SPECIFIC AIRWORTHINESS SPECIFICATION

NO. EASA.SAS.A.376

for
René FOURNIER RF series

For models: Fournier RF 3
Fournier RF 4
Fournier RF 47
Fournier RF.6.B.100
Fournier RF.6.B.120

This Specific Airworthiness Specification is issued in accordance with Regulation (EC) 216/2008 Article 20(1)(b) and Regulation (EU) 748/2012 Part 21, paragraph 21A.173 (b)2 for the purposes of the issue of a Restricted Certificate of Airworthiness.

This Specific Airworthiness Specification cancels and replaces TC Nos DGAC-F TC 28, DGAC-F TC 187, DGAC-F TC 76 and TCDS No. FR TCDS 90, FR TCDS 114, FR TCDS 187, FR TCDS 149.

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SECTION A: Fournier RF 3

A.I. General

1. Type/ Model/ Variant

1.1 Type	René FOURNIER RF series
1.2 Model	FOURNIER RF 3

2. Airworthiness Category	Aircraft of the Type RF 3 belong to the category "Avions Fins à Atterrissage Plané Court". They can either be used as a normal aircraft with the engine running, or as a sailplane with the engine shutdown.
3. Manufacturer	RENÉ FOURNIER Aérodrome d'ATHÉE – NITRAY 37270 MONTLOUIS – FRANCE

A.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements	Not Known
2. Airworthiness Requirements	Règlement AIR 2052 (Ch. 9 Avions fins à atterissage plané court)
3. Special Conditions	None
4. Exemptions	None
5. (Reserved) Deviations	None
6. Equivalent Safety Findings	None
7. Environmental Protection	Refer to EASA certification noise levels

A.III. Technical Characteristics and Operational Limitations

1. Type Design Definition	Bureau d'Etude Avions Fournier (BEAF) dated 1966	
2. Description	Single engine, single-seat, low monoplane-wing, wooden motor-glider, with a retractable forward gear, tail gear and outrigger gears located on each side at mid-wing.	
3. Equipment	Turn and bank indicator, altimeter, rate of climb indicator, true airspeed indicator, engine speed indicator, oil pressure indicator, oil temperature indicator, red stall warning light, yellow gear down warning light, magnetic direction indicator	
4. Dimensions	Span	11,30 m
	Wing Area	11,22m^2
	Length	6,00 m
	Height	1,57 m
5. Engine		
5.1. Model	RECTIMO 4 AR 1200 – 28 kw (39Hp at 3600 rpm)	
5.2 Type Certificate	N/A, covered under A/C	
5.3 Limitations	Maximum RPM 3,600 Oil pressure 2 – 3,5 kg/cm^2 Maximum Oil Temperature 107 ^oC	
6. Load factors	+4,4G/-1,76G	
7. Propeller		
7.1.1 Model	Evra D9 27	
7.1.2 Type Certificate	EASA.P.110	
7.1.3 Number of blades	Two (2)	
7.1.4 Diameter	1,36 m	
7.1.5 Sense of Rotation	Anticlockwise (as viewed from cockpit)	
7.2.1 Model	Evra D9 28	
7.2.2 Type Certificate	EASA.P.110	
7.2.3 Number of blades	Two (2)	
7.2.4 Diameter	1,36 m	
7.2.5 Sense of Rotation	Anticlockwise (as viewed from cockpit)	
7.3.1 Model	Hoffmann HOCO F-H2/S11-133-70-6,8L or H011 E133 S70L	
7.3.2 Type Certificate	DE 32.110/1	
7.3.3 Number of blades	Two (2)	
7.3.4 Diameter	1,33 m	
7.3.5 Sense of Rotation	Anticlockwise (as viewed from cockpit)	
8. Fluids		

8.1 Fuel	AVGAS, minimum Octane rating 80
8.2 Oil	Summer SAE 30, Winter SAE 20
8.3 Coolant	N/A (Air-cooled engine)

9. Fluid capacities

9.1 Fuel	Total 30 Litres
9.2 Oil	Maximum 2,5 Liters
9.3 Coolant system capacity	N/A (Air-cooled engine)

10. Air Speeds

V_{NE}:	210 km/h (113,3 KTS)
V_{NO}:	180 km/h (97,1 KTS)
V_C:	180 km/h (97,1 KTS)
V_A:	165 km/h (89,0 KTS)
V_{FE}:	150 km/h (80,9 KTS)
V_{LO}:	110 km/h (59,4 KTS)

11. Flight Envelope — Approved as per AFM - manuel d'utilisation RF-3 Alpavia dated 1965

12. Approved Operations Capability — category U

13. Maximum Masses — Maximum takeoff 350 kg
Maximum landing 350 kg

14. Centre of Gravity Range — Forward CG limit 21,5 % MAC / +0,30 m
Aft CG limit 35,0 % MAC / +0,49 m

15. Datum — Wing leading edge of at root of the wing

16. Control surface deflections

Aileron:	- up	20 °	+/- 2 °
	- down	13 °	+/- 2 °
Elevator:	- up	20 °	+/- 2 °
	- down	20 °	+/- 2 °
Elevator tab:	- up	30 °	+/- 2 °
	- down	30 °	+/- 2 °
Rudder:	- left	25 °	+/- 2 °
	- right	25 °	+/- 2 °

17. Levelling Means — Upper spar of the horizontal fuselage.

18. Minimum Flight Crew — One (1) pilot

19. Maximum Passenger Seating Capacity — None

20. Baggage/ Cargo Compartments — Maximum load 10 kg

21. Wheels and Tyres — Main wheel 380 x 150 (pressure 2 kg/cm^2)

22. (Reserved) — N/A

A.IV. Operating and Service Instructions

1. Flight Manual	manuel d'utilisation RF-3 Alpavia dated 1965
2. Maintenance Manual	CFI 2012, dated 15 January 2012
3. Structural Repair Manual	N/A
4. Weight and Balance Manual	N/A, see note 1
5. Illustrated Parts Catalogue	N/A

A.V. Notes

Note 1:

Loading chart:

	Mass (kg)	Moment (m)
Empty Mass	240	
Number of seat	1	+ 0,59
Fuel : 1 forward tank of 30 l.	21.5	-0.34
Oil : 2,5 l.	2	0,80
Maximum baggage	10	+1,20

A/C empty mass given is indicative for average aircraft. For more precise information see the weight and balance sheet attached to the certificate of airworthiness.

Note 2: Engine Restart Procedure

Minimum safe altitude to start the manoeuvre: 400 m above ground level

1) Check: fuel shutoff valve set to open
2) Check: magnito is off (Very Important)
3) Move throttle back to ground idel (Very Important)
4) Pitch nose down to achieve 180 km/h maximum, pull on decompressor lever while maintain aircraft trajectory at 30 o with respect to the horizon.
5) As soon as the propeller starts to turn release the decompressor lever and begin to gently level out.
6) Once rotation has significantly reduced (200 rpm maximum) apply the contact and adjust the throttle with care to avoid damaging the engine.
7) If the engine struggles to start, use the starter .
8) From a cold start (more than 15 min since last use) run at low rpm (2200 rpm) for approximately 5 min before progressing to the cruise throttle setting.

The entry speed before the nose down manoeuvre should be 105 km/h (maximum speed for feathered propeller), the loss in altitude post manoeuvre is approximately 150m.

Note 3: Emergency Manoeuvres

3.1 Engine Fire (in-flight):

1) Close fuel shutoff valve

2) Apply full throttle
3) Engine ignition off

3.2 Forced landing on unprepared landing strips (e.g. ploughed fields, waterlogged surfaces, body of water)

Land with gear up, delay landing flare by flying in tangent to the ground as much as possible (as for a glider landing). In order to reduce forces on impact close the air-brakes at the moment of impact.

SECTION B: FOURNIER RF 4

B.I. General

1. Type/ Model/ Variant

1.1 Type	René FOURNIER RF series
1.2 Model	FOURNIER RF 4

2. Airworthiness Category	Aircraft of the Type RF 4 belong to the category "Avions Fins à Atterrissage Plané Court" with category "U" Utility and "A" Aerobatic. They can either be used as a normal aircraft with the engine running, or as a sailplane with the engine shutdown.
3. Manufacturer	RENÉ FOURNIER 37200 ATHÉE SUR CHER FRANCE

B.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements	Not Known
2. Airworthiness Requirements	Règlement AIR 2052 (Ch. 9 Avions fins à atterissage plané court)
3. Special Conditions	None
4. Exemptions	None
5. (Reserved) Deviations	None
6. Equivalent Safety Findings	None
7. Environnemental Protection	Refer to EASA certification noise levels

B.III. Technical Characteristics and Operational Limitations

1. Type Design Definition	Bureau d'Etude Avions Fournier (BEAF) dated 1967	
2. Description	Single engine, single-seat, low monoplane-wing, wooden motor-glider, with a retractable forward gear, tail gear and outrigger gears located on each side at mid-wing, produced in two versions: utility "U" and aerobatic "A".	
3. Equipment	turn and bank indicator, altimeter, rate of climb indicator, true airspeed indicator, engine speed indicator, oil pressure indicator, oil temperature indicator, red stall warning light, gear down yellow warning light and warning horn, magnetic direction indicator	
4. Dimensions	Span	11,26 m
	Wing Area	11,30m^2
	Length	6,05 m
	Height	1,57 m

5. Engine

5.1. Model	RECTIMO 4 AR 1200 – 28 kw (39Hp at 3600 rpm)
5.2 Type Certificate	N/A, covered under A/C -
5.3 Limitations	Maximum RPM 3,600 Oil pressure 2 – 3,5 kg/cm^2 Maximum Oil Temperature 107 °C

6. Load factors

6.1 Utility "U":	+ 4,4G / - 1,76G
6.2 Aerobatic "A":	+ 6G / -3G

7. Propeller

7.1.1 Model	Hoffmann HOCO F-H2/S11-133-70-6,8L or H011 E133 S70L
7.1.2 Type Certificate	DE 32.110/1
7. 1.3 Number of blades	Two (2)
7. 1.4 Diameter	1,33 m
7. 1.5 Sense of Rotation	Anticlockwise (as viewed from cockpit)
7.2.1 Model	MT Propeller MT 133 L 70-1B
7.2.2 Type Certificate	EASA.P.006
7.2.3 Number of blades	Two (2)
7.2.4 Diameter	1,33 m
7.2.5 Sense of Rotation	Anticlockwise (as viewed from cockpit)

8. Fluids

8.1 Fuel	AVGAS, minimum Octane rating 80
8.2 Oil	Summer SAE 30, Winter SAE 20
8.3 Coolant	N/A (Air-cooled engine)

9. Fluid capacities

9.1 Fuel	38 Liters
9.2 Oil	2,25 Liters
9.3 Coolant system capacity	N/A (Air-cooled engine)

10. Air Speeds For Utility "U" and Aerobatic "A":

V_{NE}:	250 km/h (134,9 KTS)
V_{NO}:	210 km/h (113,3 KTS)
V_C:	210 km/h (113,3 KTS)
V_A:	200 km/h (107,9 KTS)
V_{FE}:	180 km/h (97,1 KTS)
V_{LO}:	130 km/h (70,2 KTS)

11. Flight Envelope — Approved as per AFM reference manuel d'utilisation RF-4 approved 13 March 1967

12. Approved Operations Capability — Approved aerobatic manoeuvres according to AFM reference manuel d'utilisation RF-4 approved 13 March 1967

13. Maximum Masses

13.1 Utility "U":	Maximum takeoff 390 kg
	Maximum landing 390 kg
13.2 Aerobatic "A":	Maximum takeoff 360 kg
	Maximum landing 360 kg

14. Centre of Gravity Range — Forward CG limit – 21,5 % MAC / +0,30 m
Aft CG limit – 35,0 % MAC / +0,49 m

15. Datum — Wing leading edge of at root of the wing

16. Control surface deflections

Aileron:	- up	19 °	+/- 1 °
	- down	12 °/30 °	+/- 40 °
Elevator:	- up	20 °	+/- 2 °
	- down	20 °	+/- 2 °
Elevator tab:	- up	40 °	+/- 2 °
	- down	40 °	+/- 2 °
Rudder:	- left	25 °	+/- 2 °
	- right	25 °	+/- 2 °

17. Levelling Means — Upper spar of the horizontal fuselage.

18. Minimum Flight Crew — One (1) pilot

19. Maximum Passenger Seating Capacity — None

20. Baggage/ Cargo Compartments — 10 kg

21. Wheels and Tyres — Main wheel 380 x 150 (pressure 2 kg/cm^2)

22. (Reserved) — N/A

B.IV. Operating and Service Instructions

1. Flight Manual	manuel d'utilisation RF-4 approved 13 March 1967
2. Maintenance Manual	CFI 2012 dated 15 Januray 2012
3. Structural Repair Manual	N/A
4. Weight and Balance Manual	see note
5. Illustrated Parts Catalogue	Sportavia 02-1968

B.V. Notes

Loading chart:

	Mass (kg)		Moment (m)
	CAT. U	CAT. A	
Empty Mass	265	265	+0,405
Number of seat	77	84	+ 0,590
Fuel : 38 l.	30	12	-0.34
Oil : 2,5 l. included in empty mass			
Maximum baggage	10	0	+1,20

Note 1: Aircraft of the type RF4 belong to the class of aircraft "Avions fins à atterissage plané court". They can be used either with the engine running as an aircraft, or with the engine stopped, as a glider.

Note 2: Take off and landing:

Values correspond to MTOW for CAT U, 390 kg.

Indicated airspeed for maximum climb rate	110 km/h
Recommended manoeuvre speed	110 km/h
Approach speed on finals without aero breaks	95 km/h
Approach speed with aero breaks	100 km/h

SECTION C: FOURNIER RF 47

C.I. General

1. Type/ Model/ Variant

1.1 Type	René FOURNIER RF series
1.2 Model	FOURNIER RF 47

2. Airworthiness Category	JAR-VLA issued 26th April 1990
3. Manufacturer	BUREAU d'ÉTUDES AÉRONAUTIQUES RENÉ FOURNIER 37270 – ATHÉE SUR CHER FRANCE

C.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements	Not Known
2. Airworthiness Requirements	JAR-VLA issued 26th April 1990
3. Special Conditions	None
4. Exemptions	None
5. (Reserved) Deviations	None
6. Equivalent Safety Findings	None
7. Environnemental Protection	Refer to EASA certification noise levels

C.III. Technical Characteristics and Operational Limitations

1. Type Design Definition		Bureau d'Etude Avions Fournier (BEAF) dated 1995
2. Description		Single engine, two-seater in a side-by-side arrangement, low monoplane-wing, with fixed tricycle landing gear.
3. Equipment		turn and bank indicator, altimeter, rate of climb indicator, true airspeed indicator, engine speed indicator, oil pressure indicator, oil temperature indicator, red stall warning light, magnetic direction indicator
4. Dimensions	Span	10,0 m
	Wing Area	10,93 m^2
	Length	6,44 m
	Height	2,22 m

5. Engine

5.1. Model	LIMBACH L 2400 EB1 AA 87 Hp (64kW) 3200 RPM	
5.2 Type Certificate	EASA.E.084	
5.3 Limitations	Maximum Takeoff Power:	3200 RPM (max 5 min)
	Maximum Continuous Power:	3000 RPM (84 Hp – 62 kW)
	Oil pressure:	1 – 7 bars
	Oil temperature:	Maximum 120 ° C
		Minimum 50 ° C

6. Load factors + 3,8G / - 1,5G

7. Propeller

7.1 Model	MÜHLBAUER – MT 155 L 105 - 1A
7.2 Type Certificate	EASA.P.006
7.3 Number of blades	Two (2)
7.4 Diameter	1,55 m
7.5 Sense of Rotation	Anticlockwise (as viewed from cockpit)

8. Fluids

8.1 Fuel	AVGAS, minimum Octane rating 80 or Super
8.2 Oil	SAE 5 W 40
8.3 Coolant	N/A (Air-cooled engine)

9. Fluid capacities

9.1 Fuel	2 Wing tanks	
	Capacity:	42,0 Litres
	Usable:	40,0 Litres
	Total Usable:	80,0 Litres
9.2 Oil	Minimum:	2,25 Litres

	Maximum	3,50 Litres
9.3 Coolant system capacity		N/A (Air-cooled engine)

10. Air Speeds

V_{NE}:	230 km/h (124,1 KTS)
V_{NO}:	210 km/h (113,3 KTS)
V_C:	200 km/h (107,9 KTS)
V_A:	170 km/h (91,7 KTS)
V_{FE}:	130 km/h (70,1 KTS)

11. Flight Envelope — Approved as per AFM

12. Approved Operations Capability — Approved as per AFM

13. Maximum Masses

Maximum takeoff 620 kg
Maximum landing 620 kg

14. Centre of Gravity Range

Forward CG limit	18,0 % MAC
Aft CG limit	28,0 % MAC

15. Datum — Forward section of firewall compartment

16. Control surface deflections

Aileron:	- up	20 °	+/- 1 °
	- down	12 °	+/- 1 °
Elevator:	- up	20 °	+/- 2 °
	- down	20 °	+/- 2 °
Elevator tab:	- up	20 °	+/- 2 °
	- down	20 °	+/- 2 °
Rudder:	- left	26 °	+/- 2 °
	- right	26 °	+/- 2 °

17. Levelling Means — Upper spar of the horizontal fuselage.

18. Minimum Flight Crew — One (1) Pilot

19. Maximum Passenger Seating Capacity — One (1) passenger

20. Baggage/ Cargo Compartments

Zone 1:	25 kg
Zone 2:	10 kg

21. Wheels and Tyres — Fixed Tricycle gear

Track	2310 mm
Wheelbase	1450 mm

22. (Reserved)

C.IV. Operating and Service Instructions

1. Flight Manual	No reference available
2. Maintenance Manual	No reference available
3. Structural Repair Manual	N/A
4. Weight and Balance Manual	See notes
5. Illustrated Parts Catalogue	N/A

C.V. Notes

Loading chart:

	Mass (kg)	Moment (m)
Number of seats: 2	86 or 172	1,100
Fuel : 2 x 42 l.	60,5	+0.770
Oil : 2,8 kg included in empty mass		
Maximum baggage	Zone 1: 25	+1,750
	Zone 2: 10	+2,200

1) Section 3.2 of FICHE 187 note on Airspeed calibration – The indicated airspeed is corrected within the range of normal operations (see calibration curves in AFM).

SECTION D: FOURNIER RF.6.B. 100, RF.6.B. 120

D.I. General

1. Type/ Model/ Variant

1.1	Type	René FOURNIER RF series
1.2	Model	FOURNIER RF.6.B. 100 FOURNIER RF.6.B. 120

2. Airworthiness Category: FAR 23 amendment 1 – 13, in addition to Règlement AIR 2052 Chapter 3.307 (Structural strength assessment by flight test), 3.397 and 3.399 (Flight control forces)

3. Manufacturer: SOCIETÉ de CONSTRUCTION
et de DIFFUSION des AVIONS FOURNIER
AÉRODROME d'ATHÉE – NITRAY
37270 MONTLOUIS
FRANCE

D.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements: Not Known

2. Airworthiness Requirements: FAR 23 amendment 1 – 13, in addition to Règlement AIR 2052 Chapter 3.307 (Structural strength assessment by flight test), 3.397 and 3.399 (Flight control forces)

3. Special Conditions: None

4. Exemptions: None

5. (Reserved) Deviations: None

6. Equivalent Safety Findings: None

7. Environnemental Protection: Refer to EASA certification noise levels

D.III. Technical Characteristics and Operational Limitations

1. Type Design Definition		Bureau d'Etude Avions Fournier (BEAF) dated 1974
2. Description		Single engine, two-seater in a side-by-side arrangement, low monoplane-wing, with fixed tricycle landing gear.
3. Equipment		turn and bank indicator, altimeter, rate of climb indicator, true airspeed indicator, engine speed indicator, oil pressure indicator, oil temperature indicator, red stall warning light, magnetic direction indicator
4. Dimensions	Span	10,60 m
	Wing Area	12,60 m^2
	Length	7,19 m
	Height	2,37 m

5. Engine

RF.6.B. 100

5.1.1. Model	Continental 0.200 A	
5.1.2 Type Certificate	US E3IN	
5.1.3 Limitations	Maximum Takeoff Power:	2750 RPM, 100 Hp (max 5 min)
	Maximum Continuous Power:	2750 RPM, 100 Hp

RF.6.B. 120

5.2.1.1 Model	Lycoming O-235 – L2 A	
5.2.1.2 Type Certificate	US E-223	
5.2.1.3 Limitations	Maximum Takeoff Power:	2800 RPM, 118 Hp (max 5 min)
	Maximum Continuous Power:	2800 RPM, 118 Hp
5.2.2.1. Model	Lycoming O-235 – L2 C	
5.2.2.2 Type Certificate	US E-223	
5.2.2.3 Limitations	Maximum Takeoff Power:	2700 RPM, 115 Hp (max 5 min)
	Maximum Continuous Power:	2700 RPM, 115 Hp

6. Load factors

Category A:

Clean:	+6G/- 3G
Flaps deployed	+2G

Category U:

Clean:	+4,4G/ -1,8G
Flaps deployed	+2 G

7. Propeller

RF.6.B. 100

7.1.1.1 Model	HOFFMANN	HO -14 - 175-120
7.1.1.2 Type Certificate	DE 32.110/1	
7.1.1.3 Number of blades	Two (2)	
7.1.1.4 Diameter	1,75 m	
7.1.1.5 Sense of Rotation	Clockwise (as viewed from cockpit)	
7.1.2.1 Model	HOFFMANN	HO – 14 - 175-110
7.1.2.2 Type Certificate	DE 32.110/1	
7.1.2.3 Number of blades	Two (2)	
7.1.2.4 Diameter	1,75 m	
7.1.2.5 Sense of Rotation	Clockwise (as viewed from cockpit)	
7.1.3.1 Model	SENSENICH	69 CK-052
7.1.3.2 Type Certificate	US P-904	
7.1.3.3 Number of blades	Two (2)	
7.1.3.4 Diameter	1,74 m	
7.1.3.5 Sense of Rotation	Clockwise (as viewed from cockpit)	

RF.6.B. 120

7.2.1 Model	HOFFMANN	HO-14-178-120
7.2.2 Type Certificate	DE 32.110/1	
7.2.3 Number of blades	Two (2)	
7.2.4 Diameter	1,78 m	
7.2.5 Sense of Rotation	Clockwise (as viewed from cockpit)	

8. Fluids

Continental 0.200 E (RF.6.B. 90)

8.1.1 Fuel	AVGAS 100 L, Aviation gasoline 80/87 or 100/130	
8.1.2 Oil	Specification MHS 24 or normal mineral oil	
	Below 5 ° C	SAE 40
	Above 5 ° C	SAE 20 w/50
8.1.3 Coolant	N/A (Air-cooled engine)	

Continental 0.200 A (RF.6.B. 100)

8.2.1 Fuel	AVGAS 100 L, Aviation gasoline 80/87 or 100/130	
8.2.2 Oil	Specification MHS 24 or normal mineral oil	
	Above 5 ° C	SAE 40
	Above 5 ° C	SAE 20 w/50
8.2.3 Coolant	N/A (Air-cooled engine)	

Lycoming 0235-L2 A / L2 C (RF6.B. 120)

8.3.1 Fuel AVGAS 100/130 or 100 LL

8.3.2 Oil
- Above 15 ° C SAE 50
- 0 ° C to 30 ° C SAE 40
- -17 ° C to + 21 ° C SAE 30
- Above -12 ° C SAE 20

8.3.3 Coolant N/A (Air-cooled engine)

9. Fluid capacities

9.1 Fuel
- Capacity category U: 80,0 Litres
- Usable category U: 78,0 Litres
- Capacity for category A: 30 Litres

9.2 Oil
- Maximum 5,7 Litres
- Usable 3,8 Litres

9.3 Coolant system capacity N/A (Air-cooled engine)

10. Air Speeds
- V_{NE}: 257 km/h (138,7 KTS)
- V_{NO}: 230 km/h (124.1 KTS)
- V_C: 230 km/h (124,1 KTS)
- V_A: 230 km/h (124,1 KTS)
- V_{FE}: 170 km/h (91,7KTS)

11. Flight Envelope — Approved as per AFM - manuel d'utilisation RF6 approved 21st May 1976

12. Approved Operations Capability — Approved as per AFM - manuel d'utilisation RF6 approved 21st May 1976

13. Maximum Masses

RF.6.B. 100 and RF6.B. 120
- Category A: 720 kg
- Category U: 750 kg

14. Centre of Gravity Range

RF.6.B 100 and RF.6.B 120
- Category A: Forward CG limit 810 mm
- Aft CG limit 940 mm
- Category U: Forward CG limit : 810 mm
- Aft CG limit 953 mm

15. Datum Forward section of firewall compartment

16. Control surface deflections

Aileron:	- up	20 °	+/- 1 °
	- down	13 °	+/- 1 °
Elevator:	- up	22 °	+/- 1 °
	- down	20 °	+/- 1 °
Elevator tab:	- up	30 °	+/- 2 °
	- down	30 °	+/- 2 °
Rudder:	- left	30 °	+/- 2 °
	- right	30 °	+/- 2 °
Flaps: -	Flaps 1	18 °	
	Flaps 2	40 °	

17. Levelling Means Upper spar of the horizontal fuselage (on the edge of the cabin)

18. Minimum Flight Crew One (1) pilot

19. Maximum Passenger Seating Capacity One (1) passenger

20. Baggage/ Cargo Compartments 30 kg

21. Wheels and Tyres
Fixed Tricycle gear
Track 2440 mm
Wheelbase 1495 mm
Tyres as approved per AFM - manuel d'utilisation RF6 approved 21st May 1976
Nose wheel: Pressure 2,5 bar
Main: Pressure 1,4 bar

22. (Reserved)

D.IV. Operating and Service Instructions

1. Flight Manual	manuel d'utilisation RF6 approved 21st May 1976
2. Maintenance Manual	manuel d'entretien Fournier aviation dated 3 December 1979
3. Structural Repair Manual	N/A
4. Weight and Balance Manual	refer to AFM
5. Illustrated Parts Catalogue	N/A

D.V. Notes

Loading chart (Note 1):

	Mass (kg)	Moment (m)
Number of seats: 2	2 x 86	+1,33 ± 0,04
Fuel : 80 l.	57	+0.220
Maximum baggage (Note 2)	30	+1,950

Note 1: The mass of oil contained within then engine as well as the amount of unuseful fuel, need to be included in the aircraft empty weight.

Note 2: Provided that the amount stays within the authorised c.g. envelope.

SECTION 2 AIRWOTHINESS DIRECTIVES AND MANDATORY SERVICE BULLETINS

Any AD published by DGAC France or EASA must be complied with.

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 Agency any identified condition of the aircraft, which endangers flight safety.

b) Reports shall be made as soon as practicable, but in any case within 72 hours by using the reporting tool at http://www.aviationreporting.eu/
Please select “EASA” when being asked to select the State to report to.

SECTION 4 OTHER LIMITATIONS

none

SECTION 5 TRANSITION PERIOD

This Specific Airworthiness Specification is issued in accordance with Regulation (EC) 216/2008 Article 20(1)(b) and Regulation (EU) 748/2012 Part 21, paragraph 21A.173 (b)2 for the purposes of the issue of a Restricted Certificate of Airworthiness.

This Specific Airworthiness Specification cancels and replaces TC Nos DGAC-F TC 28, DGAC-F TC 187, DGAC-F TC 76 and TCDS No. FR TCDS 90, FR TCDS 114, FR TCDS 187, FR TCDS 149.

The individual aircraft must to be transferred from its Certificate of Airworthiness linked to the TCDS No. FR TCDS 90, FR TCDS 114, FR TCDS 187, or FR TCDS 149 to a Restricted Certificate of Airworthiness linked to this SAS EASA.SAS.A.376 before 30 June 2019.

SECTION 5 ADMINISTRATIVE

I. Acronyms & Abbreviations

G	Load factor
Kg	Kilograms
KTS	Airspeed in knots
MAC	Mean aerodynamic chord
RPM	Revolutions per minute
VFR	Visual flight rules

II. Change Record

Issue	Date	Changes
Issue 01	14 June 2018	Initial Issue
Issue 02	21 Dec 2020	Correction of model designation on cover sheet

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