

I - Model SA226-TC, 22 PCLM, Normal Category, Approved June 11, 1970, Restricted Category Approved February 10, 1978, SFAR 41 Approval September 25, 1980 (See Note 8). (Cont'd)

Airspeed Limits (Knots CAS)	Category		
	Normal	Restricted	Normal (SFAR 41)*
Max. Operating Speed	248	238	248
Decrease maximum operating speed			
5 knots per 1000 ft. above:	17,000 ft.	19,000 ft.	17,000 ft.
Maneuvering	194	152	200
Flaps Full Extended	153	153	163
1/2 Extended	180	180	180
1/4 Extended	215	215	215
Landing Gear Extended	176	176	176
Landing Gear Operating	176	176	176
Landing Lights Extended	150	150	150

*Serial No. TC-398 through TC-418. (See Note 8.)

C.G. Range	260.1 (13.7% MAC) to 277.1 (36% MAC) at 14,000 lbs.*
Gear Down	259.3 (12.7% MAC) to 277.1 (36% MAC) at 13,230 lbs.***
(Inches aft of datum)	258.5 (11.6% MAC) to 277.1 (36% MAC) at 12,500 lbs. 254.4 (6.2% MAC) to 277.1 (36% MAC) at 8,500 lbs. 254.9 (6.9% MAC) to 277.1 (36% MAC) at 6,500 lbs. Straight line variation between points given.

NOTE: Gear retraction will not move the c.g. beyond approved limits if the airplane is loaded within the gear-down envelope.

Empty weight C.G. Range None

Maximum Weight (lbs.)

	Category		
	Normal	Normal (SFAR 41)***	Restricted
Ramp	12,600	13,330	14,100*
Take-off	12,500	13,230	14,000
Landing	12,500**	12,900**	12,500**

Maximum Operating Altitude 25,000 feet (31,000 feet per AFM Supplement 12 dated December 1, 1976).

* May be operated at 14,000 lbs. max. takeoff weight in Restricted Category only after complying with Note 7.

** Maximum landing fuel not to exceed 1740 pounds per side.

*** Serial No. TC-398 through TC-418. (See Note 8.)

Minimum Crew One Pilot except as otherwise required by the Airplane Flight Manual.

No. of seats Maximum 22 (Crew at +111.0)
See loading instructions for passenger loading.

Maximum Baggage and/or Equipment Rear Compartment: 600 lbs. (+473.4)
Nose Compartment: 800 lbs. (600 lbs. with nose AWI tank installed) (+46.7)
Local loading on cargo floor: 150 lbs./sq. ft.

Fuel Capacity 652 gal. total (324 gal. usable in each of 2 wing tanks (+281.4)), or 558 gal. total (277 gal. usable in each of two wing tanks (+282.0)).
See Note 1(A) for data on unusable fuel.

Oil Capacity 16.5 qt. total (5 qt. usable in each engine oil tank (+205.0)).
(See Note 5.)
See Note 1(A) for data on unusable oil.

I - Model SA226-TC (Cont'd)

Control Surface	Wing Flaps	36° ± 1°	
	Main Surface		
	Aileron	18.5° ± 1° up	21.5° ± 1° down
	Elevator	30° ± 1° up	15° ± 1° down
	Rudder	19° ± 1° right	19° ± 1° left
	Stabilizer (mechanical stops):	2.40° ± .20° L.E. up 7.80° ± .20° L.E. down	
	(electrical stops):	0.2° ± .05° before mechanical stops	
	Tabs (Main surface in Neutral)		
	Aileron	20° ± 2°, -1° up	20° ± 2°, -1° down
	Rudder	25° ± 1.5° right	25° ± 1.5° left
Serial Nos.	TC-201 through TC-397, TC-418, TC-419, TC-211E, TC-211EE, TC-211EEE, TC-211EEEE, Eligible TC-202E, TC-208E, TC-215E, TC-222E, TC-222EE, TC-227E, TC-228E, TC-229E, TC-234E, TC-237E, TC-238E, TC-239E, TC-255E, TC-246E, TC-303E, TC331E, TC-334E		
	(See Note 8 for Serial No. TC-398 through TC-418.)		
Datum	Located 274.1 inches forward of wing main (forward) spar centerline.		
Leveling Means	Lateral:	Nose baggage compartment door sill.	
	Longitudinal:	Nose baggage compartment floor.	
Certification Basis	FAR 23 effective February 1, 1965, through Amendments 23-6; Special Conditions outlined in FAA letters November 19, 1965, August 22, 1967, February 5, 1968, and April 4, 1968; and SFAR 23. SFAR 27 effective February 1, 1974, and FAR 36 effective January 1, 1980. Exemption No. 1240 dated January 7, 1971. Exemption No. 3256 dated June 17, 1981. Date of TC Application August 2, 1968. (See Note 8 for Serial No. TC-398 through TC-418.) Approved for flight into known icing in accordance with Rule 34 of SFAR 23.		
Production Basis	Production Certificate No. 3SW (spares only) expired October 4, 1990. Current Certificate No. 6SW (spares only).		
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. Fairchild Drawing No. 27-10010 "Master Equipment List," contains listing of all additional required equipment as well as optional installations approved by the FAA. See Fairchild Report 2601-R429, "Metro Required Equipment Lists," an FAA approved report, for required systems and equipment for operating in specified environmental conditions. (See Note 8 for Serial No. TC-398 through TC-418.)		

II - Model SA227-AC (C-26A), 22PCLM. Normal Category. SFAR 41. Approved 8 May 1981 (See Note 10 & 18).

Engines	2 Garrett (AiResearch) TPE331-IIU-601G or -611G (with Dowty Rotol propellers) or 2 Garrett (AiResearch) TPE 331-IIU-602G or -612G (with McCauley propellers)	
Fuel	Aviation turbine fuels	AiResearch Specification
	Type A	EMS53111
	Type A-1	EMS53112
	Class A-JP4 and Class B-Type B	EMS53113
	Type JP-5	EMS53116
	Type JP-8	EMS53112
	(Fuel shall conform to the specification as listed or to subsequent revisions thereof.) (See Note 3.)	

II - Model SA227-AC (C-26A) (Cont'd)

Oil MIL-L-23699B conforming to Garrett Turbine Engine Company (AiResearch) Specification EMS53110 Type II.

Engine Limits

Static Sea Level Ratings

	Shaft Horse Power (S.H.P.)	Gas Gen. Speed (R.P.M.)	Prop Shaft Speed (R.P.M.)	Exhaust Gas Temp. (EGT) (Single Red Line) (°C)
Take-off (5 min.) Dry	1,000	41730*	1591*	650
Take-off (5 min.) Wet	1,100	41730*	1591*	650
Max. Continuous-Dry	1,000	41730*	1591*	650
Starting Limit (1 sec.)	-	-	-	770

*(See Note 4(B))

Oil Temps

Minus 40°C to 110°C (normal operations)
Minus 40°C to 127°C (ground operations only)

Propeller and
Propeller Limits

Number	2	2	
Make	Dowty Rotol	McCauley	
Model	(c) R.321/4-82-F/8	4HFR34C652()/()-L106LA-0	
Diameter	106 inches		106 inches
Pitch At	J-J station*	30 in. station	
McCauley Prop. Assy. No.	-	D-5928	D-6933
Start Locks	-30' ± 1°	9° ± 0.5°	6° ± 0.5°
Flight Idle	7° ± 30'	15° ± 0.2°	15° ± 0.2°
Feather	84°46' ± 20'	88.9° ± .5°	88.5° ± .5°
Reverse	-13°30' ± 1°	-5° ± 0.5°	-5° ± 0.5°

*See Note 9 for the location of the J-J station

Airspeed Limits
(Knots CAS)

	Altitude (ft)	Basic	Increased GW (See Note 11)	Optional (Increase)GW (See Note 14)
Max. Operating	17,800	248	248	248
Speed Up to	18,000	247	247	247
	20,000	237	237	237
	23,000	223	223	223
	26,000	209	209	209
	29,000	196	196	196
	31,000	188	188	188
Maneuvering		174	176	186
Flaps Full Extended		156	159 or 166**	166
½ Extended		180	180	180
¼ Extended		215	215	215
Landing Gear Extended		176	176	176
Landing Gear Operating		176	176	176

**159 KCAS with Dowty Rotol propellers and 166 KCAS with McCauley propellers.

C.G. Range
Gear Down
(Inches aft of datum)

262.3 (15.72% MAC) to 277.0 (36% MAC) at 16,000 lbs. (See Note 14)
260.7 (13.50% MAC) to 277.0 (36% MAC) at 14,500 lbs. (See Note 11)
260.0 (12.54% MAC) to 277.0 (36% MAC) at 14,000 lbs.
258.5 (10.47% MAC) to 277.0 (36% MAC) at 12,500 lbs. (See Note 10)
257.0 (8.4% MAC) to 277.0 (36% MAC) at 11,000 lbs.
257.0 (8.4% MAC) to 277.0 (36% MAC) at 8,225 lbs.
Straight line variation between points given.

Note: Gear retraction will not move the c.g. beyond approved limits if the airplane is loaded within the gear-down envelope.

II - Model SA227-AC (C-26A) (Cont'd)

Certification Basis (See Note 10) (See Note 12)	FAR 23 effective February 1, 1965, through Amendments 23-6; Special Conditions outlined in FAA letters November 19, 1965, August 22, 1967, February 5, 1968, and April 4, 1968; SFAR 23; SFAR 27 through Amendment 3; and Amendment C of SFAR 41 including paragraph 4(c) and the compartment interior requirements of 25.853 (a), (b), (b-1), (b-2), and (b-3) in effect on September 26, 1978; FAR 23.175(d) of Amendment 23-14; and FAR 36 Appendix F. through Amendment 36-6. Approved for flight into known icing in accordance with Rule 34 of SFAR 23 and SFAR 41.
Production Basis	Production Certificate No. 3SW expired October 4, 1990. Current Certificate No. 6SW. (Spares Only)
Equipment	The basic required equipment, as prescribed in the applicable airworthiness regulations (See Certification Basis) must be installed in the aircraft for certification. Fairchild Drawing No. 27-10026 "Master Equipment List," contains listing of all additional required equipment as well as optional installations approved by the FAA.

III - Model SA227-PC. 22 PCLM, Normal Category. SFAR 41, Approved October 24, 1985.

Engines	2 Pratt & Whitney Aircraft of Canada, Ltd. PT6A-45R				
Fuel	Per Pratt & Whitney Service Bulletin 3044, including the following:				
	<u>Fuel Grade</u>	<u>Specification</u>	<u>Remarks</u>		
	Jet A	ASTM D1655			
	Jet A-1	ASTM D1655			
	Jet B(JP-4)	MIL-T-5624	Contains icing inhibitor per MIL-I-27686		
	JP-5	MIL-T-5624	Contains icing inhibitor per MIL-I-27686		
	JP-8	MIL-T-83133			
	100LL Avgas	MIL-G-5572	Emergency use only (See Note 16.)		
	Fuel shall conform to the listed specifications or to subsequent revisions thereof. Anti-icing additives conforming to specification MIL-I-27686 are the only approved fuel additives.				
Oil	Per Pratt & Whitney Service Bulletin 3001, including Aero Shell Turbine Oil 500. Mobil Jet Oil II, Mobil Jet Oil 254, Stauffer Jet II, Castrol 5000, Esso Turbo Oil 2380, and Exxon Turbo Oil 2380.				
Engine Limits	Static Sea Level Ratings				
	Shaft Horse Power (S.H.P.)	Gas Generator Speed (R.P.M.)	Prop Shaft Speed (R.P.M.)	Max. Perm. Turbine Interstage Temp.(°C)	
	Takeoff (5 min.)	1100	38967	1700	845
	Max. Continuous)	906	38967	1700	812
		906	38967	1600	812
		906	38967	1500	812
		906	38967	1400	812
	(Torque is permitted to increase as RPM is reduced. 1400 RPM minimum flight propeller speed.)				
Propeller and Propeller Limits	2 McCauley 4HFR34C752-()/()-106LA-0 Diameter 106 inches. Pitch at 30.0 in. station.				
	Feathered	89.0 ± 0.5°			
	Beta rest	24.0 ± 0.5			
	Flight idle	17.0 ± 0.2°			
	Ground idle	9.0 ± 0.5°			
	Full reverse	-7.0 ± 0.5°			
	(Reverse restricted to ground operation between 90 and approximately 40 KIAS.)				

III - Model SA227-PC. 22 PCLM, Normal Category, SFAR 41, Approved October 24, 1985. (Cont'd)

Airspeed Limits (Knots CAS)	Max. operating speed	248		
	Decrease maximum operating speed 4.6 knots per 1,000 ft. above:	14,700 ft.		
	Maneuvering	176		
	Flaps fully extended	169		
	1/2 extended	184		
	1/4 extended	219		
	Landing gear extended	179		
	Landing gear operating	179		
C.G. Range	260.7 (13.5% MAC) to 273.45 (31.1% MAC) at 14,500 lbs.			
Gear Down	257.0 (8.4% MAC) to 272.13 (29.3% MAC) at 11,000 lbs.			
(Inches aft Of datum)	257.0 (8.4% MAC) to 271.38 (28.3% MAC) at 9,000 lbs. Straight line variation between points given. NOTE: Gear retraction will not move the c.g. beyond approved limits if the airplane is loaded within the gear down envelope.			
Empty Weight C. G. Range	None			
Maximum weight (lbs.)	Ramp	14,600		
	Takeoff	14,500		
	Landing	14,000		
	Max. Zero Fuel	13,130 (See Note 17.)		
Maximum Operating Altitude	25,000 ft.			
Minimum Crew	One pilot except as otherwise required by the Airplane Flight Manual.			
No. Seats	Maximum 22 (crew at + III.0). (Maximum of 19 Passengers per SFAR 41.) See AFM for loading instructions.			
Maximum Baggage and/or Equipment	Rear Compartment:	850 lbs. (+473.4)		
	Nose Compartment:	800 lbs. (+46.7)		
	Local loading on cargo and passenger compartment floor: 150 lbs./sq. ft.			
Fuel Capacity	652 U.S. gallons total (324 gal. usable in each of 2 wing tanks (+281.4)) See Note I(C) for unusable fuel			
Oil Capacity	18.4 U.S. quarts, total (6.0 quarts usable in each engine (+229.0)) See Note I(C) for unusable oil.			
Control Surface	Wing Flaps	36° ± 1°	down	
	Main Surface			
	Aileron	18.5° ± 1°	up	21.5° ± 1° down
	Elevator	30° ± 1°	up	15° ± 1° down
	Rudder	25° + 0°	right	25° + 0° left
		-1°		-1°
	Stabilizer (mechanical stops):			
		2.1° ± .20° L.E.	up	8.1° ± .20° L.E. down
	(electrical stops):			
		0.2° ± .05°	before mechanical stops	
	Tabs (Main surface in Neutral)			
	Aileron	20° + 2°, -1°	up	20° ± 2°, -1° down
	Rudder	25° ± 1.5°	right	25° ± 1.5° left
Serial Nos.	PC-436, PC-562 and up.			
Datum	Located 274.1 inches forward of wing main (forward) spar centerline.			

III - Model SA227-PC. 22 PCLM, Normal Category. SFAR 41, Approved October 24, 1985. (Cont'd)

Leveling Means	Lateral: Nose baggage compartment door sill. Longitudinal: Nose baggage compartment floor.
Certification Basis	FAR 23 effective February 1, 1965, through Amendment 23-6; Special Conditions No. 23-ACE-6, SFAR 23, FAR 23.175(d) and FAR 23.153 of Amendment 23-14; SFAR 41 through Amendment C and the compartment interior requirements of FAR 25.853(a), (b), (b-1), (b-2), and (b-3) in effect on September 26, 1978; FAR 36 Appendix F through Amendment 36-6; SFAR 27 through Amendment 4. Approved for flight into known icing in accordance with Rule 34 of SFAR 23 and SFAR 41.
Production Basis	Type Certificate only.
Equipment	The basic required equipment, as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. Fairchild Drawing No. 32-10003 "Master Equipment List" contains listing of all additional required equipment as well as optional installations approved by the FAA.

IV - Model SA227-BC (Military C-26A) 22 PCLM, Normal Category. SFAR 41. Approved September 25, 1989 (See Notes 18 and 19).

Engines	2 Garrett (AiResearch) TPE331-12UA-701G, TPE331-12UAR-701G, TPE331-12UHR-701G																									
Fuel	Aviation turbine fuels AiResearch Specification Type A EMS53111 Type A-1 EMS53112 Class A-JP4 and Class B-Type B EMS53113 Type JP-5 EMS53116 Type JP-8 EMS53112 (Fuel shall conform to the specification as listed or to subsequent revisions thereof.) (See Note 3.)																									
Oil	MIL-L-23699B conforming to Garrett Turbine Engine Company (AiResearch) Specification EMS53110 Type II.																									
Engine Limits	Static Sea Level Ratings <table border="0" style="margin-left: 40px;"> <thead> <tr> <th></th> <th>Shaft Horse Power (S.H.P.)</th> <th>Gas Gen. Speed (R.P.M.)</th> <th>Prop Shaft Speed (R.P.M.)</th> <th>Exhaust Gas Temp. (EGT) (Single Red Line) (°C)</th> </tr> </thead> <tbody> <tr> <td>Take-off (5 min.) Dry</td> <td>1,000</td> <td>41730*</td> <td>1591*</td> <td>650</td> </tr> <tr> <td>Take-off (5 min.) wet</td> <td>1,100</td> <td>41730*</td> <td>1591*</td> <td>650</td> </tr> <tr> <td>Max. Continuous-Dry</td> <td>1,000</td> <td>41730*</td> <td>1591*</td> <td>650</td> </tr> <tr> <td>Starting Limit (1 sec.)</td> <td>-</td> <td>-</td> <td>-</td> <td>770</td> </tr> </tbody> </table> *(See Note 4(B))		Shaft Horse Power (S.H.P.)	Gas Gen. Speed (R.P.M.)	Prop Shaft Speed (R.P.M.)	Exhaust Gas Temp. (EGT) (Single Red Line) (°C)	Take-off (5 min.) Dry	1,000	41730*	1591*	650	Take-off (5 min.) wet	1,100	41730*	1591*	650	Max. Continuous-Dry	1,000	41730*	1591*	650	Starting Limit (1 sec.)	-	-	-	770
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Max. Continuous-Dry	1,000	41730*	1591*	650																						
Starting Limit (1 sec.)	-	-	-	770																						
Oil Temps	Minus 40°C to 110°C (normal operations) Minus 40°C to 127°C (ground operations only)																									

IV - Model SA227-BC (Military C-26A) 22 PCLM, Normal Category. SFAR 41. Approved September 25, 1989 (See Notes 18 and 19). (Cont'd)

Propeller and Propeller Limits	Number	2	
	Make	McCauley	
	Model	4HFR34C652()/()-LI06LA-0	
	Diameter	106 inches	
	Pitch At	30 in. station	
	McCauley Prop. Assy. No.	D-5928	D-6933
	Start Locks	9° ± 0.5°	6° ± 0.5°
	Flight Idle	15° ± 0.2°	15° ± 0.2°
	Feather	88.9° ± 2°	88.5° ± 0.5°
	Reverse	-5° ± 0.5°	-5° ± 0.5°

Airspeed Limits (Knots CAS)	Altitude (ft)	Basic	Increased GW (See Note 11)	Optional (Increase) GW (See Note 14)
Max. Operating	17,800	248	248	248
Speed up to	18,000	247	247	247
	20,000	237	237	237
	23,000	223	223	223
	26,000	209	209	209
	29,000	196	196	196
	31,000	188	188	188
Maneuvering		174	176	183
Flaps Full Extended		156	166	166
1/2 Extended		180	180	180
1/4 Extended		215	215	215
Landing Gear Extended		176	176	176
Landing Gear Operating		176	176	176

C.G. Range Gear Down (Inches aft of datum) 262.3 (15.72%MAC) to 277.0 (36%MAC) at 16,000 lbs. (See Note 14)
 260.7 (13.50%MAC) to 277.0 (36%MAC) at 14,500 lbs. (See Note 11)
 260.0 (12.54%MAC) to 277.0 (36%MAC) at 14,000 lbs.
 258.5 (10.47%MAC) to 277.0 (36%MAC) at 12,500 lbs. (See Note 10)
 257.0 (8.4%MAC) to 277.0 (36%MAC) at 11,000 lbs.
 257.0 (8.4%MAC) to 277.0 (36%MAC) at 8,225 lbs.
 Straight line variation between points given.

NOTE: Gear retraction will not move the c.g. beyond approved limits if the airplane is loaded within the gear down envelope.

Empty weight C.G. Range None

Maximum weight (lbs.) *(See Note 14)	<u>Category</u>	
	Normal (Incr. GW with SFAR 41) (See Note 11)	Normal (Optional Incr. GW with SFAR 41)*
Ramp	14,600	16,100
Take-off	14,500	16,000
Landing	14,000	15,500
Max. Zero Fuel	14,000	14,000

Maximum Operating Altitude 31,000 feet

Minimum Crew One pilot except as otherwise required by the Airplanes Flight Manual.

No. Seats Maximum 22 (crew at + 111.0). (Maximum of 19 passengers per SFAR 41C.) See AFM for loading instructions for crew and passenger loading.

IV - Model SA227-BC (Military C-26A) 22 PCLM, Normal Category, SFAR 41, Approved September 25, 1989 (See Notes 18 and 19), (Cont'd)

Maximum Baggage and/or Equipment	Rear Compartment: 850 lbs. (+473.4) Nose Compartment: 800 lbs. (600 lbs. with nose CAWI tank installed) (+46.7) Local loading on cargo and passenger compartment floor: 150 lbs./sq. ft.																																																
Fuel Capacity	652 gal. total (324 gal. usable in each of 2 wing tanks (+281.4)) See Note 1(B) for data on unusable fuel.																																																
Oil Capacity	14.1 qt. total (3.8 qt. usable in each engine oil tank (+205.0)) See Note 1(B) for data on unusable oil.																																																
Control Surface	<table border="0"> <tr> <td>Wing Flaps</td> <td>36° ± 1°</td> <td>down</td> <td></td> </tr> <tr> <td>Main Surface</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Aileron</td> <td>18.5° ± 1°</td> <td>up</td> <td>21.5° ± 1° down</td> </tr> <tr> <td>Elevator</td> <td>30° ± 1°</td> <td>up</td> <td>15° ± 1° down</td> </tr> <tr> <td>Rudder</td> <td>25° ± 1°</td> <td>right</td> <td>25° ± 1° left</td> </tr> <tr> <td>Stabilizer (mechanical stops):</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>2.40 ± .20°</td> <td>L.E. up</td> <td>7.80° ± .20° L.E. down</td> </tr> <tr> <td>(electrical stops):</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>0.2° ± .05°</td> <td colspan="2">before mechanical stops</td> </tr> <tr> <td> Tabs (Main surface in Neutral)</td> <td></td> <td></td> <td></td> </tr> <tr> <td> Aileron</td> <td>20° ± 2°, -1°</td> <td>up</td> <td>20° ± 2°, -1° down</td> </tr> <tr> <td> Rudder</td> <td>25° ± 1.5°</td> <td>right</td> <td>25° ± 1.5° left</td> </tr> </table>	Wing Flaps	36° ± 1°	down		Main Surface				Aileron	18.5° ± 1°	up	21.5° ± 1° down	Elevator	30° ± 1°	up	15° ± 1° down	Rudder	25° ± 1°	right	25° ± 1° left	Stabilizer (mechanical stops):					2.40 ± .20°	L.E. up	7.80° ± .20° L.E. down	(electrical stops):					0.2° ± .05°	before mechanical stops		Tabs (Main surface in Neutral)				Aileron	20° ± 2°, -1°	up	20° ± 2°, -1° down	Rudder	25° ± 1.5°	right	25° ± 1.5° left
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Serial Nos.	BC-420 and up. See Note 19.																																																
Datum	Located 274.1 inches forward of wing main (forward) spar centerline.																																																
Leveling Means	Lateral: Nose baggage compartment door sill. Longitudinal: Nose baggage compartment floor.																																																
Certification Basis	FAR 23 effective February 1, 1965, through Amendment 23-6: Special Conditions No. 23-ACE-6, SFAR 23, FAR 23.175(d) and FAR 23.153 of Amendment 23-14; SFAR 41 through Amendment C and the compartment interior requirements of FAR 25.853(a), (b), (b-1), (b-2), and (b-3) in effect on September 26, 1978; FAR 36 Appendix F through Amendment 36-6; SFAR 27 through Amendment 4. Approved for flight into known icing in accordance with Rule 34 of SFAR 23 and SFAR 41.																																																
Production Basis	Production Certificate No. 3SW expired October 4, 1990. Current Certificate No. 6SW. (Spares Only)																																																
Equipment	The basic required equipment, as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. Fairchild Drawing No. 27-10043 "Equipment List, Model SA227-BC" contains listing of all additional required equipment as well as optional installations approved by the FAA.																																																

NOTE 1. Current weight and balance report, together with list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original certification. The airplane must be loaded so that the C.G. is within the specified limits at all times. Empty weight and corresponding center of gravity location must include:

(A) SA226-TC

Unusable Fuel 27 lbs. (+282)

Unusable Oil 12 lbs. (+205)

(B) SA227-AC and SA227-BC

Unusable Fuel 27 lbs. (+282)

Unusable Oil 12 lb3. (+205)

NOTE 1. (Cont'd)

(C) SA227-PC	
Unusable Fuel	30 lbs. (+282)
Unusable Oil	12.8 lbs. (+229)

NOTE 2. All placards required in the approved AFM must be installed in the appropriate locations.

NOTE 3. Emergency use of MIL-G-5572D, 80/87, aviation gasoline permitted not to exceed 1,000 gallons per engine for each 100 hours of engine operation. Emergency use of MIL-G-5572D, Grade 100/130 (low lead) aviation gasoline permitted not to exceed 250 gallons per engine for each 100 hours of engine operation with the total use limited to 7,000 gallons during any 3,000-hour period. Jet fuel and aviation gasoline may be mixed in any proportion. If 25% or more aviation gasoline is used, add 1 quart of MIL-L-6082 specification grade 1065 or 1100 piston engine oil per 100 gallons of aviation gasoline to provide fuel pump lubrication.

NOTE

The amount of aviation gasoline used must be recorded in the Engine Log Book. Fuel System Icing Inhibitor MIL-I-27686E fuel additive approved not to exceed 0.15 percent by volume. No fuel system anti-icing credit is allowed.

NOTE 4. (A) The maximum allowable propeller shaft speed is 2100 RPM (105%) for a transient period not to exceed 5 seconds and 2020 RPM (101%) for 5 minutes. Normal propeller shaft speed is 2000 RPM (100%). Dry static take-off SHP is not to exceed 840 SHP (2206 ft. lbs. torque max.) but may increase to 900 SHP (2363 ft. lbs. torque max.) due to ram for a period not to exceed 5 minutes. See Airplane Flight Manual for alcohol-water injection system operation and limitations.
(B) For SA227-AC and SA227-BC: The maximum propeller shaft overspeed limit is 1686 RPM (106%) for 5 seconds and 1615 RPM (101.5%) for 5 minutes. 100% is defined as 1591 RPM.

NOTE 5. For Model SA226-TC, S/N TC-203 and up and earlier serial numbers modified per Swearingen Service Bulletin 79-10-2021 or 79-003, the oil capacity is reduced to 13.7 quarts total (3.6 quarts usable in each oil tank (+205.0)). Unusable oil is unchanged.

NOTE 6. Model SA226-TC airplanes to be exported to France must comply with the additional equipment requirements listed on Fairchild Drawing 27-13074, Revision A. Model SA227-AC airplanes to be exported to France must comply with the requirements of Drawing 27-13074, Revision B or Drawing 27K14051.

NOTE 7. Model SA226-TC is eligible for operation in the Restricted Category at 14,000 lbs. maximum take-off gross weight when modified with structural beef-up and special purpose equipment per Drawing 27-13146 and operated in accordance with the basic Airplane Flight Manual and the Flight Manual Supplement applicable to the special purpose of patrol or aerial photography survey missions. Some parts or all of the following FAR 23 sections are inappropriate for the special purpose: 23.1, 23.337, 23.345, 23.397, 23.473.

NOTE 8. Compliance with SFAR 41 including paragraph 4(b) and the compartment interior requirements of 25.853(a), (b), (b-1), (b-2), and (b-3) in effect on September 26, 1978, has been shown for S/N's TC-398 through TC-418. Exemption No. 3256 dated June 17, 1981, applicable for S/N's TC-398 through TC-418. The following are required equipment for S/N TC-398 through TC-418; 19.5 X 6.75-8 main wheel tires and an instantaneous vertical speed indicator (IVSI), and supplement 26 to FAA approved Airplane Flight Manual at weights above 12,500 lbs. The airworthiness certificate shall be endorsed "This airplane at weights in excess of 5,700 kg does not meet the airworthiness requirements of ICAO, as prescribed by Annex 8 of the Convention on International Civil Aviation."

NOTE 9. Station J-J is station 36.278 inches on the Dowty Rotol (c) R.321/4-82-F/8 propellers.

NOTE 10. An "A" designation following the serial number signifies that the airplane is not eligible for SFAR 41 approval of weights greater than 12,500 lbs. Certification basis same as noted herein except omit SFAR 41 approval.

NOTE 11. The increased ramp and takeoff gross weight applies to aircraft S/N's AC 514 and subsequent. Aircraft with S/N's AC 420 through AC 510 may be operated at the increased ramp and takeoff gross weight noted after modification in accordance with Fairchild Service Bulletin SB 11-001, revised December 11, 1981.

- NOTE 12. The Airworthiness Limitations ST-UN-M001 Manual contains overhaul times, replacement times, and special inspections required for continued airworthiness.
- NOTE 13. Serial Nos. 398, 399, 401, 402, 404, 406, 408, 409, 411-413, 415, 416, and 418 eligible to be licensed as SA227-AC aircraft when modified in accordance with Fairchild Drawing 27-13451.
- NOTE 14. Airplanes with a 14,500 lbs. maximum gross takeoff weight can be modified for a 16,000 lb. maximum gross takeoff weight if the modification is performed in accordance with ECP 437 "Compilation of changes 16,000 lb. airplane." After modification, affix a letter "B" at the end of the serial number on the data plate.
- NOTE 15. Airplanes for which the serial number on the data plate is followed by the letter "B" have ECP 437 changes incorporated and are eligible for a 16,000 lbs. maximum gross takeoff weight. These airplanes can be converted to a 14,500 lbs. maximum gross takeoff weight configuration if performed in accordance with Fairchild Drawing 27-13946 and returned to 16,000 lbs. maximum gross takeoff weight configuration in accordance with Fairchild Drawing 27K13000.
- NOTE 16. Emergency use of MIL-G-5572 grade 100/130 (low lead) aviation gasoline permitted not to exceed 150 hours use between engine overhauls.
- NOTE
- The amount of aviation gasoline used must be recorded in the Engine Log Book.
- NOTE 17. 13,900 lbs. zero fuel weight approved for airplanes S/N AC, AT, or PC-624 and up and for earlier S/N airplanes with P/N 27-13900-65, -66, -67, and -69 installed per Drawing 27-13900, by ECP 441. by Kit Drawing 27K20004, or by Service Bulletin 227-08-001; 14,000 lbs. for airplanes with additional modifications per Kit Drawing 27K31017.
- NOTE 18. The C-26A is an SA227-AC airplane modified in accordance with ECP 567 or an SA227-BC modified per ECP 592. The FAA Approved Airplane Flight Manual Supplement for the C-26A configuration must be used.
- NOTE 19. SA227-AC airplanes may be converted to SA227-BC airplanes by incorporating ECP 563.
- NOTE 20. Model SA227-AC aircraft to be exported to Italy must comply with the requirements noted on Fairchild Drawing 27-14068.

...END...