European Aviation Safety Agency

EASA

SPECIFIC AIRWORTHINESS SPECIFICATION

for

PIK-20, PIK-20B

as specified in Section I

This Specific Airworthiness Specification is issued in accordance with Regulation (EC) 1592/2002 Article 15(1)(b). There is no valid Type Certificate for this aircraft type. The former type certificate holder was Eiriavion Oy (formerly Molino Oy)

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SECTION 1: Aircraft Design Definition

Variant 1 PIK-20

1.I General

SAILPLANE SPECIFICATION No. P-5

This specification which is a part of the type certificate No. P-5 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of Finland.

Type Certificate Holder Eiriavion Oy (formerly Molino Oy)
38800 Jämijärvi
Finland

1.II Certification Basis

OSTIV Airworthiness Requirements for Sailplanes, September 1971, Utility Category

1.III Technical Characteristics and Operational Limitations

Model PIK-20, Approved June 20. 1974

Serial Nos, 20004 thru 20067, 20074, 20076, 20077 and 20080

Maximum Weight 400 kg (880 lb) including water ballast

Water Ballast Two water ballast tanks at station 2130 mm (83.9 in), each 40 kg (88 lb)

Control Surface Movements

Flaps-airbrakes	Up 8° ± 1°	Down 80° $^{+10°}_{-5°}$
Ailerons	Up 25° ± 2°	Down 16° ± 2°
Elevator	Up 20° ± 1°	Down 20° ± 1°
Rudder	Right 27° ± 2°	Left 27° ± 2°

Airspeed Limits (I.A.S.)

Never exceed (V_{NE})	262 km/h	163 mph	142 kts
Gusty conditions (V_B)	242 km/h	150 mph	131 kts
Maneuvering (V_A)	185 km/h	115 mph	100 kts
On aero tow (V_T)	185 km/h	115 mph	100 kts
On winch tow (V_W)	125 km/h	77 mph	67 kts
Flaps-airbrakes deflected, 45° or less	262 km/h	163 mph	142 kts
Flaps-airbrakes deflected, more than 45°	200 km/h	124 mph	108 kts

C.G. Range	20% to 40 %MAC; 2085 mm to 2225 mm; 82.1 in to 87.6 in
Empty Weight C.G. Range	None
Datum	1900 mm (74.8 in) forward of wing leading edge at wing root rib
Levelling Means	Slope of rear top surface of fuselage between stations 140 in. and 180 in. 1000 to 28 tail down
No. of Seats	One adjustable seat, pilot's C.G. range 1400 mm to 1460 mm; 55.2 in. to 57.5 in
Fixed Ballast	Station 230 mm; 9 in Max 10 kg (22 lb) lead plates, attaching by bolts and nuts or inserts
Rated Load on Winch and Aero Tow	500 kg (1100 lb)

This sailplane must be operated in compliance with the operating limitations as stated in the form of markings, placards and Flight Manual

Cloud flying is only permitted when the following instruments are installed: airspeed indicator, altimeter, magnetic compass, turn and slip indicator and variometer

Approved acrobatic maneuvers, maximum entry speeds and maximum load factors:

Maneuver	Entry speed		
Steep turn	185 km/h	115 mph	100 kts
Looping	185 km/h	115 mph	100 kts
Lazy eight	185 km/h	115 mph	100 kts
Chandelle	185 km/h	115 mph	100 kts
Stall turn	185 km/h	115 mph	100 kts
Spin	Use slow deceleration		
Stall (except whip stall)	Use slow deceleration		
Maximum load factors	+5.3	-2.65	
Maximum positive load factor, flaps-airbrakes deflected more than 45°	+4.0		

Acrobatic maneuvers prohibited with flaps-airbrakes deflected more than 45°.

All acrobatic maneuvers including spins must be accomplished in accordance with the approved PIK-20 Flight Manual. Accelerometer must be installed.

Night flying prohibited.

1.IV **Operating and Service Instructions**

Required Equipment

The basic required equipment as prescribed in the application airworthiness regulations (see Certification Basis) must be installed in the sailplane for standard airworthiness certification. In addition the following equipment must be installed:

1. Instruments (non-cloud flying)
   (a) Airspeed indicator
   (b) Altimeter
   (c) Magnetic compass
2. Additional instruments for cloud flying
   (a) Turn and slip indicator
   (b) Variometer
3. An accelerometer for acrobatic flying
4. PIK-20 Flight Manual (containing Flight and Service Manual) approved by the National Board of Aviation, Finland

Inspections, Maintenance , Repairs and Repaintings must be accomplished in accordance with Eiriavion Oy 's PIK-20 Flight Manual Section 2 (Service Manual) and Repair Manual.

For painting of exterior surfaces must be used only two component paints with ultra-violet protection as listed in Repair Manual.

Major repairs must be performed in accordance with repair methods approved by Eiriavion Oy.

1.V **Notes, including serial number applicability**

Note 1. The following placards and markings must be displayed in a conspicuous place on the sailplane:

a. Maximum airspeed

In calm weather (V_{NE})	262 km/h	163 mph	142 kts
In rough air (V_B)	242 km/h	150 mph	131 kts
Maneuvering (V_A)	185 km/h	115 mph	100 kts
in aero tow (V_T)	185 km/h	115 mph	100 kts
On winch tow (V_W)	125 km/h	77 mph	67 kts
Flaps-airbrakes deflected, 45° or less	262 km/h	163 mph	142 kts
Flaps-airbrakes deflected, more than 45°	200 km/h	124 mph	108 kts

b. Weights

Gross weight 400 kg (880 lb) including water ballast

If the pilot's weight with the parachute is below 75 kg (165 lb) ballast weight must be installed in the nose (see Flight Manual and Weight and Balance Data Sheet)

c. Pre-flight check

Tail dolly	. . . . . .removed
Parachute	. . . . . .secured
Seat and pedals	. . . . . .adjusted
Safety belts	. . . . . .secured
Canopy	. . . . . .locked
Altimeter	. . . . . .set
Flaps-airbrakes	. . . . . in take-off position (8° up)
Trim	. . . . . .set for take-off
Tow rope	. . . . . coupled in
Controls	. . . . . .free

d. Before landing

Landing gear	. . . . . down
Flaps	. . . . . as desired

e. Operating limitations

- This sailplane must be operated in compliance with the operating limitations as stated in the form of markings, placards and Flight Manual
- Cloud flying is only permitted when the following instruments are installed: airspeed indicator, altimeter, magnetic compass, turn and slip indicator and variometer
- Approved acrobatic maneuvers, maximum entry speeds and maximum load factors:

Maneuver	Entry speed		
Steep turn	185 km/h	115 mph	100 kts
Looping	185 km/h	115 mph	100 kts
Lazy eight	185 km/h	115 mph	100 kts
Chandelle	185 km/h	115 mph	100 kts
Stall turn	185 km/h	115 mph	100 kts
Spin	Use slow deceleration		
Stall (except whip stall)	Use slow deceleration		
Maximum load factors	+5.3	-2.65	
Maximum positive load factor, flaps-airbrakes deflected more than 45°	+4.0		

Acrobatic maneuvers prohibited with flaps-airbrakes deflected more than 45°.

All acrobatic maneuvers including spins must be accomplished in accordance with the approved PIK-20 Flight Manual. Accelerometer must be installed.

- Night flying prohibited.

f. The controls or handles for tow coupling release, canopy opening and jettisoning, landing gear, flaps-airbrakes, trim tab, pedals, ventilating and water ballast draining must be equipped with unmistakable symbol or text placards.

g. The flight speed limitations must be marked on the dial of the air speed indicator in accordance with the Flight Manual.

h. The load factor limitations must be marked on the accelerometer with red radial lines.

i. Other markings

Near the tow coupling . . . . .“Rated Load 500 kg (1100 lb.)”

Above the main wheel . . . . . .“2.5 Aty (35 psi)”

Above the tail wheel . . . . . .“2.0 Aty (28 psi)”

Note 2. Sailplanes S/N's 20004 thru 20067, 20074, 20076, 20077, and 20080 are eligible for a maximum weight of 450 kg (990 lb.), when enlarged water ballast tanks are installed per Eiriavion Oy's Service Bulletin M 10.

Note 3. Aileron control system of sailplanes S/N 20004 thru 20067, 20074, 20076, 20077, and 20080 may be modified to PIK-20B control surface movements per Eiriavion Oy's Service Bulletin M 9.

Note 4. When the serial number on the placard and papers of the sailplane consists of five numbers and the letter C, the sailplane has carbon fibre caps in the wing spar.

Note 5. Inspections, Maintenance , Repairs and Repaintings must be accomplished in accordance with Eiriavion Oy 's PIK-20 Flight Manual Section 2 (Service Manual) and Repair Manual.

Note 6. For painting of exterior surfaces must be used only two component polyurethane paints with an aliphatic isocyanate hardener, based on National CAA STC grandfather rights (July 26th 1999).

Note 7. Major repairs must be performed in accordance with repair methods approved by Eiriavion Oy.

Note 8. In addition to the original resin material Rütapox L 02 (L20) + H 91/SL (H91, SL50, SL) the following resins are approved data based on National CAA STC grandfather rights:

a. Ciba-Geigy – Araldite LY 5052 + HY 5052 (June 29th 2000)

b. Scheufler – L285 + Hä285 (March 21st 2000)

Note 9. Repair methods guided in the Structural Repair Manual of PIK-20's are:

i. broken monocoque structure
ii. broken outer surface of sandwich plate
iii. hole in sandwich plate

In addition the following repair instructions are approved data based on National CAA STC grandfather rights:

iv. defect in sandwich core material (June 29th 2000)
v. depression in sandwich core (December 10th 1993)
vi. repairing fuselage belly by bevelling (July 26th 1999)
vii. repairing of ribs and inner structures (December 10th 1993)
viii. repairing of wing spar flange (July 27th 1983)
ix. heat-treatment of repaired area (July 27th 1983)
x. finishing (July 26th 1999)
xi. general instructions for composite structure repairs

as described in document:

Korhonen H., LUJITEMUOVI ILMA-ALUSTEN MATERIAALINA JA SEN KORJAUSMENETELMÄT, Raisio 2007, 141 p. (in Finnish, title in English: Composites as aircraft structural material and its repair methods).

Note 10. There has been a maintenance requirement of 1000 hours life limit for rudder cables. The following alternative method to maintenance requirements is approved data based on National CAA STC grandfather rights:

In annual inspection (July 2nd 1998)

- Check the condition of rudder cables on both ends and especially on the pedal S-curved diversion. If 1/3 of wire thickness has been consumed or if any wires are cut then replace the cable in whole.

Note 11. Some aircraft on the French register had been considered as Annex II aircraft for several years by DGAC France but are now confirmed as EASA types. Because DGAC-F has used the technical content of the SAS as the basis for their approval and because DGAC-F is accredited to perform these certification activities under the control of the Agency, the Agency has extended the applicable SAS to cover all changes and repairs approved by DGAC France up to 28th September 2009.

Variant 2 PIK-20B

2.I General

SAILPLANE SPECIFICATION No. P-5

This specification which is a part of the type certificate No. P-5 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of Finland.

Type Certificate Holder Eiriavion Oy (formerly Molino Oy)
38800 Jämijärvi
Finland

2.II Certification Basis

OSTIV Airworthiness Requirements for Sailplanes, September 1971, Utility Category

2.III Technical Characteristics and Operational Limitations

Model PIK-20B, Approved October 20, 1975

Serial Nos. 20068 and up, except 20074, 20076, 20077 and 20080

Maximum Weight 450 kg (990 lb) including water ballast

Water Ballast Two water ballast tanks at station 2130 mm (83.9 in) each 70 kg (154 lb)

Control Surface Movements

Flaps-airbrakes	Up 8° ± 2°	Down 80° $^{+10°}_{-5°}$
Ailerons	Up 21° - 24° ± 2°	Down 21° - 17° ± 2°
Aileron neutral position travels with flaps-airbrakes up 9° ± 2° thru down 9° ± 2°		
Elevator	Up 20° ± 1°	Down 20° ± 1°
Rudder	Right 27° ± 2°	Left 27° ± 2°

Airspeed Limits (I.A.S.)

Never exceed (V_{NE})	262 km/h	163 mph	142 kts
Gusty conditions (V_B)	242 km/h	150 mph	131 kts
Maneuvering (V_A)	185 km/h	115 mph	100 kts
On aero tow (V_T)	185 km/h	115 mph	100 kts
On winch tow (V_W)	125 km/h	77 mph	67 kts
Flaps-airbrakes deflected, 45° or less	262 km/h	163 mph	142 kts
Flaps-airbrakes deflected, more than 45°	200 km/h	124 mph	108 kts

C.G. Range	20% to 40 %MAC; 2085 mm to 2225 mm; 82.1 in to 87.6 in
Empty Weight C.G. Range	None
Datum	1900 mm (74.8 in) forward of wing leading edge at wing root rib
Levelling Means	Slope of rear top surface of fuselage between stations 140 in. and 180 in. 1000 to 28 tail down
No. of Seats	One adjustable seat, pilot's C.G. range 1400 mm to 1460 mm; 55.2 in. to 57.5 in
Fixed Ballast	Station 230 mm; 9 in Max 10 kg (22 lb) lead plates, attaching by bolts and nuts or inserts
Rated Load on Winch and Aero Tow	500 kg (1100 lb)

This sailplane must be operated in compliance with the operating limitations as stated in the form of markings, placards and Flight Manual.

Cloud flying is only permitted when the following instruments are installed: airspeed indicator, altimeter, magnetic compass, turn and slip indicator and variometer.

Approved acrobatic maneuvers, maximum entry speeds and maximum load factors:

Maneuver	Entry speed		
Steep turn	185 km/h	115 mph	100 kts
Looping	185 km/h	115 mph	100 kts
Lazy eight	185 km/h	115 mph	100 kts
Chandelle	185 km/h	115 mph	100 kts
Stall turn	185 km/h	115 mph	100 kts
Spin	Use slow deceleration		
Stall (except whip stall)	Use slow deceleration		
Maximum load factors	+5.3	-2.65	
Maximum positive load factor, flaps-airbrakes deflected more than 45°	+4.0		

Acrobatic maneuvers prohibited with flaps-airbrakes deflected more than 45°.

All acrobatic maneuvers including spins must be accomplished in accordance with the approved PIK-20 Flight Manual. Accelerometer must be installed.

Night flying prohibited.

2.IV **Operating and Service Instructions**

Required Equipment

The basic required equipment as prescribed in the application airworthiness regulations (see Certification Basis) must be installed in the sailplane for standard airworthiness certification. In addition the following equipment must be installed:

1. Instruments (non-cloud flying)
   (a) Airspeed indicator
   (b) Altimeter
   (c) Magnetic compass
2. Additional instruments for cloud flying
   (a) Turn and slip indicator
   (b) Variometer
3. An accelerometer for acrobatic flying
4. PIK-20 Flight Manual (containing Flight and Service Manual) approved by the National Board of Aviation, Finland

Inspections, Maintenance , Repairs and Repaintings must be accomplished in accordance with Eiriavion Oy 's PIK-20 Flight Manual Section 2 (Service Manual) and Repair Manual.

For painting of exterior surfaces must be used only two component paints with ultra-violet protection as listed in Repair Manual.

Major repairs must be performed in accordance with repair methods approved by Eiriavion Oy.

2.V **Notes, including serial number applicability**

Note 1. The following placards and markings must be displayed in a conspicuous place on the sailplane:

a. Maximum airspeed

In calm weather (V_{NE})	262 km/h	163 mph	142 kts
In rough air (V_B)	242 km/h	150 mph	131 kts
Maneuvering (V_A)	185 km/h	115 mph	100 kts
in aero tow (V_T)	185 km/h	115 mph	100 kts
On winch tow (V_W)	125 km/h	77 mph	67 kts
Flaps-airbrakes deflected, 45° or less	262 km/h	163 mph	142 kts
Flaps-airbrakes deflected, more than 45°	200 km/h	124 mph	108 kts

b. Weights

Gross weight 450 kg (990 lb) including water ballast

If the pilot's weight with the parachute is below 75 kg (165 lb) ballast weight must be installed in the nose (see Flight Manual and Weight and Balance Data Sheet)

c. Pre-flight check

Tail dolly	. . . . . .removed
Parachute	. . . . . .secured
Seat and pedals	. . . . . .adjusted
Safety belts	. . . . . .secured
Canopy	. . . . . .locked
Altimeter	. . . . . .set
Flaps-airbrakes	. . . . . in take-off position (8° up)
Trim	. . . . . .set for take-off
Tow rope	. . . . . coupled in
Controls	. . . . . .free

d. Before landing

Water ballast	. . . . . .drained
Landing gear	. . . . . down
Flaps	. . . . . as desired

e. Operating limitations

- This sailplane must be operated in compliance with the operating limitations as stated in the form of markings, placards and Flight Manual
- Cloud flying is only permitted when the following instruments are installed: airspeed indicator, altimeter, magnetic compass, turn and slip indicator and variometer
- Approved acrobatic maneuvers, maximum entry speeds and maximum load factors:

Maneuver	Entry speed		
Steep turn	185 km/h	115 mph	100 kts
Looping	185 km/h	115 mph	100 kts
Lazy eight	185 km/h	115 mph	100 kts
Chandelle	185 km/h	115 mph	100 kts
Stall turn	185 km/h	115 mph	100 kts
Spin	Use slow deceleration		
Stall (except whip stall)	Use slow deceleration		
Maximum load factors	+5.3	-2.65	
Maximum positive load factor, flaps-airbrakes deflected more than 45°	+4.0		

Acrobatic maneuvers prohibited with flaps-airbrakes deflected more than 45°.

All acrobatic maneuvers including spins must be accomplished in accordance with the approved PIK-20 Flight Manual. Accelerometer must be installed.

- Night flying prohibited.

f. The controls or handles for tow coupling release, canopy opening and jettisoning, landing gear, flaps-airbrakes, trim tab, pedals, ventilating and water ballast draining must be equipped with unmistakable symbol or text placards.

g. The flight speed limitations must be marked on the dial of the air speed indicator in accordance with the Flight Manual.

h. The load factor limitations must be marked on the accelerometer with red radial lines.

i. Other markings

Near the tow coupling . . . . .“Rated Load 500 kg (1100 lb.)”

Above the main wheel . . . . . .“2.5 Aty (35 psi)”

Above the tail wheel . . . . . .“2.0 Aty (28 psi)”

Note 2. When the serial number on the placard and papers of the sailplane consists of five numbers and the letter C, the sailplane has carbon fibre caps in the wing spar.

Note 3. Inspections, Maintenance , Repairs and Repaintings must be accomplished in accordance with Eiriavion Oy 's PIK-20 Flight Manual Section 2 (Service Manual) and Repair Manual.

Note 4. For painting of exterior surfaces must be used only two component polyurethane paints with an aliphatic isocyanate hardener, based on National CAA STC grandfather rights (July 26th 1999).

Note 5. Major repairs must be performed in accordance with repair methods approved by Eiriavion Oy.

Note 6. In addition to the original resin material Rütapox L 02 (L20) + H 91/SL (H91, SL50, SL) the following resins are approved data based on National CAA STC grandfather rights:

a. Ciba-Geigy – Araldite LY 5052 + HY 5052 (June 29th 2000)

b. Scheufler – L285 + Hä285 (March 21st 2000)

Note 7. Repair methods guided in the Structural Repair Manual of PIK-20's are:

i. broken monocoque structure

ii. broken outer surface of sandwich plate

iii. hole in sandwich plate

In addition the following repair instructions are approved data based on National CAA STC grandfather rights:

iv. defect in sandwich core material (June 29th 2000)

v. depression in sandwich core (December 10th 1993)

vi. repairing fuselage belly by bevelling (July 26th 1999)

vii. repairing of ribs and inner structures (December 10th 1993)

viii. repairing of wing spar flange (July 27th 1983)

ix. heat-treatment of repaired area (July 27th 1983)

x. finishing (July 26th 1999)

xi. general instructions for composite structure repairs

as described in document:

Korhonen H., LUJITEMUOVI ILMA-ALUSTEN MATERIAALINA JA SEN KORJAUSMENETELMÄT, Raisio 2007, 141 p. (in Finnish, title in English: Composites as aircraft structural material and its repair methods).

Note 8. There has been a maintenance requirement of 1000 hours life limit for rudder cables. The following alternative method to maintenance requirements is approved data based on National CAA STC grandfather rights:

In annual inspection (July 2nd 1998)

- Check the condition of rudder cables on both ends and especially on the pedal S-curved diversion. If 1/3 of wire thickness has been consumed or if any wires are cut then replace the cable in whole.

Note 9. Some aircraft on the French register had been considered as Annex II aircraft for several years by DGAC France but are now confirmed as EASA types. Because DGAC-F has used the technical content of the SAS as the basis for

their approval and because DGAC-F is accredited to perform these certification activities under the control of the Agency, the Agency has extended the applicable SAS to cover all changes and repairs approved by DGAC France up to 28th September 2009.

SECTION 2: Airworthiness Directives

The following ADs and additional data can be found at
http://www.ilmailuhallinto.fi/PIK-20_support

Variant 1 PIK-20

AD	Date	Heading	Ref.
	20.6.1974	Lentokäsikirja ja hoito-ohjekirja	
	23.1.1975	Horizontal Stabilizer Front Fitting (sn: 20004-20011)	M1
	1.6.1975	Fire proof production plate (sn: all)	M2
	15.5.1975	Positive locking of elevator quick connector (sn: all)	M3
	22.5.1975	Landing gear operating lever (sn: 20004-20041)	M4
	21.8.1975	Jamming of elevator (sn: 20004-20058)	M5
637	28.10.1975	Wearing of the rudder operating cable (sn: 20004-20058)	M6
	22.8.1975	The locking knob on the flap drive crank (sn: 20004-20058)	M7
	1.9.1975	The mass balance of landing flaps (sn: 20004-20041)	M8
	11.2.1976	Interconnecting flaps and ailerons (sn: 20004-20067, 20074, 20076, 20077 and 20080)	M9
	26.2.1976	Installation of long (140 l) waterballast bags (sn: 20004-20067, 20074, 20076, 20077 and 20080)	M10
	5.3.1976	Manufacturer's name has been changed (sn: 20004-20098, 20100, 20101, 20105, 20109, 20114)	M11
	4.6.1976	The greasing of flap control system bearing bushings (all manufactured before May 31 1976)	M12
735	12.7.1977	Tost Europa G73/72 tow hook back release (sn: all)	
736	12.7.1977	Inspection and modification of the gear rack system in the flap operating mechanism (sn: all)	
746	1.8.1977	Safety belts (sn: all)	M15
779	8.3.1978	The fraying of the rudder cable (sn: all)	M18
	5.4.1979	Water ballast bags of excessive length (sn: all with new water bags)	M20
	2.2.1979	Slow draining of the water ballast system (sn: all)	M21
851	29.5.1979	Corroded landing gear (sn: all)	M22
	5.4.1979	Mounting of fuselage fairings (sn: all)	M23
1232-1	14.5.1984	Rudder bottom hinge bracket (sn: all)	M20-26
1479-1	13.1.1988	Inspection of flap and aileron balance weights (sn: all)	GFA AD303

Variant 2 PIK-20B

AD	Date	Heading	Ref.
	9.1.1976	Flight and Service Manuals	
	21.9.1976	Lentokäsikirja, Hoito-ohjekirja	
735	12.7.1977	Tost Europa G73/72 tow hook back release (sn: all)	
736	12.7.1977	Inspection and modification of the gear rack system in the flap operating mechanism (sn: all)	
746	1.8.1977	Safety belts (sn: all)	M15
779	8.3.1978	The fraying of the rudder cable (sn: all)	M18
	5.4.1979	Water ballast bags of excessive length (sn: all with new water bags)	M20
	2.2.1979	Slow draining of the water ballast system (sn: all)	M21
851	29.5.1979	Corroded landing gear (sn: all)	M22
	5.4.1979	Mounting of fuselage fairings (sn: all)	M23
1232-1	14.5.1984	Rudder bottom hinge bracket (sn: all)	M20-26
1479-1	12.1.1988	Inspection of flap and aileron balance weights (sn: all)	GFA AD303

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 State of Registry all information related to occurrences associated with the operation of the aircraft which affects or could affect the safety of operation[1].

b) Such reports shall be despatched within 72 hours of the time when the occurrence was identified unless exceptional circumstances prevent this.

c) The State of Registry shall forward the information received under (a) to the Agency when it relates to failures, malfunctions, defects or other occurrences which cause or might cause adverse effects on the continuing airworthiness of the aircraft.

SECTION 4: Other Limitations

This aircraft is limited to non-commercial operation.

SECTION 5: Change record

Issue 1: Initial issue dated 22 August 2007

Issue 2: 28 September 2009. Note added to address design changes approved by DGAC-F prior to 28 September 2009.

Issue 3: 28 April 2011. Addition of notes 8 to 10 for PIK-20 and notes 6 to 8 for PIK-20B, fallen out by mishap in the previous issue. Refinement of note for exterior surface painting, notes 6 and 4 for PIK-20E and PIK-20E II respectively.

[1] AMC 20-8 contains guidance describing the occurrences which are to be reported