Rev. No.	Reason	Chapter	Page(s)	Date of Revision	Approval	Date of Approval	Date Inserted	Signature
1	Performance Data Update, TR-MÄM-40-174, TR-MÄM-40-183, TR-OÄM-40-220, TR-OÄM-40-221	0 5 6 9	0-4, 0-5, 0-6, 0-7 through 0-10 Chapter 5: All 6-14 through 6-20 9-3 through 9-6	22 Aug 2005	Revision No. 1 of the AFM Doc. No. 6.01.02-E is approved under the authority of DOA No. EASA.21J.052	[02 Sep 2005 Dipl.-Ing. (FH) Manfred Reichel for DAI]		
2	TR-MÄM-40- -176, -259, -378, -401, -415, -428, -440, -281& TR-OÄM-40-222, TR-OÄM-40- -163a&-164a, -201, -203, -220, -221, -232, -242, -250a, -258 -284, -326, -327, corrections	all	all, except cover page	15 Jun 2013	Revision No. 2 of the AFM Doc. No. 6.01.02-E is approved under the authority of DOA No. EASA.21J.052	19 Jun 2013		
3	MÄM 40-617	0,2	0-5, 0-6, 2-21, 2-24	26-Aug-2013	Revision No. 3 of the AFM Doc. No. 6.01.02-E is approved by EASA with Approval No. 10046204	28 Aug 2013		

0.2 LIST OF EFFECTIVE PAGES

Ch.	Page	Date
0	0-1	15-Mar-2005
	0-2	15-Mar-2005
	0-3	15-Jun-2013
	0-4	15-Jun-2013
	0-5	26-Aug-2013
	0-6	26-Aug-2013
	0-7	15-Jun-2013
	0-8	15-Jun-2013
	0-9	15-Jun-2013
	0-10	15-Jun-2013
1	1-1	15-Jun-2013
	1-2	15-Jun-2013
	1-3	15-Jun-2013
	1-4	15-Jun-2013
	1-5	15-Jun-2013
	1-6	15-Jun-2013
	1-7	15-Jun-2013
	1-8	15-Jun-2013
	1-9	15-Jun-2013
	1-10	15-Jun-2013
	1-11	15-Jun-2013
	1-12	15-Jun-2013
	1-13	15-Jun-2013
	1-14	15-Jun-2013
	1-15	15-Jun-2013
	1-16	15-Jun-2013
	1-17	15-Jun-2013
	1-18	15-Jun-2013
	1-19	15-Jun-2013
	1-20	15-Jun-2013

Ch.	Page	Date
2	2-1	15-Jun-2013
	2-2	15-Jun-2013
	2-3	15-Jun-2013
	2-4	15-Jun-2013
	2-5	15-Jun-2013
	2-6	15-Jun-2013
	2-7	15-Jun-2013
	2-8	15-Jun-2013
	2-9	15-Jun-2013
	2-10	15-Jun-2013
	2-11	15-Jun-2013
	2-12	15-Jun-2013
	2-13	15-Jun-2013
	2-14	15-Jun-2013
	2-15	15-Jun-2013
	2-16	15-Jun-2013
	2-17	15-Jun-2013
	2-18	15-Jun-2013
	2-19	15-Jun-2013
	2-20	15-Jun-2013
	2-21	26-Aug-2013
	2-22	15-Jun-2013
	2-23	15-Jun-2013
	2-24	26-Aug-2013
	2-25	15-Jun-2013
	2-26	15-Jun-2013
	2-27	15-Jun-2013
	2-28	15-Jun-2013
	2-29	15-Jun-2013
	2-30	15-Jun-2013
	2-31	15-Jun-2013
	2-32	15-Jun-2013

2.14 FUEL

a) Standard Tank:

Fuel grades	:	AVGAS 100LL / AVGAS 100/130LL (ASTM D910)		
		AVGAS 100 / AVGAS 100/130 (ASTM D910)		
Fuel quantity	:	Total fuel quantity	:	2 x 20.6 US gal (approx. 156 liters)
		Unusable fuel	:	2 x 0.5 US gal (approx. 3.8 liters)
		Max. indicated fuel quantity	:	17 US gal (approx. 64 l) per tank
		Max. permissible difference between right and left tank	:	10 US gal (approx. 38 liters)

CAUTION

If a fuel indicator shows 17 US gal, then 20 US gal must be assumed for the calculation of the difference between right and left tank.

b) Long Range Tank (if installed):

Fuel quantity:

Total fuel quantity	:	2 x 25.5 US gal (approx. 193 liters)
Unusable fuel	:	2 x 0.5 US gal (approx. 3.8 liters)
Max. indicated fuel quantity	:	16 US gal (approx. 61 liters) per tank
Indicated auxiliary fuel quantity	:	3 to 9 US gal (approx. 11 to 34 liters) per tank
Max. permissible difference between right and left tank	:	8 US gal (approx. 30.3 liters)

CAUTION

If a fuel indicator shows 16 US gal and the aux. fuel indicator shows 0 US gal for the same fuel tank, then 16 or 19 US gal must be assumed for the calculation of the difference between right and left tank, whichever leads to the greater imbalance.

2.15 LIMITATION PLACARDS

All *limitation* placards are shown below. A list of *all* placards is included in the Airplane Maintenance Manual (Doc. No. 6.02.01), Chapter 11.

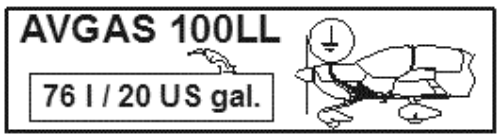
On the instrument panel:

Maneuvering speed: **v_A = 108 KIAS (above 980 up to 1150 kg / above 2161 up to 2535 lb)** **v_A = 94 KIAS (780 to 980 kg / 1720 to 2161 lb)** **This airplane may only be operated in accordance with the Airplane Flight Manual. It can be operated in the "Normal" and "Utility" categories in non-icing conditions. Provided that national operational requirements are met and the appropriate equipment is installed, this airplane is approved for the following kinds of operation: day VFR, night VFR and IFR. All aerobatic maneuvers including spinning are prohibited. For further operational limitations refer to the Airplane Flight Manual.**
No smoking.

Next to the carbon monoxide detector:

Next to each of the two fuel filler necks:

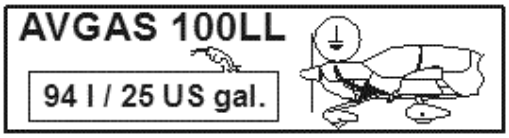
a) Standard Tank:



or

(if MÄM 40-617 is carried out):

b) Long Range Tank (if installed):



or

(if MÄM 40-617 is carried out):

In the cowling, on the door for the oil filler neck:

OIL SAE 15W50

ashless dispersant aviation

grade oil (SAE Standard J-1899)

or see AFM Chapter 2

Min./Max.: 4/8 qts

Recommended: 6 qts