of Datum

NOTE: The datum is the one to which the limits in the Certificate of Airworthiness of Flight Manual refer and defined as: 100" fwd of fwd face of firewall bulkhead

The Basic Weight includes the weight of 15 lbs unusable fuel and the weight of the following items, which comprise the Basic Equipment:

PART B. VARIABLE LOAD

The weight and lever arms of the variable load are shown below. The variable load depends on the equipment carried for the particular role.

ITEM	WEIGHT (lbs)	LEVER ARM (in)	MOMENT
Pilot	Use actual	143.5	As calculated



NOTE: The actual weight of the pilot must be used for aircraft not exceeding 12500 lbs and with less than 12 seating capacity.

PART C. LOADING INFORMATION (DISPOSABLE LOAD)

ITEM	WEIGHT (lbs)	LEVER ARM (in)	CAPACITY
Usable Fuel (max)	552	154.9	92.0 US gal
Engine Oil	INCLUDED IN BASIC WEIGHT		8.0 US Qt. 1.7 imp gal.
			<u>MOMENT (lb/in)</u>
Passenger Row 1	Use Actual	143.5 154.9	As Calculated
Passenger Row 2	Use Actual	180.0	As Calculated
Baggage:	130 (max)	208	As Calculated
	SEE BAGGAGELIMITATIONS IN FLIGHT MANUAL		

NOTE: Fuel density in 6 lbs / US gallon (7.2 lb / imp gallon)
Engine oil is 7.5 lbs / US gallon (9 lbs / imp gallon)

To obtain the total loaded weight of the aircraft, add to the Basic Weight the weights of the variable and disposable load items to be carried for the particular role.

This schedule was prepared on 27.04.2011 and supercedes all previous issues.

Signed   on behalf of CAA Approval no. UK.145.01260

NOTE: It is a requirement of the Air Navigation Order that the Commander of an aircraft registered in the United Kingdom shall satisfy himself, before takeoff, that the load carried is such weight and is so distributed and secured, that it may be carried safely on the intended flight. Refer to the ANO, Article 28.