European Aviation Safety Agency

EASA

TYPE-CERTIFICATE
DATA SHEET

NH-500D & AMD500N

Type Certificate Holder

MECAER AVIATION GROUP S.p.A.
Via dell'Artigianato, V Traversa, 1
63076 Centobuchi di Monteprandone (AP) - Italy

Manufacturer:

MECAER AVIATION GROUP S.p.A.
Via dell'Artigianato, V Traversa, 1
63076 Centobuchi di Monteprandone (AP) - Italy

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NH-500D

I. General

1. **Data Sheet No.:** EASA R.144
Superseding ENAC SO / A 206 Rev. 4 dated 9 May 2002.

2. **Type / Variant or Model:**

   (a) **Type:** NH-500D.
   (b) **Variant or Model:** NH-500D.

3. **Airworthiness Category:** Small Rotorcraft - Normal Category.

4. **Type Certificate Holder:** MECAER AVIATION GROUP S.p.A.
Via dell'Artigianato, V Traversa, 1
63076 Centobuchi di Monteprandone (AP) - Italy

5. **Manufacturer:** MECAER AVIATION GROUP S.p.A.
Via dell'Artigianato, V Traversa, 1
63076 Centobuchi di Monteprandone (AP) - Italy

6. **National Certification Date:** 16 July 1980.

7. **ENAC Application Date:** 16 May 1979.

8. **ENAC Recommendation Date:**: N.A.

9. **EASA Type Certification Date:** N.A.

II. Certification Basis

1. **Reference Date for determining the applicable requirements:** 16 May 1979.

2. **ENAC Certification Date:** 16 July 1980.

3. **ENAC Type Certificate Data Sheet No.:** SO / A206 Rev. 4.

4. **ENAC Certification Basis:** T.C. No. H3WE, released by F.A.A.., dated 08 December 1976, for Hughes Helicopter Model 369D. C.A.R. Part 6 dated 20 December 1956, including Amendment 6-1 through 6-4 and Special Conditions, "Conditions Establishing Compensating Factor Providing an Equivalent Level of Safety Under Civil Air Regulations, Section 6.10 for Light Turbine Powered Helicopters" dated 02 October 1962, as revised 08 February 1966.

5. **Airworthiness Requirements:** F.A.A. C.A.R. Part 6 as defined on item 4 above.

6. **Special Conditions:** As defined on item 4. above.

7. **Reversion and Exemptions:** N.A.

8. **Equivalent Safety Findings:** N.A.

9. **Environmental Standards including Noise:** N.A.

III. Technical Characteristics and Operational Limitations

1. **Type Design Definition:** Refer to the Drawing 369D20100-1501 / -3001.

2. **Description:** Light single engine rotorcraft, five (5) blades articulated main rotor, twin (2) blade teetering tail rotor, skid type landing gear (extended), one (1) pilot and three (3) or four (4) passengers (see NH-500D-RFM-1 EASA approved "Manuale di Volo").

3. **Equipment:** Basic equipment required by the airworthiness rules (see Certification Basis) shall be installed on the helicopter for the Airworthiness Certificate release. Refer to "Lista degli Equipaggiamenti" (Attachment 2 to EASA approved "Manuale di Volo").

   Certification is based on an Engine Failure Warning System, (including both visual and audio indications), Low Rotor Warning System, outside Air Temperature gauge, and Fuel Low caution light being installed and operable.

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4. **Dimensions:**

Fuselage	Length	m 6,86.
	Width	m 1,96.
	Height	m 2,91.
Main rotor	diameter	m 8,05.
Tail rotor	diameter	m 1,37

5. **Engine/s:**

Manufacturer	Rolls-Royce Corporation (formerly Allison Engine Company).
Type	250-C20B freewheel turbines.
Number of engines	one (1).
State of Design Engine TCDS FAA No.	E4CE.
EASA Engine TCDS No.	IM.R.052.

5.1. Installed Engine and Transmission Torque Limits:

	Takeoff (5 min)	Max. Continuous
Shaft Horsepower (kw)	375 (280)	350 (261)
Torque	318 ft.-lb. (87.2 psi)	297 ft.-lb. (81.3 psi)
Gas Producer rpm, N_1	53519 (105%)	53519 (105%)
Output Shaft rpm, N_2	6196 (103%)	6196 (103%)
Measured Gas Temp.	810°C (1490°F)	738°C (1360°F)

See EASA approved “Manuale di Volo” Section II, for transient limits of TOT, Torque N_1 and N_2.

6. **Fluids (Fuel/Oil/Additives):**

6.1. Fuel MIL-DTL-5624, Grade JP-4 and JP-5 Aviation Fuels;
MIL-DTL-83133, Grade JP-8 Aviation Fuel;
ASTM D-1655 Jet A, A-1 or Jet B.
See EASA approved “Manuale di Volo” for alternate fuels..
See Note 4 for Anti-Icing additive.
Refer to Rolls Royce Operation and Maintenance Manual for emergency use mixtures and limits.
Note: Fuels containing Tri-cresyl-phosphate additives shall not be used.

6.2. Oil Engine: MIL-PRF-23699 or MIL-PRF-7808.
M/R Transmission: MIL-PRF-23699 or Mobil AGL.
T/R Transmission: MIL-PRF-23699 or Mobil AGL.
For detailed information see EASA approved “Manuale di Volo”.

7. **Fluid capacities**

7.1. Fuel

Fuel System	Total Tank Capacity lb. (kg)	Trapped Fuel (*) lb. (kg)	Total Unusable Fuel(**) lb. (kg)	Usable Fuel Capacity lb. (kg)
369H90029 (Self Sealing)	402 (182,3)	0	12.5 (5,7)	389 (176,7)
369A8100 (Optional)	416 (188,7)	0	12.5 (5,7)	403,5 (183,0)

(*) Fuel which cannot be drained from the tanks, through the drain provided with the helicopter in the normal ground attitude.

(**) Fuel which cannot be used safely in all flight attitudes and which must be included in the empty weight. This includes trapped fuel.

Note: Fuel capacities are total tank capacities over and above usable fuel.

Fuel weights are based on JP-4 fuel.

7.2. Oil

Engine oil system capacity	2,84 l.
Main Transmission capacity	5,67 l.
T/R Transmission capacity	0,23 l.

Note: Oil capacities are total tank capacities over and above trapped oil.

8. **Airspeed limits:**

The V_{NE} (Never Exceed Speed) at sea level is 152 knots (175 mph) CAS.
The autorotation V_{NE} at sea level is 127 knots (146 mph) CAS
See EASA approved “Manuale di Volo” for reduction in V_{NE} with altitude, OAT and other speed limitations.

9. **Rotor Speed Limits:**

Power ON	Maximum	492 rpm (103% N_2).
	Minimum	487 rpm (102% N_2).
Power OFF	Maximum	523 rpm (109% N_2).
	Minimum	410 rpm (87% N_2).

10. **Maximum Operating Altitude and Temperature:**

16000 ft (4877 m) density altitude.

11. **Operating Limitations:**

11.1 General:

Normal category helicopter for day and night VFR operation when the appropriate instruments and equipment required by the airworthiness and/or operating rules are approved, installed and are in operable condition.

Flight into known icing conditions is prohibited.

Aerobatic flight is prohibited.

Flight operation in falling and/or blowing snow is only permitted when the Automatic Engine Reignition System and Engine Failure Warning System are installed and operable.

Hovering downwind with a cyclic trim failure (full forward) when wind is above 15 knots is prohibited.

See EASA approved “Manuale di Volo” for further limitations.

12. **Maximum Certified Weights:**

Maximum gross weight 3000 lb (1361 kg); (See Note 2 and Note 5)

13. **Centre of Gravity Range:**

	Longitudinal		Lateral	
Gross Weight lb. (kg)	Forward Sta. - in. (mm)	Aft (*) Sta. - in. (mm)	Left in. (mm)	Right in. (mm)
3000 (1361)	99 (2515)	103 (2616)	-3 (-76)	+3 (+76)
1538 (698)	99 (2515)	107.4 (2728)	-3 (-76)	+3 (+76)

(*) Varies linearly between points shown.

Note: Looking forward, “+” indicates right of helicopter centreline, and “– “ indicates left of helicopter centreline.

14. **Datum:**

Longitudinal datum line (Sta. 0) is located 100 in. (2540 mm) forward the main rotor hub centreline.

Lateral datum line (BL 0) is at helicopter centreline.

15. **Levelling Means:**

Plumb line at Sta. 92.64 (2353 mm), with reference point located on passenger compartment floor.

16. **Minimum Flight Crew:**

Assembly drawing 369D20100-1501: One (1) Pilot operating the helicopter from the cockpit left seat. The right crew seat may be used for an additional pilot when the approved dual controls are installed.

Assembly drawing 369D20100-3001: One (1) Pilot operating the helicopter from the cockpit right seat. The left crew seat may be used for an additional pilot.

17. **Maximum Passenger Seating Capacity:**

Three (3) or Four (4); see EASA approved “Manuale di Volo”.

18. **Passenger Emergency Exit:**

Two (2), one on each side of the passenger compartment.

19. **Maximum Baggage/Cargo Loads:**

Cargo deck capacity is 1300 lb. (590 kg) – not to exceed 115 lb/ft^2 (5,6 kg/dm^2), between Sta. 78.5 in. (1994 mm) to Sta. 124 (3150 mm).

Utility storage compartment limited to 50 lb. (23 kg).

20. **Rotor blade and control movement:**

Main rotor (relative to rigging position):

Collective pitch (up and down):		14,25°	to	18,0°.
Cyclic pitch (Long.):	Forward	17,0°	to	18,5°
	After	7,0°	to	9,3°.
Cyclic pitch (Lat.):	Left	7,0°	to	9,5°.
	Right	5,5°	to	8,5°.

Tail rotor:

Collective pitch:	Full-left pedal (thrust to right)	+27.0°	to	+29.0°
Collective pitch:	Full-right pedal (thrust to left)	-13.0°	to	-15.0°.

For rigging information of main rotor and tail rotor refer to “NH-500D-MM Manuale di Manutenzione”.

21. **Auxiliary Power Unit (APU):** N.A.

22. **Life-limited parts:**

Refer to latest issue of NH-500D-MPM “Manuale di Pianificazione della Manutenzione”.

23. **Wheels and Tyres:**

Skid type landing gear.

IV. Operating and Service Instructions

1. **Rotorcraft Flight Manual, Document No.:**

Refer to latest issue of NH-500D-RFM-1 “Manuale di Volo”.

2. **Maintenance Manual, Document No.**

Refer to latest issue of NH-500D-MM “Manuale di Manutenzione”.
Refer to latest issue of NH-500D-MPM “Manuale di Pianificazione della Manutenzione”.

3. **Service Letters and Service Bulletins:**

As published by Mecaer Aviation Group S.p.A..

4. **Required Equipment:**

Refer to latest issue of “Lista degli Equipaggiamenti” (Attachment 2 to EASA approved “Manuale di Volo”).

V. Notes

1. Eligible Serial Numbers:

Assembly drawing 369D20100-1501: S/N from BH01 to BH07, BH13, BH15, BH16 and BH17.
Assembly drawing 369D20100-3001: S/N BH12.

2. Each aircraft must be provided with a current "Weighing and Balance Report", containing the list of equipments that must be included in the certification empty weight calculation and, where necessary, the loading instruction. The empty weight and related CG position calculation must include the unusable fuel of 12.5 lb. (5,7 kg) at Sta. 91 in. (2311 mm).

3. The following placard must be installed in clear view of the Pilot:

- "This Helicopter must be operated in compliance with the operating limitations specified in the approved “Rotorcraft Flight Manual”

  OR

- “Questo elicottero deve essere impiegato in conformità con le limitazioni operative specificate nel Manuale di Volo approvato”.

For additional placards, see “Manuale di Volo”.

4. For all operations below 4,4°C (40º F) ambient temperature all fuel, except ASTM D910A (Aviation Gasoline), must contain anti-icing additive conforming to MIL-I-27686 in concentrations of 0.035 per cent by volume minimum, 0.15 percent by volume maximum (see EASA approved “Manuale di Volo”.

5. With Cargo Hook installed, the gross weight may be increased in accordance with the limitations of the “Supplemento D” of the EASA approved “Manuale di Volo”.

AMD500N

I. General

1. **Data Sheet No.:** EASA R.144
   Superseding ENAC SO / A 206 Rev. 4 dated 9 May 2002.

2. **Type / Variant or Model:**

   (a) **Type:** AMD500N.
   (b) **Variant or Model:** AMD500N.

3. **Airworthiness Category:** Small Rotorcraft - Normal Category.

4. **Type Certificate Holder:** MECAER AVIATION GROUP S.p.A.
   Via dell'Artigianato, V Traversa, 1
   63076 Centobuchi di Monteprandone (AP) - Italy

5. **Manufacturer:** MECAER AVIATION GROUP S.p.A.
   Via dell'Artigianato, V Traversa, 1
   63076 Centobuchi di Monteprandone (AP) - Italy

6. **National Certification Date:** 19 July 1996.

7. **ENAC Application Date:** 14 March 1994.

8. **ENAC Recommendation Date:**: N.A.

9. **EASA Type Certification Date:** N.A.

II. Certification Basis

1. **Reference Date for determining the applicable requirements:** 14 March 1994

2. **ENAC Certification Date:** 19 July 1996.

3. **ENAC Type Certificate Data Sheet No.:** SO / A206 Rev. 4.

4. **ENAC Certification Basis:** T.C. No. H3WE, released by F.A.A.., dated 12 September 1991.
   C.A.R. Part 6 dated 20 December 1956, including Amendments 6-1 through 6-5 and Special conditions, "Conditions Establishing Compensating Factors Providing an Equivalent Level of Safety Under Civil Air Regulations, Section 6.10, for Light Turbine Powered Helicopters," dated 2 October 1962, as revised 8 February 1966.
   In addition, "height velocity testing" is required to 7000 feet, in accordance with paragraphs 6.111 and 6.116, as amended by Amendment 6-7, issued 8 October 1963.

   FAR 27 sections listed below are applicable to the "NOTAR" system:

Regulations	Amendments
27.143 (*) (a), (b), (c), (d), (e)	27-21
27.399	27-1
27.571	27-18
27.605 (b)	27-16
27.672 (**)	27-21
27.927 (b)	27-12
27.1529	27-18

   (*) Replaces C.A.R. 6.121 (a), (b), (c), (e).

   (**) Applicable to the "Yaw Stability Augmentation System".

5. **Airworthiness Requirements:** F.A.A. C.A.R. Part 6 as defined on item 4 above.

6. **Special Conditions:** As defined on item 4. above.

7. **Reversion and Exemptions:** N.A.

8. **Equivalent Safety Findings:** N.A.

9. **Environmental Standards including Noise:** N.A.

III. Technical Characteristics and Operational Limitations

1. **Type Design Definition:** Refer to the Drawing 500N0100-2001.

2. **Description:** Light single engine rotorcraft, five (5) blades articulated main rotor, No Tail Rotor (NOTAR) anti-torque system, skid type landing gear (extended), one (1) pilot and three (3) or four (4) passengers (see CSP-AMD-500N-1 EASA approved "Manuale di Volo").

3. **Equipment:** Basic equipment required by the airworthiness rules (see Certification Basis) shall be installed on the helicopter for the Airworthiness Certificate release. All required equipment that must be installed as well as optional equipment installations are listed in "Carta A - Lista degli Equipaggiamenti" (Attachment to EASA approved "Manuale di Volo").

Certification is based on an Engine Failure Warning System, (including both visual and audio indications), Low Rotor Warning System, outside Air Temperature gauge, and Fuel Low caution light being installed and operable.

4. **Dimensions:**

Fuselage:	Length	m 7.59.	
	Width	m 1,92.	
	Height	m 2,94.	
Main rotor	diameter	m 8,34.	

5. **Engine/s:**

Manufacturer	Rolls-Royce Corporation (formerly Allison Engine Company).
Type	250-C20R/2 freewheel turbines.
Number of engines	one (1).
State of Design Engine TCDS FAA No.	E4CE.
EASA Engine TCDS No.	IM.E.052.

5.1. Installed Engine and Transmission Torque Limits:

	Takeoff (5 min)	Max. Continuous
Shaft Horsepower (kw)	425 (317)	375 (280)
Torque	371 ft.-lb. (101.8 psi)	327.4 ft.-lb. (89.8 psi)
Gas Producer rpm, N_1	53519 (105%)	53519 (105%)
Output Shaft rpm, N_2	6016 (100%)	6016 (100%)
Measured Gas Temp.	810°C (1490°F)	752°C (1385°F)

See EASA approved "Manuale di Volo" Section II, for transient limits of TOT, Torque N_1 and N_2.

6. **Fluids (Fuel/Oil/Additives):**

6.1. Fuel MIL-DTL-5624, Grade JP-4 and JP-5 Aviation Fuels;
MIL-DTL-83133, Grade JP-8 Aviation Fuel;
ASTM D-1655 Jet A, A-1 or Jet B.
See EASA approved "Manuale di Volo" for alternate fuels..
See Note 4 for Anti-Icing additive.
Refer to Rolls Royce Operation and Maintenance Manual for emergency use mixtures and limits.
Note: Fuels containing Tri-cresyl-phosphate additives shall not be used

6.2. Oil Engine: MIL-PRF-23699 or MIL-PRF-7808.
M/R Transmission: MIL-PRF-23699 or Mobil AGL.
Fan Transmission: MIL-PRF-23699 or Mobil AGL.
For detailed information see CSP-HMI-2 Maintenance Manual.

7. **Fluid capacities**

7.1. Fuel

Fuel System	Total Tank Capacity lb. (kg)	Trapped Fuel (*) lb. (kg)	Total Unusable Fuel (**) lb. (kg)	Usable Fuel Capacity lb. (kg)
369A8100	416 (188,7)	0	12.5 (5,7)	403,5 (183,0)
369H90029 (Self Sealing) (Optional)	402 (182,3)	0	12.5 (5,7)	389.5 (176,7)

(*) Fuel which cannot be drained from the tanks, through the drain provided, with the helicopter in the normal ground attitude.

(**) Fuel which cannot be used safely in all flight attitudes and which must be included in the empty weight. This includes trapped fuel.

Note: Fuel capacities are total tank capacities over and above usable fuel.

Fuel weights are based on JP-4 fuel.

7.2. Oil

Engine oil system capacity	2,84 l.
Main Transmission capacity	5,67 l.
Fan Transmission capacity	0,24 l.

Note: Oil capacities are total tank capacities over and above trapped oil.

8. **Airspeed limits:**

The V_{NE} (Never Exceed Speed) at sea level is 152 knots (175 mph) CAS.

The autorotation V_{NE} at sea level is 130 knots (149 mph) CAS.

See EASA approved "Manuale di Volo" for reduction in V_{NE} with altitude, OAT and other speed limitations.

9. **Rotor Speed Limits:**

Power ON	Maximum	477 rpm (100% N_2).
	Minimum	473 rpm (99% N_2).
Power OFF	Maximum	508 rpm (106.5% N_2).
	Minimum	410 rpm (86% N_2).

10. **Maximum Operating Altitude and Temperature:**

20000 ft (6095 m) density altitude.

11. **Operating L imitations:**

11.1 General:

Normal category helicopter for day VFR operation when the appropriate instruments and equipment required by the airworthiness and/or operating rules are approved, installed and are in operable condition.

Helicopter equipped with "Installazione doppio comando con primo pilota sul lato destro P/N 369D297001-1507": Normal category helicopter for day and night VFR operation when the appropriate instruments and equipment required by the airworthiness and/or operating rules are approved, installed and are in operable condition.

Flight into known icing conditions is prohibited.

Aerobatic flight is prohibited.

Flight operation in falling and/or blowing snow is only permitted when the Automatic Engine Reignition System and Engine Failure Warning System are installed and operable.

Hovering downwind with a cyclic trim failure (full forward) when wind is above 15 knots is prohibited.

See EASA approved "Manuale di Volo" for further limitations.

12. **Maximum Certified Weights:**

Maximum gross weight 3350 lb (1519 kg) (See Note 2).

13. **Centre of Gravity Range:**

Longitudinal			Lateral		
Gross Weight lb. (kg)	Forward (*****) Sta. in. (mm)	Aft (******)Sta. in. (mm)	Gross Weight lb. (kg))	Left (***) in. (mm)	Right (*******) in. (mm)
3850 (1746) (♦♦)	99 (2515)	104 (2642)	3850 (1746) (♦♦)	-3 (-76)	+3 (+76)
3350 (1519)	99 (2515)	105.5 (2680)	3350 (1519)	-3 (-76)	+3 (+76)
2600 (1179)	99 (2515)	107.8 (2738)	2000 (907)	-3 (-76)	+3 (+76)
1796 (815) (♦)	101.4 (2576)	110.3 (2802)	1796 (815) (♦)	-2.2 (56)	+2.2 (56)

(*) Varies linearly between 2600 lbs (1179 kg) and 1796 lbs (815 kg).

(**) Varies linearly between 3850 lbs (1746 kg) and 1796 lbs (815 kg).

(***) Varies linearly between 2000 lbs (907 kg) and 1796 lbs (815 kg).

(♦) Minimum flying gross weight..

(♦♦) Weights between 3350 lbs (1519 kg) and 3850 lbs (1746 kg) must be external and jettisonable.

Note: Looking forward, "+" indicates right of helicopter centreline, and "– " indicates left of helicopter centreline.

14. **Datum:**

Longitudinal datum line (Sta. 0) is located 100 in. (2540 mm) forward the main rotor hub centreline.

Lateral datum line (BL 0) is at helicopter centreline.

15. **Levelling Means:**

Plumb line at Sta. 92.64 (2353 mm), with reference point located on passenger compartment floor.

16. **Minimum Flight Crew:**

One (1) Pilot operating the helicopter from the cockpit left seat. The right crew seat may be used for an additional pilot when the approved dual controls are installed.

Helicopter equipped with "Installazione doppio comando con primo pilota sul lato destro P/N 369D297001-1507": One (1) Pilot operating the helicopter from the cockpit right seat. The left crew seat may be used for an additional pilot.

17. **Maximum Passenger Seating Capacity:**

Three (3) or Four (4); see EASA approved "Manuale di Volo".

18. **Passenger Emergency Exit:**

Two (2), one on each side of the passenger compartment.

19. **Maximum Baggage/Cargo Loads:**

Cargo deck capacity is 1300 lb. (590 kg) – not to exceed 115 lb/ft^2 (5,6 kg/dm^2), between Sta. 78.5 in. (1994 mm) to Sta. 124 (3150 mm).

Utility storage compartment limited to 50 lb. (23 kg).

20. **Rotor blade and control movement:**

Main rotor (relative to rigging position):

Collective pitch (up and down):		14,25°	to	18,0°.
Cyclic pitch (Long.):	Forward	17,0°	to	18,5°
	After	7,0°	to	9,3°.
Cyclic pitch (Lat.):	Left	7,0°	to	9,5°.
	Right	5,5°	to	8,5°.

Fan blade movements 500N5010 "NOTAR" Fan Installation:

Minimum:	26° ± 1° (Rig Position).
Full right pedal:	52° ± 2°.
Full left pedal:	71° ± 2°.

For rigging information of main rotor and "NOTAR Fan installation refer to "CSP-HMI-2 Maintenance Manual".

21. **Auxiliary Power Unit (APU:** N.A.

22. **Life-limited parts:**

Refer to latest issue of "CSP-04-05 Limitazioni di Aeronavigabilità e Requisiti di Ispezione".

23. **Wheels and Tyres:**

Skid type landing gear.

IV. Operating and Service Instructions

1. **Rotorcraft Flight Manual, Document No.:**

Refer to latest issue of "CSP-AMD500N-1" – EASA approved "Manuale di Volo".

2. **Maintenance Manual, Document No.**

Refer to latest issue of "CSP-HMI-2 Maintenance Manual"

Refer to latest issue of "CSP-04-05 Limitazioni di Aeronavigabilità e Requisiti di Ispezione".

3. **Service Information and Service Bulletins:**

As published by Mecaer Aviation Group S.p.A.

4. **Required Equipment:**

Refer to latest issue of "Carta A – Lista degli Equipaggiamenti" (Attachment to EASA approved "Manuale di Volo").

V. Notes

1. Eligible Serial Numbers: S/N 301 and subsequent.
2. Each aircraft must be provided with a current "Weighing and Balance Report", containing the list of equipments that must be included in the certification empty weight calculation and, where necessary, the loading instruction. The empty weight and related CG position calculation must include the unusable fuel of 12.5 lb. (5,7 kg) at Sta. 91 in. (2311 mm).
3. The following placard must be installed in clear view of the Pilot:
   - "This Helicopter must be operated in compliance with the operating limitations specified in the approved Rotorcraft Flight Manual.

     OR

   - “Questo elicottero deve essere impiegato in conformità con le limitazioni operative specificate nel Manuale di Volo approvato”.

   For additional placards, see EASA approved “Manuale di Volo”.
4. For all operations below 4,4°C (40º F) ambient temperature all fuel, except ASTM D910A (Aviation Gasoline), must contain anti-icing additive conforming to MIL-I-27686 in concentrations of 0.035 per cent by volume minimum, 0.15 percent by volume maximum (see EASA approved “Manuale di Volo”.