DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

A43I	EU
Revision	11
Airbus Defense a	nd
Space S.	Α.
Model: C-212-0	СВ
C-212-0	CC
C-212-0	CD
C-212-0	СЕ
C-212-	CF
C-212-I	DF
C-212-I	ЭE
January 8, 20	15

TYPE CERTIFICATE DATA SHEET NO. A43EU

This data sheet, which is a part of Type Certificate No. A43EU, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder	Airbus Defense and Space S.A.
	(formerly known as Construcciones Aeronauticas, S.A.)
	Apartado 193
	Madrid, Spain

I - Model C-212-CB (Transport Category Airplane) approved February 22, 1977

Engines	2- Garrett Turbine Engine Co. Model TPE331-5-251C Turboprop engines.								
Fuel	Prop. Shaft/Eng. Rotor Ratio: 1/26.2287.								
	See Airplane Flight Manual for approved fuels, alternate fuels and approved fuel additives.								
Oil	Oils conforming to Garrett Turbine Engine Co. Specification EMS 53110 (Type I and Type II). See approved AFM for a list of approved engine lubricating oils.								
Engine Limits									
	Conditions	SHP	ESHP	RPM (%)	ITT (°C)				
	Takeoff (5 minutes)	750	808	100	923				
	Max. Continuous	715	776	100	923				
	Transient temperature Transient overspeed lin 100% RPM is defined See INTA-approved A information.	mits: 105.5% as 41,730 eng	% for 30 sec.; ine rotor spee	106% for 5 se d, 1591 propel	ler shaft speed.				
Propeller and Propeller Limits	2 Hartzell Model HC-I propellers.		•	hydraulic full	feathering reversible				
		Model LT 102 7.5 in.	82 HB + 4						
	Hard and soft alloy blades of the same model designation may not be intermixe For % R. P.M. at windmilling see INTA-approved Airplane Flight Manual Document D.T. 76-2501.								

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<u>I - Model C-212-CB</u> (cont'd)					
	Blade angle measu		dius station:		
	Feathered	$89.0^{\circ} \pm 1.0^{\circ}$			
	Flight Idle	$13.5^{\circ} \pm 0.2^{\circ}$			
	Start Locks	$2.5^{\circ} + 0^{\circ}$ - 0.5°			
	Full Reverse	$-6.5^{\circ} \pm 0.5^{\circ}$			
	1 411 100 0100				
					Speed Knots IAS
Airspeed Limits	V _{MO} (Max. Opera	ting)	(S.L2500	00 ft)	200
	V _A (Maneuverin				146
	V _{FE} (Flaps Exten	ded)	Takeoff 25		125
			Approach 5		120
			Landing 10	0%	100
C C D	V_{MC} (Min. contro	l speed)			78
C.G. Range	Weight	FWD	AFT	1	
	Weight (lb)	WD MAC	% MAC		
	(10)	70 MAC	70 MAC		
	14332	17.4	30.0		
	13781	16.9	30.0		
	12678	16.0	30.0		
	Straight line variat	tion between po	oints given.		
Datum	A jig point is loop	tad in forward f	usalaga Frama No	2 and mar	ked on the underside of
Datum					rward of the jig point.
M.A.C.	Length is 86.22 in				
	The leading edge		5.04 in. aft of dat	um.	
Leveling Means	Plumb-bob provis	ion on aft face of	of aft cockpit com	partment bu	llkhead.
Maximum Weights	Takeoff:	14332 lb.			
e	Landing:	13781 lb.			
	MZFW:	13230 lb.			
Minimum Crew	The minimum flig	ht crew is two p	pilots.		
Maximum Passengers	19 - limited by En	nergency Exit R	equirements of F.	AR 25.807 ((c)
Maximum Baggage	Aft baggage comp	: 662 lb. total -	maximum floor l	Ų	0 lb/sq. ft 0 lb/linear ft.
		d must be loade	d in accordance w	with loading	ns of approved Airplane instructions of Weight t Manual.
Fuel Capacity	Total Capacity: Usable fuel: Unusable fuel:	548.00 U.S. g 528.00 U.S. g 20.00 U.S. g		inks	
Oil Capacity	(See NOTE I (b) a Usable oil: Unusable oil:		a on system fuel a rts in each engine		
Maximum Approved Operating Altitude	25,000 ft.				

<u>I - Model C-212-CB</u> (cont'd) Control Surface Movement

Elevator Elevator trim tab	30° 15.5°	Up Up	20° 21°	Down Down
Rudder	25°	Right	25°	Left
Rudder trim tab	17.5°	Right	19°	Left
Aileron	20°	Up	20°	Down
Aileron trim tab	15°	Up	15°	Down
Flaps, Inner and Outer	10°	Down - takeoff		
	20°	Down - approach		
	40°	Down - landing		

All measurements taken at trailing edge from neutral position. For details of tolerance on control surface movement refer to document D.T. 77.2101.

II. Model C-212-CC (Transport Category Airplane) approved May 16, 1980

The C-212-CC Model is similar to the C-212-CB Model except for powerplant installation, gross weight and seating capacity.

Engines	2 - Garrett Turbine Engine Co. Model TPE331-10-501C or TPE331-10R-501C Turboprop engines, or 2 - Model TPE331-10-511c or TPE311-10R-511C Turboprop engine.							
	Prop. Shaft/Eng. Rotor Ratio: 1	/26.2287	,					
Fuel	See AFM for approved fuels, alte	ernate fu	els and ap	proved fu	el additives			
Oil	Oils conforming to Garrett Turbine Engine Co. Specification EMS 53110 (Type I and Type II). See approved AFM for a list of approved engine lubricating oils.							
Engine Limits								
6	Conditions	SHP	ESHP	% RPM	EGT (°C)			
	Takeoff (initial) (5 minutes)	900	944	100	650			
	Takeoff (APR on) (5 minutes)	900	944	100	650			
	Max. Continuous	900	944	100	650			
	Transient overspeed limits: 105 100% RPM is defined as 41,730 Transient temperature (EGT) lim See INTA-approved Airplane Fli information.	rpm eng it (1 sec.	ine rotor s .): 770°C	speed, 159 C	91 rpm prop			
Propeller and Propeller Limits	2 Hartzell Model HC-B4MN-5A propellers.	L, consta	ant speed	hydraulic	full feather	ing, reversible		
	Blades:4, Model LMDiameter:110 in.	[10585]	B + 4					
	For %RPM as windmilling see IN 78-2501.	NTA-app	proved Ai	rplane Fli	ght Manual,	, Document D.T.		
	78-2501.Blade angle measured at 42- in. radius station:Feathered $83.0^{\circ} \pm 1.0^{\circ}$ Flight Idle $7.0^{\circ} \pm 0.3^{\circ}$ Start Locks $-1.5^{\circ} \pm 0.2^{\circ}$ Full Reverse $-10^{\circ} \pm 0.5^{\circ}$							

Airspeed Limits	V _{MO} (Max. Op	erating)		(S.L25.000 ft)	Speed Knots IAS 200
Thispeed Emiles	$V_{\rm A}$ (Maneuve			5.E. 25.000 It)	146
	V _{FE} (Flaps ext		,	Takeoff 25%	135
		,		Approach 37.5%	130
				Landing 100%	115
	V _{MC} (Min. Cor	trol)		U	85
C.G. Range					
	Weight	FWD	AFT		
		% MAC	% MAC		
	16,976	16.00	30.00		
	16,424	15.90	30.00		
	11,051	15.00	30.00		
	9,481	15.00	30.00		
	Straight line var	iation betwee	en points gi	ven.	
Datum					narked on the underside of forward of the jig point.
M.A.C.	Length is 86.22	in.			
	The leading edg	e of M.A.C. i	is 215.04 in	. aft of datum.	
Leveling Means	Plumb-bob prov	isions on aft f	fact of aft c	ockpit compartmen	t bulkhead.
Maximum Weights	Ramp:	17,086 1			
	Takeoff:	16,976 l			
	Landing:	16,424 1			
	MZFW:	15,653 1	b.		
Minimum Crew	The minimum fl	ight crew is t	wo pilots		
Maximum Baggage	Aft baggage con	np.: 882 lb. T	Fotal - max	imum floor loading	: 120 lb/sq. ft. 470 lb/linear ft.
	Flight Manual, a	and must be lo	oaded in ac		tions of approved Airplane ng instructions of Weight ight Manual.
Fuel Capacity	Total capacity:	548 00 U	S. gal in t	wo wing tanks	
i dei cupueny	Usable fuel:	528.00 U	-	wing tanks	
	Unusable fuel:	20.00 U			
	Ollusable luci.	20.00 0	.5. gai.		
	(See NOTES 1 (b) and 1 (c)	for data on	system fuel and oil).
Oil Capacity	Usable oil:	5.25 U.S.	quarts in e	ach engine tank	
Supremy	Unusable oil:	(NONE)	-1-1-10 11 0	engine tain	
Maximum Approved Operating					
Altitude	25,000 ft.				
	23,000 10.				

II. Model C-212-CC (cont'd)

II. Model C-212-CC (cont'd)								
Control Surface Movements	Elevator	30°	Up		20°	, D	Down	
	Elevator Trim Tab	15.5°	-		21°	D	Down	
	Rudder	27.5°	Rig	,ht	27.	5° L	.eft	
	Ruddeer Trim Tab	12.5°	Rig	t	19°	, L	.eft	
	Aileron	20°	Up		15°		Jown	
	Aileron Trim Tab	15°	Up		15°	, D	Down	
	Flaps, Inner and Outer	10°		wn - Takeoff				
		15°		wn - Approa				
		40°	Dov	wn - Landing				
	All measurements taken at trailing edge from neutral position. For details of to on control surface movement refer to document D.T. 77-2101.							
Maximum Passengers	28 - limited by space availab	ole for a	accom	nmodation.				
III. Model C-212-CD (Transport	Category Airplane) approve	ed Sept	embe	er 6, 1985				
The C-212-CD model is similar to the	C-212-CC Model except for p	powerpl	lant ir	nstallation.				
Engines (See NOTES 5 & 6)	2 - Garrett Turbine Engine C Turboprop engines.	Co. Mod	lel TI	PE331-10R-5	502C or T	PE33	1-10R-512C	
	Prop. Shaft/Eng. Rotor Ratio	o: 1/26	5.2287	7				
Fuel	See AFM for approved fuels, alternate fuels and approved fuel additives.							
Oil	Oils conforming to Garrett T Type II). See approved AFN							
Engine Limits								
	Conditions	S	HP	ESHP	% RPM	[EGT (°C)	
	Takeoff (initial) (5 minutes	s) 90	00	944	100		650	
	Takeoff (APR on) (5	90	00	944	100		650	
	minutes)	0(00	044	100		(50)	
	Max. Continuous	90	00	944	100		650	
	Transient overspeed limits: 105.5% for 30 sec.; 106% for 5 sec. 100% RPM is defined as 41.730 rpm engine rotor speed, 1591 rpm propeller shaft speed. Transient temperature (EGT) limit (1 sec.): 770°C.							
	See INTA-approved Airplan information.	e Fligh	t Mar	nual, Docum	ent D.T. 8	3-250)1, for additional	
Propeller and Propeller Limits	2 Dowty Rotol Model (c) R. reversible propellers.	334/4-8	82-F/1	13 hydraulic	full feathe	ering,	constant speed	
	Blades:4, serialDiameter:110 in.	numbei	r 660'	709314				
	For % RPM at windmilling 83-2501.	see INT	'A-ap	proved Airp	lane Fligh	t Man	nual, Document D.T.	
	Blade angle measured at 35.	333 in 1	radius	s station:				
	Feathered82°30'Flight Idle9°	± 20' ± 20'						
	Start Locks -1°45' =		,					
		= 1°						

<u>III. Model C-212-CD</u> (cont'd) Airspeed Limits C.G. Range	$\begin{array}{ll} V_{MO} & (Max. \ Operating) \\ V_A & (Maneuvering) \\ V_{FE} & (Flaps \ Extended) \end{array}$ $\begin{array}{ll} V_{MC} & (Min. \ Control) \end{array}$	Speed Knots IAS (S.L25,000 ft.) 200 146 Takeoff 25% 135 Approach 37.5% 130 Landing 100% 115 85
C.O. Kange	Weight (lb) FWD % MAC 16,976 16.0 16,424 15.9 11,051 15.0 9,481 15.0 Straight line variation betw	AFT % MAC 30.0 30.0 30.0 30.0 30.0 een points given.
Datum		ward fuselage Frame No. 3 and marked on the underside of prence datum is situated 43.90 in. forward of the jig point.
M.A.C.	Length is 86.22 in. The leading edge of M.A.C	is 215.04 in. aft of datum.
Leveling Means	Plumb-bob provisions on a	ft face cockpit compartment bulkhead.
Maximum Weights	Ramp:17,086Takeoff:16,976Landing:16,424MZFW:15,653	lb. lb.
Minimum Crew	The minimum flight crew is	s two pilots.
Maximum Baggage	Baggage and/or cargo load Flight Manual, and must be	b. Total - maximum floor loading: 120 lb/sq. ft. 470 lb/linear ft. must comply with loading limitations of approved Airplane loaded in accordance with loading instructions of Weight the INTA-approved Airplane Flight Manual.
Fuel Capacity	Usable fuel: 528.00 Unusable fuel: 20.00	U.S. Gal. in two wing tanks U.S. Gal. U.S. Gal. <i>for data on system fuel and oil)</i> .
Oil Capacity	Usable Oil: 5.25 U. Unusable Oil: None	S. quarts in each engine tank
Maximum Approved Movement	25,000 ft.	
Control Surface Movement		$\begin{array}{cccccccccccccccccccccccccccccccccccc$

Maximum Passengers

28 - limited by space available for accommodation.

IV. Model C-212-CE (Transport Category Airplane) approved September 9, 1985

The C-212-CE model is similar to the C-212-CD model except for incorporation of CASA Modification No. PP0956 or PP1012 which enables engine operation at a higher Takeoff (APR on) rating.

Engines (See NOTES 5 & 6)		2 - Garrett Turbine Engine Co. Model TPE331-10R-502C or TPE331-10R-512C Turboprop engines.								
	Prop. Shaft/	Eng. Rotor Ratio	1/26.22	287						
Fuel	See AFM for approved fuels, alternate fuels and approved fuel additives									
Oil	Oils conforming to Garrett Turbine Engine Co. Specification EMS 53110 (Type I and Type II). See approved AFM for a list of approved engine lubricating oils.									
Engine Limits										
	Conditions	5	SHP	ESHP	% RPM	EGT (°C)				
	Takeoff (i	nitial) (5 minutes)	900	944	100	650				
	Takeoff (A	APR on) (5	925	970	100	650				
	minutes)									
	Max. Cont	tinuous	900	944	100	650				
	100% is def Transient te	verspeed limits: ined as 41,730 rp mperature (EGT) pproved Airplane	m engine 1 limit (1 se	rotor speed, 1 ec.): 770°C.	591 rpm prop	beller shaft sp				
Propeller and Propeller Limits	reversible p B D	lades: 4,	serial nun 10 in.	nber 6607093	14	-	-			
	Blade angle measured at 35.333 in radius station:Feathered $82^{\circ}30' \pm 20'$ Flight Idle $9^{\circ} \pm 20'$ Start Locks $-1^{\circ}45'$ to $0^{\circ}30'$ Full Reverse $-13^{\circ} \pm 1^{\circ}$									
						Speed K	nots IAS			
Airspeed Limits		. Operating)		(S.L25.00	0 ft)	2	00			
		euvering)				1	46			
	V _{FE} (Flaps	s extended)		Takeoff 25%			35			
				Approach 37	.5%	1	30			
				Landing 100	%		15			
	V _{MC} (Min.	Control)					88			
C.G. Range										
C.O. Kalige	Weight	FWD	AFT							
	-		% MAC							
	(lb)	1								
	16,976	16.0	30.0							
	16,424	15.9	30.0							

Straight line variation between points given.

30.0

30.0

15.0

15.0

11,051

9,481

IV. Model C-212-CE (cont'd) Datum	A jig point is located in forward fuselage Frame No. 3 and marked on the underside of the fuselage. The C.G. reference datum is situated 43.90 in. forward of the jig point.								
M.A.C.	Length is 86.22 in	Length is 86.22 in.							
	The leading edge	The leading edge of M.A.C. is 215.04 in. aft of datum.							
Leveling Means	Plumb-bob provis	sions on aft fact of a	ft cockp	it compartment bu	ılkhead.				
Maximum Weights	Ramp: Takeoff: Landing: MZFW:	Takeoff: 16,976 lb. Landing: 16,424 lb.							
Minimum Crew	The minimum flig	ght crew is two pilot	s.						
Maximum Baggage	Aft baggage com	p.: 882 lb. Total - M	laximun	n floor loading:	120 lb/sq. 1 470 lb/line				
	Baggage and/or cargo load must comply with loading limitations of approved Airplane Flight Manual, and must be loaded in accordance with loading instructions of Weight and Balance Supplement to the INTA-approved Airplane Flight Manual.								
Fuel Capacity	Total capacity: Usable fuel: Unusable fuel: (See NOTES 1 (b	548.00 U.S. Gal. 528.00 U.S. Gal. 20.00 U.S. Gal.) and 1 (c) for data of		C .					
Oil Capacity	Usable oil: Unusable oil:	5.25 U.S. quarts i None	n each e	ngine tank					
Maximum Approved Operating Altitude	25,000 ft.								
Control Surface Movements	Elevator Elevator Trim Tal Rudder Rudder Trim Tab Aileron Aileron Trim Tab Flaps, Inner and C		30° 15.5° 27.5° 12.5° 20° 15° 10° 15° 40°	Right	ch	Down Down Left Left Down Down			
		s taken at trailing ed	-	-	For details o	f tolerance on			

control surface movement refer to document D.T. 77-2101.

Maximum Passengers

28 - limited by space available for accommodation.

V. Model C-212-CF (Transport Category Airplane) approved December 6, 1985

The C-212-CF model is similar to the C-212-CC model with the same engine except for incorporation of CASA Modification No. PP0956 or PP1012 which enables engine operation at a higher Takeoff (APR on) rating.

Engines	2 - Garrett Turbine Engine Co. Model TPE331-10R-501C or TPE331-10R-511C Turboprop engines.							
	Prop. Shaft/Eng. Rotor Ratio: 1/26.2287							
Fuel	See AFM for approved fuels, alternate fuels and approved fuel additives.							
Oil	Oils conforming to Garrett Turbine Engine Co. Specification EMS 53110 (Type I and Type II). See approved AFM for a list of approved engine lubricating oils.							
Engine Limits	·							
	Conditions		SHP	ESHP	% RPM	EGT (°C)		
		tial) (5 minutes)	900	944	100	650		
	Takeoff (Al minutes)	RP on) (5	925	970	100	650		
	Max. Contin	nuous	900	944	100	650		
	Transient ten	perature (EGT) li	imit (1 sec.)	or speed, 1591 rpn): 770°C. 1al, Document D.T		-		
Propeller and Propeller Limits	2 - Hartzell M propellers.	Iodel HC-B4MN-	-5AL, const	ant speed, hydrau	lic, full feathe	ring, reversible		
	Blades:4, Model LM10585B + 4Diameter:110 in.							
	For % RPM at windmilling see INTA-approved Airplane Flight Manual, Document D.T. 84-2502.							
	Blade angle r	neasured at 42 in.	radius stati	ion:				
	Feathered	83.0° ±						
	Flight Idle	7.0° ±						
	Start Locks		0.2°					
	Full Reverse	-10° ±	0.5°		C			
Airspeed Limits	V _{MO} (Max.	Operating)		I 05 000 C)	<u>Spe</u>	ed Knots IAS		
	V _A (Maneu	ivering) Extended)	Ta Aj	.L25,000 ft.) akeoff 25% pproach 37.5%		200 146 135 130		
	V _A (Maneu V _{FE} (Flaps	ivering)	Ta Aj	akeoff 25%		200 146 135		
	V _A (Maneu V _{FE} (Flaps	ivering) Extended)	Ta Aj	akeoff 25% pproach 37.5%		200 146 135 130 115		
C.G. Range	V_A (Maneu V_{FE} (Flaps V_{MC} (Min. C	ivering) Extended) Control Speed)	Ta Aj La	akeoff 25% pproach 37.5%		200 146 135 130 115		
C.G. Range	V_A (Maneu V_{FE} (Flaps V_{MC} (Min. C Weight	ivering) Extended) Control Speed) FWD	Ta Aı La AFT	akeoff 25% pproach 37.5%		200 146 135 130 115		
C.G. Range	V_A (Maneu V_{FE} (Flaps V_{MC} (Min. C	ivering) Extended) Control Speed) FWD	Ta Aj La	akeoff 25% pproach 37.5%		200 146 135 130 115		

15.0 Straight line variation between points given.

15.0

30.0

30.0

11,051

9,481

<u>V. Model C-212-CF</u> (cont'd) Datum	A jig point is located in forward fuselage Frame No. 3 and marked on the underside of the fuselage. The C.G. reference datum is situated 43.90 in. forward of the jig point.
M.A.C.	Length is 86.22 in.
	The leading edge of M.A.C. is 215.04 in aft of datum.
Leveling Means	Plumb-bob provisions on aft face of act cockpit compartment bulkhead.
	Ramp:17,086 lb.Takeoff:16,976 lb.Landing:16,424 lb.MZFW:15,653 lb.
Minimum Crew	The minimum flight crew is two pilots

Aft baggage comp.: 882 lb. Total - Maximum floor loading: 120lb/sq. ft. Maximum Baggage 470 lb/linear ft.

> Baggage and/or cargo load must comply with loading limitations of approved Airplane Flight Manual, and must be loaded in accordance with loading instructions of Weight and Balance Supplement to the INTA-approved Airplane Flight Manual.

Fuel Capacity	Total capacity: Usable fuel: Unusable fuel: (See NOTE 1 (b) a	548.00 U.S. Gal in 528.00 U.S. Gal. 20.00 U.S. Gal. nd 1 (c) for data on		C		
Oil Capacity	Usable oil: Unusable oil:	5.25 U.S. quarts in None	each e	ngine tank.		
Maximum Approved Operating Altitude	25,000 ft.					
Control Surface Movements	Elevator Elevator Trim Tab Rudder Rudder Trim Tab Aileron Aileron Trim Tab Flaps, Inner and O		30° 15.5° 27.5° 12.5° 20° 15° 10° 15° 40°	Up Up Right Right Up Up Down - Takeoff Down - Approach Down - Landing	20° 31° 27.5° 19° 20° 15°	Down Down Left Left Down Down

All measurements taken at trailing edge from neutral position. For details of tolerance on control surface movement refer to document D.T. 77-2101.

Maximum Passengers	28 - limited by space available for accommodation.

VI. Model C-212-DF (Transport Category Airplane) approved March 30, 1989

The C-212-DF model is similar to the C-212-CE except by the modification in the nose, wingtips and vertical tail.

Engines	2 - Garrett Turbine Engine Co. Model TPE331-10R-502C or TPE331-10R-512C or
(See NOTE 7 & 8)	TPE331-10R-513C.

Prop. Shaft/Eng Rotor Ratio: 1/26.2287.

See AFM for approved fuels, alternate fuels and approve fuel additives.

<u>VI.</u> Fuel

Model C-212-DF (cont'd)

Oil	Oils conforming to Garrett Turbine Engine Co. Specification EMS 53110 (Type I and Type II). See approved AFM for a list of approved engine lubricating oils.							
Engine Limits								
	ConditionsSHPESHP% RPMEGT (°C)							
	Takeoff (initial)(5 minutes) 900 944 100 650							
	Takeoff (APR on) (5 925 970 100 650 minutes)							
	Max. Continuous 900 944 100 650							
	Transient overspeed limits: 105.5% for 30 sec.; 106% for 5 sec. 100% RPM is defined as 41,730 rpm engine rotor speed, 1591 rpm propeller shaft spee Transient temperature (EGT) limit (1 sec.): 770°C. See DGAC-approved Airplane Flight Manual, Document D.T. 88-2509 for additional							
	information.							
Propeller and Propeller Limits	 2 Dowty Rotol Ltd, Model (c) R.334/4-82-F/13, hydraulic full feathering, constant speed, reversible propellers. Blades: 4, serial number 660709314 Diameter: 110 in. 							
	For % RPM at windmilling see DGAC-approved Airplane Flight Manual, Document D.T. 88-2509.							
	Blade angle measured at 35.333-in. radius station:Feathered $82^{\circ}32' \pm 20'$ Flight Idle $9^{\circ} \pm 20'$ Start Locks $-1^{\circ}45' \pm 0^{\circ}30'$ Full Reverse $-13^{\circ} \pm 1^{\circ}$							
	Speed Knots IAS							
Airspeed Limits								
	Landing 100% 115 V _{MC} (Min. Control) 76							
	V _{MC} (with control) 70							
C.G. Range								
	Weight FWD AFT							
	(lb) % MAC % MAC							
	16,976 16.0 30.0							
	16,424 15.9 30.0							
	11,051 15.0 30.0							
	9,481 15.0 30.0							
	Straight line variation between points given.							
Datum	A jig point is located in forward fuselage Frame No. 3 and marked on the underside of the fuselage. The C.G. reference datum is situated 43.90 in. forward of the jig point.							
M.A.C.	Length is 86.22 in.							
	The leading edge of M.A.C. is 215.04 in. aft of datum							

VI. Model C-212-DF (cont'd) Leveling Means	Plumb-bob provisi	ons on aft face of aft co	ockpit compartment l	bulkhead.	
Maximum Weight	Ramp: Takeoff: Landing: MZFW :	17,086 lb. 16,976 lb. 16,424 lb. 15,653 lb.			
Minimum Crew	The minimum crew is two pilots.				
Maximum Baggage	Aft baggage comp.	: 882 lb. Total - maxir	num floor loading:	120 lb/sq. ft. 470 lb/linear ft,	
	Fwd baggage com	b.: 309 lb. total			
	Flight Manual, and		ordance with loading	ons of approved Airplane g instructions of Weight ght Manual.	
Fuel Capacity	Total Capacity: Usable Fuel: Unusable Fuel:	548.00 U.S. Gal. in tw 528.00 U.S. Gal. 20.00 U.S. Gal.	vo wing tanks		
	(See NOTES 1 (b)	and 1 (c) for data on sy	ystem fuel and oil).		
Oil Capacity	Usable oil: Unusable oil:	5.25 U.S. quarts in each None	ch engine tank		
Maximum Approved Operating Altitude	25,000 ft.				
Control Surface Movements	Elevator Elevator Trim Tab Rudder Rudder Trim Tab Aileron Aileron Trim Tab Flaps, Inner and O	20 14 20 15 uter 10 10 40	5.5° Up)° Right 4° Right)° Up 5° Up)° Down - Takeot)° Down - Approx)° Down - Landir	ach	
		movement refer to doci			
Maximum Passengers	28 - Limited by space available for accommodation.				
VII. Model C-212-DE (Transport	Category Airplane) approved October 1	<u>, 1991</u>		
Engines	2 - Pratt and Whitr	ey Canada, Model PT6	6A-65B turboprop en	agines	
	Propeller Shaft Ge	ar Ratio: 0.0568:1			
Fuel	Refer to Engine Se approved fuels	rvice Bulletin No. 3032	2845-72-44 (PWC S	B 13044) for listing of	
Oil	Refer to Engine Se approved oils.	rvice Bulletin No. 3032	2845-72-1 (PWC SE	3 13001) for listing of	

<u>VII. Model C-212-DE</u> (cont'd) Engine Limits

Englie Ennits	Conditions	CIID	ECHD	DDOD	ITT		
	Conditions	SHP	ESHP	PROP	ITT		
		1000	10.00	% RPM	(°C)		
	Takeoff (initial) (5 minutes)	1000	1069	100	820		
	Max. Continuous	1000	1069	100	810		
	100% N_G is defined as 37,468 rpm. 100% N_P is defined as 1,700 rpm (which means a Power Turbine Speed of 29,894 rpm (N_F)).						
	Transient temperature (ITT) limit: 1000°C for 5 seconds. See DGAC-approved Airplane Flight Manual, Document D.T. 88-2518, for additional information.						
Propeller and Propeller Limits	2 McCauley Model 4HFR34C reversible, propellers.	756/106L	M, consta	nt speed, h	ydraulic full feathering,		
	Blades:4, Model 1Diameter:106 in.	06LM					
	Blade angle measured at 30 in. Feathered $86.7^{\circ} \pm 6000$		ation:				
	Beta pick-up 19.5° ±).2°					
	Flight Idle $15^{\circ} \pm$).2°					
	Start Locks $7^{\circ} \pm$).5°					
	Full Reverse $-10^{\circ} \pm$	0.5°					
					Speed Knots IAS		
Airspeed Limits	V _{MO} (Max. Operating)		(S.L25	,000 ft.)	200		
	V _A (Maneuvering) V _{FE} (Flaps Extended)	,	Takeoff 2	50%	146 135		
	V _{FE} (Paps Extended)		Approach		135		
			Landing 1		115		
	V _{MC} (Min. Control)		Lunang		76		
C.G. Range							
C.G. Range	Weight FWD AF						
C.G. Range	(lb) % MAC % MA	AC					
C.G. Range	(lb) % MAC % MA 16,976 16.0 30.0	<u>AC</u>					
C.G. Range	(lb) % MAC % MA 16,976 16.0 30.0 16,424 15.9 30.0	<u>AC</u>					
C.G. Range	(lb) % MAC % MA 16,976 16.0 30.0 16,424 15.9 30.0 11,051 15.0 30.0						
C.G. Range	(lb) % MAC % MA 16,976 16.0 30.0 16,424 15.9 30.0 11,051 15.0 30.0 9,481 15.0 30.0	<u>AC</u>					
C.G. Range	(lb) % MAC % MA 16,976 16.0 30.0 16,424 15.9 30.0 11,051 15.0 30.0	<u>AC</u>	en.				
C.G. Range Datum	(lb) % MAC % MA 16,976 16.0 30.0 16,424 15.9 30.0 11,051 15.0 30.0 9,481 15.0 30.0	AC point giv	e Frame. I				
-	(lb) % MAC % MA 16,976 16.0 30.0 16,424 15.9 30.0 11,051 15.0 30.0 9,481 15.0 30.0 Straight line variation between A jig point is located in forwar	AC point giv	e Frame. I				
Datum M.A.C.	(b) % MAC % MAC 16,976 16.0 30.0 16,424 15.9 30.0 11,051 15.0 30.0 9,481 15.0 30.0 Straight line variation between A jig point is located in forwar A jig point is located in forwar The fuselage. The C.G. referen Length is 86.22 in. The leading edge of M.A.C. is	C point giv d fuselag ce datum 215.04 in	e Frame. is situate n. aft of da	d 43.9 in. fo ttum	orward to the jig point.		
Datum	(b) % MAC % MAC 16,976 16.0 30.0 16,424 15.9 30.0 11,051 15.0 30.0 9,481 15.0 30.0 Straight line variation between A jig point is located in forwar A jig point is located in forwar The C.G. referen Length is 86.22 in. 10.0	C point giv d fuselag ce datum 215.04 in	e Frame. is situate n. aft of da	d 43.9 in. fo ttum	orward to the jig point.		
Datum M.A.C. Leveling Means	(b) % MAC % MAC $16,976$ 16.0 30.0 $16,424$ 15.9 30.0 $11,051$ 15.0 30.0 $9,481$ 15.0 30.0 Straight line variation between A jig point is located in forwar A jig point is located in forwar the fuselage. The C.G. referen Length is 86.22 in. The leading edge of M.A.C. is Plumb-bob provisions on aft factors 15.0	C point giv d fuselag ce datum 215.04 in	e Frame. is situate n. aft of da	d 43.9 in. fo ttum	orward to the jig point.		
Datum M.A.C.	(b) % MAC % MAC 16,976 16.0 30.0 16,424 15.9 30.0 11,051 15.0 30.0 9,481 15.0 30.0 9,481 15.0 30.0 Straight line variation between A jig point is located in forwar A jig point is located in forwar the fuselage. The C.G. referen Length is 86.22 in. The leading edge of M.A.C. is Plumb-bob provisions on aft fa Ramp: 17,086 lb.	C point giv d fuselag ce datum 215.04 in	e Frame. is situate n. aft of da	d 43.9 in. fo ttum	orward to the jig point.		
Datum M.A.C. Leveling Means	(b) % MAC % MAC 16,976 16.0 30.0 16,424 15.9 30.0 11,051 15.0 30.0 9,481 15.0 30.0 9,481 15.0 30.0 Straight line variation between A jig point is located in forwar A jig point is located in forwar the fuselage. The C.G. referen Length is 86.22 in. The leading edge of M.A.C. is Plumb-bob provisions on aft fa Ramp: 17,086 lb.	C point giv d fuselag ce datum 215.04 in	e Frame. is situate n. aft of da	d 43.9 in. fo ttum	orward to the jig point.		
Datum M.A.C. Leveling Means	(b) % MAC % MAC 16,976 16.0 30.0 16,424 15.9 30.0 11,051 15.0 30.0 9,481 15.0 30.0 9,481 15.0 30.0 Straight line variation between A jig point is located in forwar A jig point is located in forwar the fuselage. The C.G. referen Length is 86.22 in. The leading edge of M.A.C. is Plumb-bob provisions on aft fa Ramp: 17,086 lb. Takeoff: 16,976 lb. 16,976 lb.	C point giv d fuselag ce datum 215.04 in	e Frame. is situate n. aft of da	d 43.9 in. fo ttum	orward to the jig point.		

<u>VII. Model C-212-DE</u> (cont'd) Minimum Crew	The minimum flight crew is two	pilots.				
Maximum Baggage	Aft baggage compartment: Fwd baggage compartment: Maximum floor loading:	882 lb total 309 lb. total 120 lb/sq. ft. 470 lb/linear ft.				
		comply with loading limitations of approved Airplane ed in accordance with loading instructions of Weight pproved Airplane Flight Manual.				
Fuel Capacity	Total capacity:548.00 U.S. (Usable fuel:528.00 U.S. (Unusable fuel:20.00 U.S. (
Oil Capacity	Usable oil: 1.5 U.S. galle Unusable oil: 1 U.S. gallon	ons in each engine tank				
	(See NOTES 1 (b) and 1 (c) for c	lata on system fuel and oil).				
Maximum Approved Operating Altitude	25,000 ft.					
Control Surface Movement	Elevator Elevator Trim Tab Rudder Rudder Trim Tab Aileron Aileron Trim Tab Flaps, Inner and Outer All measurements taken at trailin control surface movement refer t	$\begin{array}{cccccccccccccccccccccccccccccccccccc$				
Maximum Passengers	28 - Limited by space available for accommodation.					
DATA PERTINENT TO ALL MO	DELS					
Serial Nos. Eligible	The Spanish Export Airworthiness Certificate endorsed as noted below under Import Requirements must be submitted for each individual aircraft for which application for FAA Airworthiness Certification is made except for S/N 64N and 73N. The Indonesian Export Airworthiness Certificate endorsed as noted below under Import Requirements must be submitted for Airplanes S/N 64N and 73N produced by IPTN in					
		panish Direccion General de Aviacion Civil (DGAC) 986) for which application for FAA Airworthiness				
Import Requirements		tion basis for aircraft type certificated under FAR e country of manufacture is FAR Sections 21.183 (c) or				
		tion basis for aircraft type certificated under FAR ntries other than the country of manufacture (e.g., on 21.183 (d) or 21.183 (b).				

	The FAA can issue a U.S. airworthiness certificate based on an Export Certificate of Airworthiness (Export C of A) signed by a representative of the Spanish DGAC on behalf of the European Community. The Export C of A should contain the following statement: 'The aircraft covered by this certificate has been examined, tested, and found to conform with the Type Design approved under U.S. Type Certificate No. A43EU and to be in a condition for safe operation.'
Certification Basis	FAR Part 25 effective February 1, 1965, including Amendments 25-1 through 25-35.
	FAR Part 36 effective December 1, 1969, including Amendments 36-1 through 36-17.
	CASA has elected to comply with the requirements of FAR 25.855 and 25.857 as amended by Amendment 25-60 for the forward cargo compartment of the C-212-DF and C-212-DE Models.
	FAA Special Condition 25-100-NW-6, dated May 18, 1981, applicable to Models -CC, -CD, -CE, -CF and -DF.
	SFAR 27 effective February 1, 1974, including amendments 27-1 through 27-6 as it applies to the fuel venting emissions requirements. Compliance has been demonstrated for Model -DF with the installation of CASA modification 212.510251 and for Model -DE with the installation of CASA drawing 212-54515.
	Date of application for Type Certificate: September 7, 1974.
	Type Certificate No. A43EU, issued February 22, 1977.
	The Spanish DGAC originally type certificated these Construcciones Aeronauticas, S.A C-212 aircraft under its type certificate Number 01-82. The FAA validated these products under U.S. Type Certificate number A43EU. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the Spanish DGAC.
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) and listed in document Equipment List Report D.T. 77-2301, (Models -CC through -CF), D.T. 87-2523 (Model -DF) and D.T. 88-2315 (Model -DE) must be installed in the aircraft for certification.

In addition, the following is required:

- INTA-approved Airplane Flight Manual, Document No. D.T. 76-2501, applicable to C-212-CB Model.
- INTA-approved Airplane Flight Manual, Document No. D.T. 78-2501, applicable to C-212-CC Model, Revision 3 or later approved revisions.
- INTA-approved Airplane Flight Manual, Document No. D.T. 83-2501, applicable to C-212-DC Model.
- INTA-approved Airplane Flight Manual, Document No. D.T. 84-2501, applicable to C-212-CE Model.
- INTA-approved Airplane Flight Manual, Document No. D.T. 84-2502, applicable to C-212-CF Model.
- DGAC-approved Airplane Flight Manual, Document No. D.T. 88-2509, applicable to C-212-DF Model.
- DGAC-approved Airplane Flight Manual, Document No. D.T. 88-2518, applicable to C-212-DE Model.

Service Informatio	 Each of the documents listed below must state that it is approved by EASA – or for approvals made before September 28, 2003 – by the Spanish DGAC. Any such documents are accepted by the FAA and are considered FAA approved. <u>Additionally, approvals issued by</u> Construcciones Aeronauticas, S.A.<u>under the authority of EASA approved Design Organization EASA.21J.032 - or for approvals made before September 28, 2003 - under the authority of Spanish DGAC Design Organization Approval No. 1 are considered FAA approved. These approvals pertain to the type design only.</u> TC holder Service Bulletins, except as noted below, Structural repair manuals Vendor manuals referenced in TC holder Service Bulletins Airplane flight manuals Repair instructions. 	
	Note: Design changes that are contained in TC holder Service Bulletins and that are classified as Level 1 Major in accordance with either the US/Spain or US/EASA Bilatera Aviation Safety Agreement – Implementation Procedures for Airworthiness, must be approved by the FAA.	ıl
NOTE 1		
NOTE 1	(a) Current weight and balance report, including list of equipment included in certificated empty weight, - and loading instructions must be in each aircraft at the time of original certification.	
	(b) Unusable fuel and system oil and all hydraulic fluid must be included in the certified weight. Unusable fuel is that quantity of fuel remaining in the system and in the tanks when the fuel quantity indicators read zero. The approved unusable fuel of 20.0 U.S. gal. (130.0 lbs.) is comprised of system and tank fuel determined under FAR 25.959.	
	(c) System oil is the amount of oil required to fill the oil system and tanks up to its normal level.	
NOTE 2	All placards presented in the limitations section of the approved Airplane Flight Manual must be installed in the appropriate location on the aircraft.	ı
NOTE 3	(a) The service life limits for aircraft structural parts which are fatigue critical are listed in the approved Airframe Maintenance Manual, Chapter 5.	
	(b) Life limited parts for the Model TPE331-5-501C engine are listed in FAA-Approved Garrett Service Bulletin TPE331-72-0019 dated December 4, 1972, or later FAA-Approved revisions.	
	(c) Life limited parts for the Model TPE331-10 and -10R series engines are listed in FAA-Approved Garrett Service Bulletins TPE331-72-0180, dated February 15, 1978, or later FAA-Approved revisions.	
	 (d) Life limited parts for the Model PT6A-65B engine are listed in DOT of Canada approved Service Bulletin 3032845-72-2 (PEC SB 13002) dated October 14, 1986, or later DOT-approved revisions. 	
NOTE 4	For the C-212-CC Model with the TPE331-10R-501C or -501C engines installed the INTA-approved Airplane Flight Manual, Document 78-25-1 Revision 7, dated January 8, 1982, or later approved revision is required.	
NOTE 5	Engine Models TPE331-10-511C, TPE331-10R-511C and TPE331-10R-512C are the same as Models TPE331-10-501C, TPE331-10R-501C and TPE331-10R-502C with Garrett Service Bulletin No. TPE331-72-0395, effective April 1, 1983, Revision 1, dated November 10, 1983, or later revision incorporated and are eligible when CASA Service Bulletin 212-80-22 and 212-80-23 are incorporated upon installation of the later model engine.	
NOTE 6	Operation of the C-212-CC and -CF Models with a TPE331-10-501C or TPE331-10R-501C engine on one side and a TPE331-10-511C or TPE331-10R-511C engine on the other side is authorized for a maximum of 300 hours after the later model engine is installed. Operation of the C-212-CD and -CE	

Models with a TPE331-10R-502C engine on one side and a TPE331-10R-512C engine on the other side is authorized for a maximum of 300 hours after the later model engine is installed. C-212-CC, -CD, -CE and -CE airplane performance is unaffected with mixed engine installed.
 NOTE 7 Engine Model TPE-331-10R-513C is the same as Model TPE331-10R-512C with Garrett Service Bulletin TPE331-72-0509, dated August 21, 1985, or later approved revision incorporated.
 NOTE 8 Operation of the C-212-DF Model with a TPE331-10R-512C engine on one side and TPE331-10R-513C engine on the other side is authorized for an unlimited time. Operation of the C-212-DF Model with a TPE331-10R-512C engine on the other side is authorized for an unlimited time. Operation of the C-212-DF Model with a TPE331-10R-513C engine on one side, and TPE331-10R-502C engine on the other side is authorized for a maximum of 300 hours after the later model engine is installed. C-212-DF airplane performance is unaffected with mixed engines installed.

.....END.....