

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

2A13 Revision 45 PIPER	
PA-28-140	PA-28-151
PA-28-150	PA-28-161
PA-28-160	PA-28-181
PA-28-180	PA-28R-201
PA-28-235	PA-28R-201T
PA-28S-160	PA-28-236
PA-28S-180	PA-28RT-201
PA-28R-180	PA-28RT-201T
PA-28R-200	PA-28-201T
December 12, 2001	

TYPE CERTIFICATE DATA SHEET NO. 2A13

This data sheet, which is a part of Type Certificate 2A13, 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 The New Piper Aircraft, Inc.
2926 Piper Drive
Vero Beach, Florida 32960

I - Model PA-28-160 (Cherokee), 4 PCLM (Normal Category), Approved October 31, 1960, for S/N 28-03; 28-1 through 28-4377; and 28-1760A.

Engine Lycoming O-320-B2B or O-320-D2A with carburetor setting 10-3678-32

Fuel 91/96 minimum grade aviation gasoline

Engine Limits For all operations, 2700 r.p.m. (160 hp)

Propeller and Propeller Limits Sensenich M74DM or 74DM6 on S/N 28-1 through 28-1760, and 28-1760A.
Sensenich M74DMS or 74D6S5 on S/N 28-1761 through 28-4377.
Static r.p.m. at maximum permission throttle setting not over 2425 r.p.m.,
not under 2325 r.p.m.
No additional tolerance permitted.
Diameter: Not over 74", not under 72.5".

Propeller Spinner Piper P/N 14422-00 on S/N 28-1 through 28-1760, and 28-1760A.
Piper P/N 63760-04 or P/N 65805-00 on S/N 28-1761 through 28-4377.
See NOTE 11.

Airspeed Limits Never exceed 171 mph (148 knots) CAS
Maximum structural cruising 140 mph (121 knots) CAS
Maneuvering 129 mph (112 knots) CAS
Flaps Extended 115 mph (100 knots) CAS

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Revision No.	45	43	45	44	44	43													

<u>Center of Gravity Range</u>	(+84.0) to (+95.9) at 1650 lb. or less (+85.9) to (+95.9) at 1975 lb. (+89.2) to (+95.9) at 2200 lb. Straight line variation between points given.																														
<u>Empty Weight C. G. Range</u>	None																														
<u>Maximum Weight</u>	2200 lb.																														
<u>No. of Seats</u>	4 (2 at +85.5, 2 at +118.1)																														
<u>Maximum Baggage</u>	125 lb. at (+142.8) on S/N 28-1 through 28-1760, and 28-1760A. See NOTE 8. 200 lb. at (+142.8) on S/N 28-1761 through 28-4377.																														
<u>Fuel Capacity</u>	50 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.																														
<u>Oil Capacity</u>	8 quarts at (+32.5), 6 quarts usable See NOTE 1 for data on system oil.																														
<u>Control Surface Movements</u>	<table> <tr> <td>Wing flaps</td> <td>(± 2°)</td> <td>Up</td> <td>0°</td> <td>Down</td> <td>40°</td> </tr> <tr> <td>Ailerons</td> <td>(± 2°)</td> <td>Up</td> <td>30°</td> <td>Down</td> <td>15°</td> </tr> <tr> <td>Rudder</td> <td>(± 2°)</td> <td>Left</td> <td>27°</td> <td>Right</td> <td>27°</td> </tr> <tr> <td>Stabilator</td> <td>(± 2°)</td> <td>Up</td> <td>18°</td> <td>Down</td> <td>2°</td> </tr> <tr> <td>Stabilator Tab</td> <td>(± 1°)</td> <td>Up</td> <td>3°</td> <td>Down</td> <td>12°</td> </tr> </table>	Wing flaps	(± 2°)	Up	0°	Down	40°	Ailerons	(± 2°)	Up	30°	Down	15°	Rudder	(± 2°)	Left	27°	Right	27°	Stabilator	(± 2°)	Up	18°	Down	2°	Stabilator Tab	(± 1°)	Up	3°	Down	12°
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<u>Nose Wheel Travel</u>	(±1°) Left 30° Right 30° (Effective on S/N 28-1 through 28-3377, and 28-1760A) (±1°) Left 22° Right 22° (Effective S/N 28-3378 through 28-4377)																														
<u>Manufacturer's Serial Nos.</u>	28-03; 28-1 through 28-4377; and 28-1760A.																														

II - Model PA-28-150 (Cherokee), 4 PCLM (Normal Category), Approved June 2, 1961, for S/N 28-03; 28-1 through 28-4377; and 28-1760A.

<u>Engine</u>	Lycoming O-320-A2B or O-320-E2A with carburetor setting 10-3678-32																
<u>Fuel</u>	80/87 minimum grade aviation gasoline																
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (150 hp)																
<u>Propeller and Propeller Limits</u>	Sensenich M74DM or 74DM6 on S/N 28-1 through 28-1760, and 28-1760A. Sensenich M74DMS or 74DM6S5 on S/N 28-1761 through 28-4377. Static r.p.m. at maximum permissible throttle setting not over 2375 r.p.m., not under 2275 r.p.m. No additional tolerance permitted. Diameter: Not over 74", not under 72.5".																
<u>Propeller Spinner</u>	Piper P/N 14422-00 on S/N 28-1 through 28-1760, and 28-1760A. Piper P/N 63760-04 or 65805-00 on S/N 28-1761 through 28-4377. See NOTE 11.																
<u>Airspeed Limits</u>	<table> <tr> <td>Never exceed</td> <td>171 mph</td> <td>(148 knots)</td> <td>CAS</td> </tr> <tr> <td>Maximum structural cruising</td> <td>140 mph</td> <td>(121 knots)</td> <td>CAS</td> </tr> <tr> <td>Maneuvering</td> <td>129 mph</td> <td>(112 knots)</td> <td>CAS</td> </tr> <tr> <td>Flaps Extended</td> <td>115 mph</td> <td>(100 knots)</td> <td>CAS</td> </tr> </table>	Never exceed	171 mph	(148 knots)	CAS	Maximum structural cruising	140 mph	(121 knots)	CAS	Maneuvering	129 mph	(112 knots)	CAS	Flaps Extended	115 mph	(100 knots)	CAS
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Flaps Extended	115 mph	(100 knots)	CAS														

<u>Center of Gravity Range</u>	(+84.0) to (+95.9) at 1650 lb. or less (+85.9) to (+95.9) at 1975 lb. (+88.4) to (+95.9) at 2150 lb. Straight line variation between points given.																														
<u>Empty Wt. C. G. Range</u>	None																														
<u>Maximum Weight</u>	2150 lb.																														
<u>No. of Seats</u>	4 (2 at +85.5, 2 at +118.1)																														
<u>Maximum Baggage</u>	125 lb. at (+142.8) on S/N 28-1 through 28-1760, and 28-1760A. See NOTE 8. 200 lb. at (+142.8) on S/N 28-1761 through 28-4377.																														
<u>Fuel Capacity</u>	50 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.																														
<u>Oil Capacity</u>	8 quarts at (+32.5) (6 quarts usable) See NOTE 1 for data on system oil.																														
<u>Control Surface Movements</u>	<table> <tr> <td>Wing flaps</td> <td>($\pm 2^\circ$)</td> <td>Up</td> <td>0°</td> <td>Down</td> <td>40°</td> </tr> <tr> <td>Ailerons</td> <td>($\pm 2^\circ$)</td> <td>Up</td> <td>30°</td> <td>Down</td> <td>15°</td> </tr> <tr> <td>Rudder</td> <td>($\pm 2^\circ$)</td> <td>Left</td> <td>27°</td> <td>Right</td> <td>27°</td> </tr> <tr> <td>Stabilator</td> <td>($\pm 1^\circ$)</td> <td>Up</td> <td>18°</td> <td>Down</td> <td>2°</td> </tr> <tr> <td>Stabilator Tab</td> <td>($\pm 1^\circ$)</td> <td>Up</td> <td>3°</td> <td>Down</td> <td>12°</td> </tr> </table>	Wing flaps	($\pm 2^\circ$)	Up	0°	Down	40°	Ailerons	($\pm 2^\circ$)	Up	30°	Down	15°	Rudder	($\pm 2^\circ$)	Left	27°	Right	27°	Stabilator	($\pm 1^\circ$)	Up	18°	Down	2°	Stabilator Tab	($\pm 1^\circ$)	Up	3°	Down	12°
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<u>Nose Wheel Travel</u>	($\pm 2^\circ$) Left 30° Right 30° (Effective on S/N 28-03; 28-1 through 28-3377; and 28-1760A) ($\pm 2^\circ$) Left 22° Right 22° (Effective on S/N 28-3378 through 28-4377)																														
<u>Manufacturer's Serial Nos.</u>	28-03; 28-1 through 28-4377; and 28-1760A.																														

III - Model PA-28-180 (Cherokee), 4 PCLM (Normal Category), Approved August 3, 1962; 2 PCLM (Utility Category), Approved December 6, 1966, for S/N 28-03; 28-671 through 28-5859; and 28-7105001 through 28-7205318.

<u>Engine</u>	Lycoming O-360-A3A or O-360-A4A with carburetor setting 10-3878 or 10-4164-1
<u>Fuel</u>	91/96 minimum grade aviation gasoline
<u>Engine Limits</u>	S/N 28-671 through 28-1760, and 28-1760A (except S/N 28-1571 and S/N 28-1573) (See NOTE 4): Maximum permissible takeoff, 2475 r.p.m. For all other operations, 2700 r.p.m. (180 hp) S/N 28-1571; 28-1573; 28-1761 through 28-5859; and 28-7105001 through 28-7205318: For all operations, 2700 r.p.m. (180 hp)
<u>Propeller and Propeller Limits</u>	Sensenich M76EMM or 76EM8 on S/N 28-671 through 28-1760, and 28-1760A (except S/N 28-1571 and S/N 28-1573). Sensenich M76EMMS or 76EM8S5 on S/N 28-1571, 28-1573; 28-1761 through 28-5859; and 28-7105001 through 28-7205318. Static r.p.m. at maximum permissible throttle setting not over 2450 r.p.m., not under 2275 r.p.m. No additional tolerance permitted. Diameter: Not over or under 76". See NOTE 10.

Propeller Spinner

Piper P/N 14422-00 on S/N 28-671 through 28-1760, and 28-1760A.
 Piper P/N 63760-04 or 65805-00 on S/N 28-1761 through 28-5859; and 28-7105001 through 28-7205318.
 See NOTE 11.

Airspeed Limits

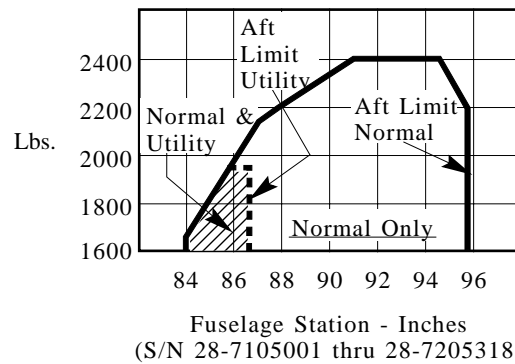
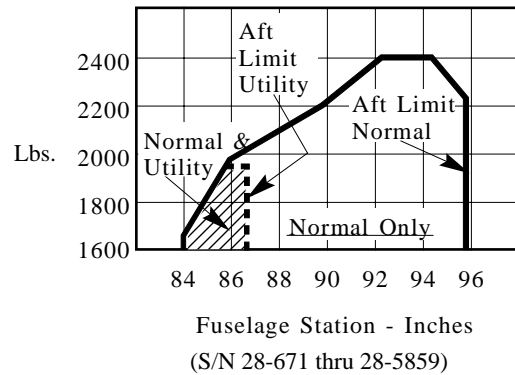
Never exceed	171 mph	(148 knots)	CAS
Maximum structural cruising	140 mph	(121 knots)	CAS
Maneuvering	129 mph	(112 knots)	CAS
Flaps Extended	115 mph	(100 knots)	CAS

Center of Gravity Range

Utility Category (See NOTE 9)
 (+84.0) to (+86.5) at 1650 lb. or less
 (+85.8) to (+86.5) at 1950 lb.

Normal Category (See NOTE 15)
 (S/N 28-671 through 28-5859)
 (+84.0) to (+95.9) at 1650 lb. or less
 (+85.9) to (+95.9) at 1975 lb.
 (+89.2) to (+95.9) at 2200 lb.
 (+92.1) to (+94.5) at 2400 lb.

Normal Category
 (S/N 28-7105001 through 28-7205318)
 (+84.0) to (+95.9) at 1650 lb. or less
 (+87.0) to (+95.9) at 2150 lb.
 (+87.8) to (+95.9) at 2200 lb.
 (+91.0) to (+94.5) at 2400 lb.
 Straight Line Variation Between Points Given



Empty Weight C. G. Range

None

<u>Maximum Weight</u>	Normal Category: 2400 lb. Utility Category: 1950 lb.																																																							
<u>No. of Seats</u>	Normal Category: 4 (2 at +85.5, 2 at +118.1) Utility Category: 2 (2 at +85.5)																																																							
<u>Maximum Baggage</u>	Eligible Normal Category Only: 125 lb. at (+142.8) on S/N 28-671 through 28-1760, and 28-1760A. See NOTE 8. 200 lb. at (+142.8) on S/N 28-1761 through 28-5859, and 28-7105001 through 28-7205318.																																																							
<u>Fuel Capacity</u>	50 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.																																																							
<u>Oil Capacity</u>	8 quarts at (+32.5) (6 quarts usable) See NOTE 1 for data on system oil.																																																							
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<u>Manufacturer's Serial Nos.</u>	28-03; 28-671 through 28-5859; and 28-7105001 through 28-7205318. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers: <table> <tr> <td>28-4704</td> <td>28-4745</td> <td>28-4754</td> <td>28-4763</td> <td>28-4776</td> </tr> <tr> <td>28-4791</td> <td>28-4795</td> <td>28-4826</td> <td>28-4834</td> <td>28-4859</td> </tr> <tr> <td>28-4875</td> <td>28-4879</td> <td>28-4891</td> <td>28-4907</td> <td>28-4919</td> </tr> <tr> <td>28-4922</td> <td>28-4935</td> <td>28-4945</td> <td>28-4946</td> <td>28-4947</td> </tr> <tr> <td>28-4955</td> <td>28-4959</td> <td>28-4961</td> <td>27-4964</td> <td>28-4967</td> </tr> <tr> <td>28-4968</td> <td>28-4971</td> <td>28-4975</td> <td>28-4977</td> <td>28-4985</td> </tr> <tr> <td>28-4995</td> <td>28-4999</td> <td>28-5004</td> <td>28-5007</td> <td>28-5015</td> </tr> <tr> <td>28-5017</td> <td>28-5018</td> <td>28-5019</td> <td>28-5020</td> <td>28-5023</td> </tr> <tr> <td>28-5026</td> <td>28-5027</td> <td>28-5028</td> <td>28-5031</td> <td>28-5039</td> </tr> <tr> <td>28-5041</td> <td>28-5046</td> <td>28-5051</td> <td>28-5053</td> <td>28-5057</td> </tr> <tr> <td>28-5060</td> <td>28-5061</td> <td>28-5062</td> <td>28-5063</td> <td>28-5064</td> </tr> </table> 28-5066 through 28-5859, and 28-7105001 through 28-7205318 under the delegation option provisions of FAR 21. See NOTE 17 and 20.	28-4704	28-4745	28-4754	28-4763	28-4776	28-4791	28-4795	28-4826	28-4834	28-4859	28-4875	28-4879	28-4891	28-4907	28-4919	28-4922	28-4935	28-4945	28-4946	28-4947	28-4955	28-4959	28-4961	27-4964	28-4967	28-4968	28-4971	28-4975	28-4977	28-4985	28-4995	28-4999	28-5004	28-5007	28-5015	28-5017	28-5018	28-5019	28-5020	28-5023	28-5026	28-5027	28-5028	28-5031	28-5039	28-5041	28-5046	28-5051	28-5053	28-5057	28-5060	28-5061	28-5062	28-5063	28-5064
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IV - Model PA-28S-160 (Cherokee), 4 PCSM (Normal Category), Approved February 25, 1963, for S/N 28-1 through 28-1760; and S/N 28-1760A.

<u>Engine</u>	Lycoming O-320-D2A with carburetor setting 10-3678-32 (See NOTE 18)
<u>Fuel</u>	100/130 minimum grade aviation gasoline
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (160 hp)
<u>Propeller and Propeller Limits</u>	McCauley 1A175-GM Static r.p.m. at maximum permissible throttle setting not over 2360 r.p.m., not under 2260 r.p.m. No additional tolerance permitted. Diameter: Not over 79", not under 78".

<u>Propeller Spinner</u>	Piper P/N 14422-00 spinner required.					
<u>Airspeed Limits</u>	Never exceed	153 mph	(133 knots)	CAS		
	Maximum structural cruising	140 mph	(121 knots)	CAS		
	Maneuvering	129 mph	(112 knots)	CAS		
	Flaps Extended	115 mph	(100 knots)	CAS		
<u>Center of Gravity</u>	(+85.1)	to	(+93.5)	at	1850 lb. or less	
	(+87.0)	to	(+93.5)	at	2100 lb.	
	(+87.9)	to	(+93.5)	at	2140 lb.	
	Straight line variation between points given.					
<u>Empty Weight C. G. Range</u>	None					
<u>Maximum Weight</u>	2140 lb.					
<u>No. of Seats</u>	4 (2 at +85.5, 2 at +118.1)					
<u>Maximum Baggage</u>	125 lb. at (+142.8)					
<u>Fuel Capacity</u>	50 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.					
<u>Oil Capacity</u>	8 quarts at (+32.5) (6 quarts usable) See NOTE 1 for data on system oil.					
<u>Control Surface Movements</u>	Wing flaps	(±2°)	Up	0°	Down	40°
	Ailerons	(±2°)	Up	30°	Down	15°
	Rudder	(±2°)	Left	27°	Right	27°
	Stabilator	(±1°)	Up	18°	Down	2°
	Stabilator Tab	(±1°)	Up	3°	Down	12°
<u>Manufacturer's Serial Nos.</u>	28-03; 28-1 through 28-1760; and 28-1760A.					

V - Model PA-28S-180 (Cherokee), 4 PCSM (Normal Category), Approved May 10, 1963, for S/N 28-671 through 28-5859, and 28-7105001 through 28-7105234.

<u>Engine</u>	Lycoming O-360-A3A or O-360-A4A with carburetor setting 10-4164-1 See NOTE 19.					
<u>Fuel</u>	100/130 minimum grade aviation gasoline					
<u>Engine Limits</u>	S/N 28-671 through 28-1760, and 28-1760A (except S/N 28-1571 and S/N 28-1573): Maximum permissible takeoff, 2350 r.p.m. For all other operations, 2700 r.p.m. (180 hp) See NOTE 4.					
	S/N 28-1571; 28-1573; 28-1761 through 28-5859; and 28-7105001 through 28-7105234: For all operations, 2700 r.p.m. (180 hp)					
<u>Propeller and Propeller Limits</u>	McCauley 1A200-FA8248 on S/N 28-671 to 28-1760, and 28-1760A. McCauley 1A200-DFA8248 on S/N 28-1761 through 28-5859, and 28-7105001 through 28-7105234. Static r.p.m. at maximum permissible throttle setting not over 2190 r.p.m., not under 2140 r.p.m. No additional tolerance permitted. Diameter: Not over 82", not under 81".					

<u>Propeller Spinner</u>	Spinner required. Piper P/N 14422-00 on S/N 28-671 through 28-1760, and 28-1760A. Piper P/N 63760-04 or 65805-00 on S/N 28-1761 through 28-5859, and 28-7105001 through 28-7105234.				
<u>Airspeed Limits</u>	Never exceed	153 mph	(133 knots)	CAS	
	Maximum structural cruising	140 mph	(121 knots)	CAS	
	Maneuvering	129 mph	(112 knots)	CAS	
	Flaps Extended	115 mph	(100 knots)	CAS	
<u>Center of Gravity</u>	(+85.1) to (+92.5) at 1850 lb. or less (+87.0) to (+92.5) at 2100 lb. (+89.8) to (+92.5) at 2222 lb. Straight line variation between points given.				
<u>Empty Weight C. G. Range</u>	None				
<u>Maximum Weight</u>	2222 lb.				
<u>No. of Seats</u>	4 (2 at +85.5, 2 at +118.1)				
<u>Maximum Baggage</u>	125 lb. at (+142.8)				
<u>Fuel Capacity</u>	50 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.				
<u>Oil Capacity</u>	8 quarts at (+32.5) (6 quarts usable) See NOTE 1 for data on system oil.				
<u>Control Surface Movements</u>	Wing flaps	(±2°)	Up	0°	Down 40°
	Ailerons	(±2°)	Up	30°	Down 15°
	Rudder	(±2°)	Left	27°	Right 27°
	Stabilator	(±1°)	Up	18°	Down 2°
	Stabilator Tab	(±1°)	Up	3°	Down 12°
<u>Manufacturer's Serial Nos.</u>	28-671 through 28-5859, and 28-7105001 through 28-7105234. See NOTE 3. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers: 28-4704 28-4745 28-4754 28-4763 28-4776 28-4791 28-4795 28-4826 28-4834 28-4859 28-4875 28-4879 28-4891 28-4907 28-4919 28-4922 28-4935 28-4945 28-4946 28-4947 28-4955 28-4959 28-4961 27-4964 28-4967 28-4968 28-4971 28-4975 28-4977 28-4985 28-4995 28-4999 28-5004 28-5007 28-5015 28-5017 28-5018 28-5019 28-5020 28-5023 28-5026 28-5027 28-5028 28-5031 28-5039 28-5041 28-5046 28-5051 28-5053 28-5057 28-5060 28-5061 28-5062 28-5063 28-5064 28-5066 through 28-5859, and 28-7105001 through 28-7105234 under the delegation option provisions of FAR 21. See NOTE 17 and 20.				

VI - Model PA-28-235 (Cherokee Pathfinder), 4 PCLM (Normal Category), Approved July 15, 1963, for S/N 28-10001 through 28-11378, and 28-7110001 through 28-7210023.

<u>Engine</u>	Lycoming O-540-B2B5, O-540-B1B5, or O-540-B4B5 with carburetor setting 10-4404, 10-5042, or 10-5054. (Baffle P/N 68759 required with 10-5054 setting.)																
<u>Fuel</u>	80/87 minimum grade aviation gasoline																
<u>Engine Limits</u>	For all operations, 2575 r.p.m. (235 hp)																
<u>Propeller and Propeller Limits</u>	<p>McCaughey 1P235PFA80 Static r.p.m. at maximum permissible throttle setting not over 2300 r.p.m., not under 2125 r.p.m. No additional tolerance permitted. Diameter: Not over 80", not under 78.5".</p> <p>or</p> <p>Hartzell HC-C2YK-1/8468A-4 or HC-C2YK-1()F/F8468A-4 Pitch: High $27^{\circ} \pm 2^{\circ}$, Low $13.5^{\circ} \pm .2^{\circ}$ at 30" station. Diameter: Not over 80", not under 80". Governor assembly: Hartzell F-4-3 () or F-4-13 See NOTE 21.</p> <p>or</p> <p><u>Approved for Use with O-540-B4B5 Engine Only:</u> Sensenich M80BMM or 80BM8 Pitch from 69" to 71". Static r.p.m. at maximum permissible throttle setting not over 2300 r.p.m., not under 2150 r.p.m. No additional tolerances permitted. Diameter: Not over 80", not under 78.5".</p>																
<u>Propeller Spinner</u>	<p>Piper P/N 65209-00 or P/N 63760-03 with fixed pitch propeller. Spinner required. Piper P/N 65435-0 or P/N 68713 or P/N 66785 spinner tip and P/N 66786 spinner shell or P/N 67790-0 spinner, P/N 67791-0 bulkhead, P/N 67793-0 bulkhead and P/N 99499-0 plate. Two each P/N 67794-0 cuff, or Kit 760 452V with constant speed propeller. See NOTE 14.</p>																
<u>Airspeed Limits</u>	<table> <tr> <td>Never exceed</td> <td>197 mph</td> <td>(171 knots)</td> <td>CAS</td> </tr> <tr> <td>Maximum structural cruising</td> <td>156 mph</td> <td>(136 knots)</td> <td>CAS</td> </tr> <tr> <td>Maneuvering</td> <td>138 mph</td> <td>(120 knots)</td> <td>CAS</td> </tr> <tr> <td>Flaps Extended</td> <td>115 mph</td> <td>(100 knots)</td> <td>CAS</td> </tr> </table>	Never exceed	197 mph	(171 knots)	CAS	Maximum structural cruising	156 mph	(136 knots)	CAS	Maneuvering	138 mph	(120 knots)	CAS	Flaps Extended	115 mph	(100 knots)	CAS
Never exceed	197 mph	(171 knots)	CAS														
Maximum structural cruising	156 mph	(136 knots)	CAS														
Maneuvering	138 mph	(120 knots)	CAS														
Flaps Extended	115 mph	(100 knots)	CAS														
<u>Center of Gravity Range</u>	<p>S/N 28-10001 through 28-11378 (See NOTE 16): (+81.5) to (+93.5) at 2100 lb. or less (+91.5) to (+93.5) at 2900 lb.</p> <p>S/N 28-7110001 through 28-7210023: (+85.1) to (+93.5) at 2100 lb. or less (+86.0) to (+93.5) at 2600 lb. (+91.5) to (+93.5) at 2900 lb. Straight line variation between points given.</p>																
<u>Empty Weight C. G. Range</u>	None																
<u>Maximum Weight</u>	2900 lb.																
<u>No. of Seats</u>	4 (2 at +85.5, 2 at +118.1)																
<u>Maximum Baggage</u>	200 lb. at (+142.8)																

<u>Fuel Capacity</u>	84 gallons at (+95) (50 gallons in 2 wing tanks, 34 gallons in 2 tip tanks). See NOTE 1 for data on system fuel.		
<u>Oil Capacity</u>	12 quarts at (+34.1)(9 ¼ quarts usable) See NOTE 1 for data on system oil.		
<u>Control Surface Movements</u>	Wing flaps	(±2°)	Up 0° Down 40°
	Ailerons	(±2°)	Up 30° Down 15°
	Rudder	(+2°)	Left 27° Right 27°
	Stabilator	(±1°)	Up 18° Down 2°
	Stabilator Tab	(±1°)	Up 3° Down 12°
<u>Nose Wheel Travel</u>	(±2°)	Left 30° Right 30°	
	(Effective on S/N 28-10001 through 28-11039)		
	(±2°)	Left 22° Right 22°	
	(Effective on S/N 28-11040 through 28-11378, and 28-7110001 through 28-7210023)		
<u>Manufacturer's Serial Nos.</u>	28-10001 through 28-11378, and 28-7110001 through 28-7210023. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 28-11063, 28-11064, 28-11070, 28-11072 through 28-11378, and 28-7110001 through 28-7210023 under the delegation option provisions of FAR 21. See NOTE 17 and 20.		

VII - Model PA-28-140 (Cherokee Cruiser), 2 PCLM (Utility or Normal Category); 1950 lb. Maximum Weight, Approved February 14, 1964; 2150 lb. Maximum Weight, Approved June 17, 1965; for S/N 28-20001 through 28-26946, and 28-7125001 through 28-7725290.

<u>Engine</u>	Lycoming O-320-E2A with carburetor setting 10-3678-32 or O-320-E3D with carburetor setting 10-5009		
<u>Fuel</u>	80/87 minimum grade aviation gasoline		
<u>Engine Limits</u>	For all operations 2700 r.p.m. (150 hp)		
<u>Propeller and Propeller Limits</u>	For 1950 lb. maximum weight - Normal Category; S/N 28-20001 through 28-20939; or Utility Category, S/N 28-20001 through 28-26946, and 28-7125001 through 28-7725290: Sensenich M74DM or 74DM6 Static r.p.m. at maximum permissible throttle setting not over 2425 r.p.m., not under 2150 r.p.m. No additional tolerance permitted. Diameter: Not over 74", not under 72.5".		
	For 2150 lb. maximum weight - Normal Category; S/N 28-20940 through 28-26946, and 28-7125001 through 28-7725290: Sensenich M74DM or 74DM6 Static r.p.m. at maximum permissible throttle setting not over 2425 r.p.m., not under 2275 r.p.m. No additional tolerance permitted. Diameter: Not over 74", not under 72.5".		
<u>Propeller Spinner</u>	Piper P/N 14422-00. See NOTE 11.		
<u>Airspeed Limits</u>	Never exceed	171 mph (148 knots)	CAS
	Maximum structural cruising	140 mph (121 knots)	CAS
	Maneuvering	129 mph (112 knots)	CAS
	Flaps Extended	115 mph (100 knots)	CAS

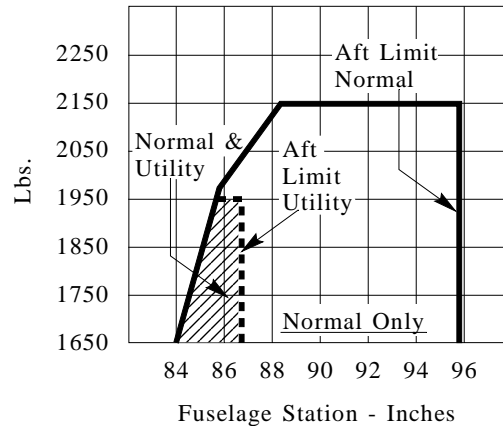
Center of Gravity RangeUtility Category

(+84.0) to (+86.5) at 1650 lb. or less
 (+85.8) to (+86.5) at 1950 lb.

Normal Category

(+84.0) to (+95.9) at 1650 lb. or less
 (+85.9) to (+95.9) at 1975 lb.
 (+88.4) to (+95.9) at 2150 lb.

Straight line variation between points given.

Empty Weight C. G. Range

None

Maximum Weight

Normal Category: 1950 lb. on S/N 28-20001 through 28-20939 (See NOTE 6).
 2150 lb. on S/N 28-20940 through 28-26946, and 28-7125001 through 28-7725290.
 Utility Category: 1950 lb. on S/N 28-20001 through 28-26946, and 28-7125001 through 28-7725290.

No. of Seats

2 at (+85.5)

Maximum Baggage

Eligible Normal Category Only:
 100 lb. at (+117) on S/N 28-20001 through 28-20939 (See NOTE 12).
 200 lb. at (+117) on S/N 28-20940 through 28-26946, and 28-7125001 through 28-7725290.
 300 lb. at (+117 and +133) on S/N 28-20940 through 28-26946, and 28-7125001 through 28-7725290 (See NOTE 13).

Fuel Capacity

50 gallon at (+95) (2 wing tanks)
 See NOTE 1 for data on system fuel.

Oil Capacity

8 quarts at (+32.5) (6 quarts usable)
 See NOTE 1 for data on system oil.

Control Surface Movements

Wing flaps	($\pm 2^\circ$)	Up	0°	Down	40°
Ailerons	($\pm 2^\circ$)	Up	30°	Down	15°
Rudder	($\pm 2^\circ$)	Left	27°	Right	27°
Stabilator	($\pm 1^\circ$)	Up	18°	Down	2°
Stabilator Tab	($\pm 1^\circ$)	Up	3°	Down	12°

Nose Wheel Travel

($\pm 2^\circ$) Left 30° Right 30°
 (Effective on S/N 28-20001 through 28-21845; 28-21931 through 28-21934;
 and 28-7425001 through 28-7725290)
 ($\pm 2^\circ$) Left 22° Right 22°
 (Effective on S/N 28-21846 through 28-21930; 28-21935 through 28-26946;
 and 28-7125001 through 28-7325674)

Manufacturer's Serial Nos. 28-20001 through 28-26946; and 28-7125001 through 28-7725290. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 28-24677, 28-24682, 28-24697, 28-24698, 28-24700, 28-24703, 28-24704, 28-24705, 28-24706, 28-24709, 28-24710, 28-24712, 28-24713, 28-24714, 28-24715 through 28-26946, and 28-7125001 through 28-7725290 under the delegation option provisions of FAR 21. See NOTE 17 and 20.

VIII - Model PA-28-140 (Cherokee Cruiser), 4 PCLM (Normal Category), 2 PCLM (Utility Category), Approved June 17, 1965, for S/N 28-20001 through 28-26946, and 28-7125001 through 28-7725290.

Engine Lycoming O-320-E2A with carburetor setting 10-3678-32 or 10-5009 or O-320-E3D with carburetor setting 10-5009

Fuel 80/87 minimum grade aviation gasoline

Engine Limits For all operations 2700 r.p.m. (150 hp)

Propeller and Propeller Limits Sensenich M74DM or 74DM6
 Static r.p.m. at maximum permissible throttle setting not over 2425 r.p.m., not under 2275 r.p.m.
 No additional tolerance permitted.
 Diameter: Not over 74", not under 72.5".

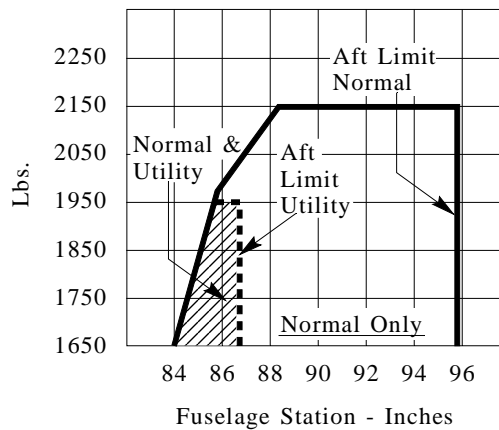
Propeller Spinner Piper P/N 14422-00.
 See NOTE 11.

Airspeed Limits

Never exceed	171 mph	(148 knots)	CAS
Maximum structural cruising	140 mph	(121 knots)	CAS
Maneuvering	129 mph	(112 knots)	CAS
Flaps Extended	115 mph	(100 knots)	CAS

Center of Gravity Range Utility Category
 (+84.0) to (+86.5) at 1650 lb. or less
 (+85.8) to (+86.5) at 1950 lb.

Normal Category
 (+84.0) to (+95.9) at 1650 lb. or less
 (+85.9) to (+95.9) at 1975 lb.
 (+88.4) to (+95.9) at 2150 lb.
 Straight line variation between points given.



<u>Empty Weight C. G. Range</u>	None																														
<u>Maximum Weight</u>	Normal Category: 2150 lb. Utility Category: 1950 lb.																														
<u>No. of Seats</u>	Normal Category: 4 (2 at +85.5, 2 at +117) Utility Category: 2 (2 at +85.5)																														
<u>Maximum Baggage</u>	Eligible Normal Category only: 100 lb. at (+117) on S/N 28-20001 through 28-20939 (See NOTE 12). 200 lb. at (+117) on S/N 28-20940 through 28-26946; and 28-7125001 through 28-7725290. 300 lb. at (+117 and +133) on S/N 28-20940 through 28-26946; and 28-7125001 through 28-7725290 (See NOTE 13).																														
<u>Fuel Capacity</u>	50 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.																														
<u>Oil Capacity</u>	8 quarts at (+32.5) (6 quarts usable) See NOTE 1 for data on system oil.																														
<u>Control Surface Movements</u>	<table border="0"> <tr> <td>Wing flaps</td> <td>($\pm 2^\circ$)</td> <td>Up</td> <td>0°</td> <td>Down</td> <td>40°</td> </tr> <tr> <td>Ailerons</td> <td>($\pm 2^\circ$)</td> <td>Up</td> <td>30°</td> <td>Down</td> <td>15°</td> </tr> <tr> <td>Rudder</td> <td>($\pm 2^\circ$)</td> <td>Left</td> <td>27°</td> <td>Right</td> <td>27°</td> </tr> <tr> <td>Stabilator</td> <td>($\pm 1^\circ$)</td> <td>Up</td> <td>18°</td> <td>Down</td> <td>2°</td> </tr> <tr> <td>Stabilator Tab</td> <td>($\pm 1^\circ$)</td> <td>Up</td> <td>3°</td> <td>Down</td> <td>12°</td> </tr> </table>	Wing flaps	($\pm 2^\circ$)	Up	0°	Down	40°	Ailerons	($\pm 2^\circ$)	Up	30°	Down	15°	Rudder	($\pm 2^\circ$)	Left	27°	Right	27°	Stabilator	($\pm 1^\circ$)	Up	18°	Down	2°	Stabilator Tab	($\pm 1^\circ$)	Up	3°	Down	12°
Wing flaps	($\pm 2^\circ$)	Up	0°	Down	40°																										
Ailerons	($\pm 2^\circ$)	Up	30°	Down	15°																										
Rudder	($\pm 2^\circ$)	Left	27°	Right	27°																										
Stabilator	($\pm 1^\circ$)	Up	18°	Down	2°																										
Stabilator Tab	($\pm 1^\circ$)	Up	3°	Down	12°																										
<u>Nose Wheel Travel</u>	<table border="0"> <tr> <td></td> <td>($\pm 2^\circ$)</td> <td>Left</td> <td>30°</td> <td>Right</td> <td>30°</td> </tr> <tr> <td colspan="6">(Effective on S/N 28-20940 through 28-21845; 28-21931 through 28-21934; and 28-7425001 through 28-7725290)</td> </tr> <tr> <td></td> <td>($\pm 2^\circ$)</td> <td>Left</td> <td>22°</td> <td>Right</td> <td>22°</td> </tr> <tr> <td colspan="6">(Effective on S/N 28-21846 through 28-21930; 28-21935 through 28-26946; and 28-7125001 through 28-7325674)</td> </tr> </table>		($\pm 2^\circ$)	Left	30°	Right	30°	(Effective on S/N 28-20940 through 28-21845; 28-21931 through 28-21934; and 28-7425001 through 28-7725290)							($\pm 2^\circ$)	Left	22°	Right	22°	(Effective on S/N 28-21846 through 28-21930; 28-21935 through 28-26946; and 28-7125001 through 28-7325674)											
	($\pm 2^\circ$)	Left	30°	Right	30°																										
(Effective on S/N 28-20940 through 28-21845; 28-21931 through 28-21934; and 28-7425001 through 28-7725290)																															
	($\pm 2^\circ$)	Left	22°	Right	22°																										
(Effective on S/N 28-21846 through 28-21930; 28-21935 through 28-26946; and 28-7125001 through 28-7325674)																															
<u>Manufacturer's Serial Nos.</u>	28-20001 through 28-26946, and 28-7125001 through 28-7725290. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 28-24677, 28-24682, 28-24697, 28-24698, 28-24700, 28-24703, 28-24704, 28-24705, 28-24706, 28-24709, 28-24710, 28-24712, 28-24713, 28-24714, 28-24715 through 28-26946, and 28-7125001 through 28-7725290 under the delegation option provisions of FAR 21. See NOTE 17 and 20.																														

IX - Model PA-28R-180 (Arrow), 4 PCLM (Normal Category), Approved June 8, 1967, for S/N 28R-30002 through 28R-31270, and 28R-7130001 through 28R-7130013.

<u>Engine</u>	Lycoming IO-360-B1E
<u>Injector</u>	Bendix type RSA-5ADI Parts List No. 2524297
<u>Fuel</u>	100/130 minimum grade aviation gasoline
<u>Engine limits</u>	For all operations, 2700 r.p.m. (180 hp)
<u>Propeller and Propeller Limits</u>	Hartzell constant speed Model HC-C2YK-()/7666A-0 or HC-C2YK-1()/F7666A Pitch: High $29.0^\circ \pm 1^\circ$, Low $13.0^\circ \pm .2^\circ$ at 30" Station. Diameter: Not over 76", not under 74.5". Governor Assembly: Hartzell F-2-2 () or F-2-7 () Avoid continuous operation between 2000 - 2200 r.p.m.

<u>Propeller Spinner</u>	Piper P/N 68713 or P/N 66785 spinner tip and P/N 66786 spinner shell, or P/N 67790-0 spinner, P/N 67791-0 bulkhead, P/N 67793-0 bulkhead, and P/N 99499-0 plate. Two each P/N 67794-0 cuff or Kit 760 410V. See NOTE 11.			
<u>Airspeed Limits</u>	Never exceed	214 mph	(186 knots)	CAS
	Maximum structural cruising	170 mph	(148 knots)	CAS
	Maneuvering	134 mph	(116 knots)	CAS
	Flaps extended	125 mph	(109 knots)	CAS
	Maximum gear extension	150 mph	(130 knots)	CAS
	Maximum gear retraction	125 mph	(109 knots)	CAS
<u>Center of Gravity Range</u>	(+81.0) to (+95.9) at 1925 lb. or less (+91.0) to (+95.9) at 2500 lb. Straight line variation between points given. Moment due to retracting of landing gear (+819 in-lb.)			
<u>Empty Weight C. G. Range</u>	None			
<u>Maximum Weight</u>	2500 lb.			
<u>No. of Seats</u>	4 (2 at +85.5, 2 at +118.1)			
<u>Maximum Baggage</u>	200 lb. at (+142.8)			
<u>Fuel Capacity</u>	50 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.			
<u>Oil Capacity</u>	8 quarts at (+29.5) (6 quarts usable) See NOTE 1 for data on system oil.			
<u>Control Surface Movements</u>	Wing flaps	(±2°)	Up 0°	Down 40°
	Ailerons	(±2°)	Up 30°	Down 15°
	Rudder	(±2°)	Left 27°	Right 27°
	Stabilator	(±1°)	Up 18°	Down 2°
	Stabilator Tab	(±1°)	Up 3°	Down 12°
<u>Nose Wheel Travel</u>		(±2°)	Left 30°	Right 30°
<u>Manufacturer's Serial Nos.</u>	28R-30002 through 28R-31270, and 28R-7130001 through 28R-7130013. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers: 28R-30538 28R-30546 28R-30559 28R-30586 28R-30587 28R-30602 28R-30603 28R-30605 28R-30624 28R-30627 28R-30638 28R-30639 28R-30642 28R-30684 28R-30697 28R-30708 28R-30726 28R-30739 28R-30740 28R-30747 28R-30750 28R-30752 28R-30759 28R-30760 28R-30766 28R-30776 28R-30779 28R-30785 28R-30787 28R-30795 28R-30801 28R-30809 28R-30815 28R-30819 28R-30821 28R-30824 28R-30827 28R-30832 28R-30835 28R-30838 28R-30842 28R-30845 28R-30849 28R-30853 28R-30857 28R-30860 28R-30865 28R-30866 28R-30867 28R-30868 28R-30869 28R-30872 28R-30874 28R-30875 28R-30877 through 28R-31270, and 28R-7130001 through 28R-7130013 under the delegation option provisions of FAR 21. See NOTE 17 and 20.			

X - Model PA-28R-200 (Arrow), 4 PCLM (Normal Category), Approved January 16, 1969, S/N 28R-35001 through 28R-35820 and 28R-7135001 through 28R-7135229.

<u>Engine</u>	Lycoming IO-360-C1C					
<u>Injector</u>	Bendix Type RSA-5AD1, Parts List Number 2524450					
<u>Fuel</u>	100/130 minimum grade aviation gasoline					
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (200 hp)					
<u>Propeller and Propeller Limits</u>	Hartzell constant speed Model HC-C2YK-1 ()/7666A-2 or HC-C2YK-1 ()F/7666A Pitch: High 29.0° ±2°, Low 14.0° ±2° at 30 " Station Diameter: Not over 74", not under 72.5" Governor Assembly: Hartzell F-2-7 () Avoid continuous operation between 2000 - 2350 r.p.m.					
<u>Propeller Spinner</u>	Piper P/N 66785 spinner tip and P/N 66786 spinner shell or P/N 67790-0 spinner, P/N 67791-0 bulkhead, P/N 67793-0 bulkhead, and P/N 99499-0 plate. Two each P/N 67794-0 cuff or Kit 760 410V. See NOTE 11.					
<u>Airspeed Limits</u>	Never exceed	214 mph	(186 knots)	CAS		
	Maximum structural cruising	170 mph	(148 knots)	CAS		
	Maneuvering	134 mph	(116 knots)	CAS		
	Flaps Extended	125 mph	(109 knots)	CAS		
	Maximum gear extension	150 mph	(130 knots)	CAS		
	Maximum gear retraction	125 mph	(109 knots)	CAS		
<u>Center of Gravity Range</u>	(+81.0) to (+95.9) at 1925 lb. or less (+90.0) to (+95.9) at 2600 lb. Straight line variation between points given. Moment due to retracting of landing gear (+819 in-lb.)					
<u>Empty Weight C. G. Range</u>	None					
<u>Maximum Weight</u>	2600 lb.					
<u>No. of Seats</u>	4 (2 at +85.5, 2 at +118.1)					
<u>Maximum Cargo</u>	200 lb. (at +142.8)					
<u>Fuel Capacity</u>	50 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.					
<u>Oil Capacity</u>	8 quarts at (+29.5) (6 quarts usable) See NOTE 1 for data on system oil.					
<u>Control Surface Movements</u>	Wing flaps	(±2°)	Up	0°	Down	40°
	Ailerons	(±2°)	Up	30°	Down	15°
	Rudder	(±2°)	Left	27°	Right	27°
	Stabilator	(±1°)	Up	18°	Down	2°
	Stabilator Tab	(±1°)	Up	3°	Down	12°
<u>Nose Wheel Travel</u>	(±2°)	Left	30°	Right	30°	
<u>Manufacturer's Serial Numbers</u>	28R-35001 through 28R-35820, and 28R-7135001 through 28R-7135229. The manufacturer is authorized to issue airworthiness certificates for airplanes serial numbers 28R-35001 through 28R-35820, and 28R-7135001 through 28R-7135229 under the delegation option provisions of FAR 21.					

XI - Model PA-28R-200 (Arrow II), 4 PCLM (Normal Category), Approved December 2, 1971, for S/N 28R-7235001 through 28R-7635545.

This series differs from the basic PA-28R-200 (Item X) by the addition of a five-inch fuselage extension, larger horizontal tail, wing span increase, gross weight increase, and other minor changes.

<u>Engine</u>	Lycoming IO-360-C1C (See NOTE 22) Lycoming IO-360-C1C6 (See NOTE 23)																								
<u>Injector</u>	Bendix Type RSA-5AD1, Part List Number 2524450																								
<u>Fuel</u>	100/130 minimum grade aviation gasoline																								
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (200 hp)																								
<u>Propeller and Propeller Limits</u>	Hartzell Constant Speed Model HC-C2YK-1 () or HC-C2YK-1() F Blade Model 7666A-2 or F7666A-2 (See NOTE 22) Pitch: High $29.0^{\circ} \pm 2^{\circ}$, Low $14.0^{\circ} \pm .2^{\circ}$ at 30" Station. Diameter: Not over 74", not under 72.5". Governor Assembly: Hartzell F-2-7() Avoid continuous operation between 2000 - 2350 r.p.m. or McCauley Constant Speed Model B2D34C213, Blade Model 90DHA-16 (See NOTE 23) Pitch: High $27.5^{\circ} \pm .5^{\circ}$; Low $12.5^{\circ} \pm .2^{\circ}$ at 30" Station. Diameter: Not over 74", not under 73". Governor Assembly: Hartzell F-2-7 () Avoid continuous operation between 1500 and 1950 r.p.m. below 15" manifold pressure.																								
<u>Propeller Spinner</u>	For the Hartzell Propeller: Piper P/N 66785-00 spinner tip, P/N 66786 spinner shell and P/N 68734-0 bulkhead or P/N 99374-0 spinner installation (same as Kit No. 760 410V). See NOTE 11. For the McCauley Propeller: Piper P/N 66785 spinner tip and P/N 66786 spinner shell or P/N 67790-0 spinner, P/N 67791-0 bulkhead, P/N 67793-0 bulkhead, and P/N 99499-0 plate. Two each P/N 67794-0 cuff, or Kit 760 410V. Spinner and attachment plate installation P/N 35828-2. See NOTES 11 and 23.																								
<u>Airspeed Limits</u>	<table border="0"> <tr> <td>Never exceed</td> <td>214 mph</td> <td>(186 knots)</td> <td>CAS</td> </tr> <tr> <td>Maximum structural cruising</td> <td>170 mph</td> <td>(148 knots)</td> <td>CAS</td> </tr> <tr> <td>Maneuvering</td> <td>131 mph</td> <td>(114 knots)</td> <td>CAS</td> </tr> <tr> <td>Flaps Extended</td> <td>125 mph</td> <td>(109 knots)</td> <td>CAS</td> </tr> <tr> <td>Maximum gear extension</td> <td>150 mph</td> <td>(130 knots)</td> <td>CAS</td> </tr> <tr> <td>Maximum gear retraction</td> <td>125 mph</td> <td>(109 knots)</td> <td>CAS</td> </tr> </table>	Never exceed	214 mph	(186 knots)	CAS	Maximum structural cruising	170 mph	(148 knots)	CAS	Maneuvering	131 mph	(114 knots)	CAS	Flaps Extended	125 mph	(109 knots)	CAS	Maximum gear extension	150 mph	(130 knots)	CAS	Maximum gear retraction	125 mph	(109 knots)	CAS
Never exceed	214 mph	(186 knots)	CAS																						
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Flaps Extended	125 mph	(109 knots)	CAS																						
Maximum gear extension	150 mph	(130 knots)	CAS																						
Maximum gear retraction	125 mph	(109 knots)	CAS																						
<u>Center of Gravity Range</u>	(+80.0) to (+93.0) at 1800 lb. or less (+82.0) to (+93.0) at 2300 lb. (+87.3) to (+93.0) at 2650 lb.																								
<u>Empty Weight C. G. Range</u>	None																								
<u>Maximum Weight</u>	2650 lb.																								
<u>No. of Seats</u>	4 (2 at +80.5, 2 at +118.1)																								
<u>Maximum Cargo</u>	200 lb. (at +142.8)																								
<u>Fuel Capacity</u>	50 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.																								
<u>Oil Capacity</u>	8 quarts at (+24.5) (6 quarts usable) See NOTE 1 for data on system oil.																								

<u>Control Surface Movements</u>	Wing flaps	(±2°)	Up	0°	Down	40°
	Ailerons	(±2°)	Up	30°	Down	15°
	Rudder	(±2°)	Left	27°	Right	27°
	Stabilator	(±1°)	Up	16°	Down	2°
	Stabilator Tab	(±1°)	Up	3°	Down	12°

Nose Wheel Travel (±2°) Left 30° Right 30°

Manufacturer's Serial Numbers 28R-7235001 through 28R-7635545. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 28R-7235001 through 28R-7635545 under the delegation option provisions of FAR 21. See NOTE 20.

XII - Model PA-28-180 (Archer), 4 PCLM (Normal Category), 2 PCLM (Utility Category), Approved May 22, 1972, for S/N 28- E13, and 28-7305001 through 28-7505260.

This series differs from the basic PA-28-180 (Item III) by the addition of a five inch fuselage extension, wing span increase, larger horizontal tail, gross weight increase and other minor changes.

Engine Lycoming O-360-A4A or O-360-A4M with carburetor settings 10-3878 or 10-5193

Fuel 100/130 minimum grade aviation gasoline

Engine Limits For all operations, 2700 r.p.m. (180 hp)

Propeller and Propeller Limits Sensenich or 76EM8S5 or M76EMMS
 Static r.p.m. at maximum permissible throttle setting not over 2425 r.p.m.,
 not under 2325 r.p.m.
 No additional tolerance permitted.
 Diameter: Not over or under 76".

Propeller Spinner Piper P/N 65805-00.
 See NOTE 11.

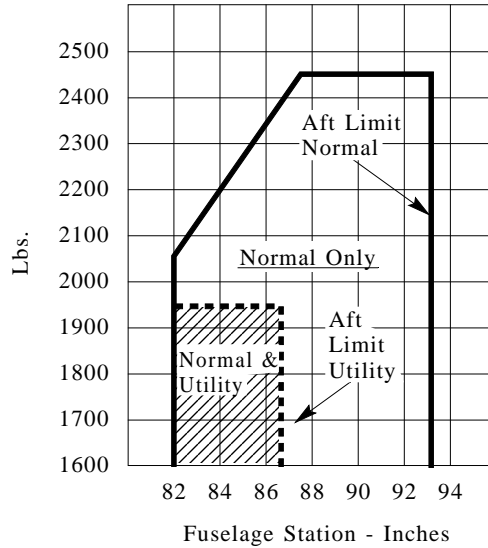
Airspeed Limits

Never exceed	171 mph	(148 knots)	CAS
Maximum structural cruising	140 mph	(121 knots)	CAS
Maneuvering	127 mph	(110 knots)	CAS
Flaps Extended	115 mph	(100 knots)	CAS

Center of Gravity Range

Normal Category
 (+82.0) to (+93.0) at 2050 lb. or less
 (+87.4) to (+93.0) at 2450 lb.

Utility Category
 (+82.0) to (+86.5) at 1950 lb. or less
 Straight line variation between points given.



Empty Weight C. G. Range

None

Maximum Weight

Normal Category: 2450 lb.
Utility Category: 1950 lb.

No. of Seats

Normal Category: 4 (2 at +80.5 2 at +118.1)
Utility Category: 2 (2 at +80.5)

Maximum Baggage

200 lb. at (+142.8)

Fuel Capacity

50 gallons at (+95) (2 wing tanks)
See NOTE 1 for data on system fuel.

Oil Capacity

8 quarts at (+27.5) (6 quarts usable)
See NOTE 1 for data on system oil.

Control Surface Movements

Wing flaps	(±2°)	Up	0°	Down	40°
Ailerons	(±2°)	Up	30°	Down	15°
Rudder	(±2°)	Left	27°	Right	27°
Stabilator	(±1°)	Up	14°	Down	2°
Stabilator Tab	(±1°)	Up	3°	Down	12°

Nose Wheel Travel

(±2°)	Left	22°	Right	22°
(S/N 28-E13, 28-7305001 through 28-7305601)				
(±2°)	Left	30°	Right	30°
(S/N 28-7405001 through 28-7505260)				

Manufacturer's Serial Numbers

28-E13, and 28-7305001 through 28-7505260. The manufacturer is authorized to issue airworthiness certificates for airplanes serial numbers 28-7305001 through 28-7505260 under the delegation option provisions of FAR 21. See NOTE 20.

XIII - Model PA-28-235 (Cherokee Pathfinder), 4 PCLM (Normal Category), Approved June 9, 1972, for S/N 28E-11, and 28-7310001 through 28-7710089.

This series differs from the basic PA-28-235 (Item VI) by the addition of a five inch fuselage extension, larger horizontal tail, gross weight increase, and other minor changes.

Engine

Lycoming O-540-B4B5 with carburetor setting 10-5404

Fuel

80/87 minimum grade aviation gasoline

<u>Engine Limits</u>	For all operations, 2575 r.p.m. (235 hp)																														
<u>Propeller and Propeller Limits</u>	Hartzell HC-C2YK-1()F/F 8468A-4 Pitch: High $27^{\circ} \pm 2^{\circ}$, Low $13.5^{\circ} \pm .2^{\circ}$ at 30" station. Diameter: Not over 80", not under 80". Governor Assembly: Hartzell F-4-3() or F-4-13 (). See NOTE 21.																														
<u>Propeller Spinner</u>	P/N 99374 Spinner Installation. Spinner required.																														
<u>Airspeed Limits</u>	<table border="0"> <tr> <td>Never exceed</td> <td>197 mph</td> <td>(171 knots)</td> <td>CAS</td> </tr> <tr> <td>Maximum structural cruising</td> <td>156 mph</td> <td>(135 knots)</td> <td>CAS</td> </tr> <tr> <td>Maneuvering</td> <td>138 mph</td> <td>(119 knots)</td> <td>CAS</td> </tr> <tr> <td>Flaps Extended</td> <td>115 mph</td> <td>(99 knots)</td> <td>CAS</td> </tr> </table>	Never exceed	197 mph	(171 knots)	CAS	Maximum structural cruising	156 mph	(135 knots)	CAS	Maneuvering	138 mph	(119 knots)	CAS	Flaps Extended	115 mph	(99 knots)	CAS														
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<u>Center of Gravity Range</u>	<table border="0"> <tr> <td>(+79.0)</td> <td>to</td> <td>(+91.5)</td> <td>at</td> <td>1900 lb. or less</td> </tr> <tr> <td>(+82.0)</td> <td>to</td> <td>(+91.5)</td> <td>at</td> <td>2500 lb.</td> </tr> <tr> <td>(+88.0)</td> <td>to</td> <td>(+91.5)</td> <td>at</td> <td>3000 lb.</td> </tr> </table> Straight line variation between points given.	(+79.0)	to	(+91.5)	at	1900 lb. or less	(+82.0)	to	(+91.5)	at	2500 lb.	(+88.0)	to	(+91.5)	at	3000 lb.															
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(+88.0)	to	(+91.5)	at	3000 lb.																											
<u>Empty Weight C. G. Range</u>	None																														
<u>Maximum Weight</u>	3000 lb.																														
<u>No. of Seats</u>	4 (2 at +80.5, 2 at +118.1)																														
<u>Maximum Baggage</u>	200 lb. at (+142.8)																														
<u>Fuel Capacity</u>	84 gallons (50 gallons in 2 wing tanks at (+95) and 34 gallons in 2 tip tanks at (+95)) See NOTE 1 for data on system fuel.																														
<u>Oil Capacity</u>	12 quarts at(+29.1) (9¼ quarts usable) See NOTE 1 for data on system oil.																														
<u>Control Surface Movements</u>	<table border="0"> <tr> <td>Wing flaps</td> <td>($\pm 2^{\circ}$)</td> <td>Up</td> <td>0°</td> <td>Down</td> <td>40°</td> </tr> <tr> <td>Ailerons</td> <td>($\pm 2^{\circ}$)</td> <td>Up</td> <td>30°</td> <td>Down</td> <td>15°</td> </tr> <tr> <td>Rudder</td> <td>($\pm 2^{\circ}$)</td> <td>Left</td> <td>27°</td> <td>Right</td> <td>27°</td> </tr> <tr> <td>Stabilator</td> <td>($\pm 2^{\circ}$)</td> <td>Up</td> <td>16°</td> <td>Down</td> <td>2°</td> </tr> <tr> <td>Stabilator Tab</td> <td>($\pm 1^{\circ}$)</td> <td>Up</td> <td>3°</td> <td>Down</td> <td>12°</td> </tr> </table>	Wing flaps	($\pm 2^{\circ}$)	Up	0°	Down	40°	Ailerons	($\pm 2^{\circ}$)	Up	30°	Down	15°	Rudder	($\pm 2^{\circ}$)	Left	27°	Right	27°	Stabilator	($\pm 2^{\circ}$)	Up	16°	Down	2°	Stabilator Tab	($\pm 1^{\circ}$)	Up	3°	Down	12°
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Stabilator	($\pm 2^{\circ}$)	Up	16°	Down	2°																										
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<u>Nose Wheel Travel</u>	<table border="0"> <tr> <td>($\pm 2^{\circ}$)</td> <td>Left</td> <td>22°</td> <td>Right</td> <td>22°</td> </tr> <tr> <td colspan="5">(S/N 28-E11, 28-7310001 through 28-7310176)</td> </tr> <tr> <td>($\pm 2^{\circ}$)</td> <td>Left</td> <td>30°</td> <td>Right</td> <td>30°</td> </tr> <tr> <td colspan="5">(S/N 28-7410001 through 28-7710089)</td> </tr> </table>	($\pm 2^{\circ}$)	Left	22°	Right	22°	(S/N 28-E11, 28-7310001 through 28-7310176)					($\pm 2^{\circ}$)	Left	30°	Right	30°	(S/N 28-7410001 through 28-7710089)														
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($\pm 2^{\circ}$)	Left	30°	Right	30°																											
(S/N 28-7410001 through 28-7710089)																															
<u>Manufacturer's Serial Numbers</u>	28-E11, and 28-7310001 through 28-7710089. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 28-E11, and 28-7310001 through 28-7710089 under the delegation option provisions of FAR 21. See NOTE 20.																														

XIV - Model PA-28-151 (Cherokee Warrior), 4 PCLM (Normal Category), 2 PCLM (Utility Category), Approved August 9, 1973, for S/N 28-7415001 through 28-7715314.

<u>Engine</u>	Lycoming O-320-E30 with carburetor setting 10-5009, or 10-5009N, or 10-5135
<u>Fuel</u>	80/87 minimum grade aviation gasoline
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (150 hp)

<u>Propeller and Propeller Limits</u>	Sensenich M74DM6 Static r.p.m. at maximum permissible throttle setting not over 2375 r.p.m., not under 2275 r.p.m. No additional tolerance permitted. Diameter: Not over 74", not under 72". or McCauley 1C160 EGM 7653 Static r.p.m. at maximum permissible throttle setting not over 2400 r.p.m., not under 2300 r.p.m. No additional tolerance permitted. Diameter: Not over 76", not under 74.5".					
<u>Propeller Spinner</u>	Piper P/N 35323. See NOTE 11.					
<u>Airspeed Limits</u>	Never exceed	176 mph	(153 knots)	CAS		
	Maximum structural cruising	140 mph	(122 knots)	CAS		
	Maneuvering	111 mph	(108 knots)	CAS		
	Flaps Extended (S/N 28-7415001 through 28-7515449)	125 mph	(109 knots)	CAS		
	Flaps Extended (S/N 28-7615001 through 28-7715314)	115 mph	(100 knots)	CAS		
<u>Center of Gravity Range</u>	<u>Normal Category</u> (+83.0) to (+93.0) at 1950 lb. or less (+87.0) to (+93.0) at 2325 lb.					
	<u>Utility Category</u> (+83.0) to (+86.5) at 1950 lb. or less Straight line variation between points given.					
<u>Empty Weight C. G. Range</u>	None					
<u>Maximum Weight</u>	Normal Category: 2325 lb. Utility Category: 1950 lb.					
<u>No. of Seats</u>	Normal Category: 4 (2 at +80.5, 2 at +118.1) Utility Category: 2 (2 at +80.5)					
<u>Maximum Baggage</u>	Eligible Normal Category only: 200 lb. at (+142.8)					
<u>Fuel Capacity</u>	50 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.					
<u>Oil Capacity</u>	8 quarts at (+27.5) (6 quarts usable) See NOTE 1 for data on system oil.					
<u>Control Surface Movements</u>	Wing Flaps	(±2°)	Up	0°	Down	40°
	Ailerons	(±2°)	Up	23°	Down	17°
	(S/N 28-7415001 through 28-7515449)					
	Ailerons	(±2°)	Up	25°	Down	12.5°
	(S/N 28-7615001 through 28-7715314)					
	Rudder	(±2°)	Left	27°	Right	27°
	Stabilator	(±1°)	Up	14°	Down	2°
	Stabilator Tab	(±1°)	Up	3°	Down	12°
<u>Nose Wheel Travel</u>		(±1°)	Left	30°	Right	30°

Manufacturer's Serial Numbers 28-7415001 through 28-7715314. The manufacturer is authorized to issue airworthiness certificates for airplanes serial numbers 28-7415001 through 28-7715314 under the delegation option provisions of FAR 21.

XV - A.- Model PA-28-181 (Archer II), 4 PCLM (Normal Category), 2 PCLM (Utility Category), Approved July 8, 1975, for S/N 28-7690001 through 28-8690056; 28-8690061; 28-8690062; and 2890001 through 2890205.

Engine Lycoming O-360-A4M with carburetor settings 10-3878 or 10-5193 or
Lycoming O-360-A4A with carburetor setting 10-5193.

Fuel 100/130 minimum grade aviation gasoline

Engine Limits Applicable to S/N 28-7690001 through 28-7990589:
For all operations, 2700 r.p.m. (180 hp)
Applicable to S/N 28-8090001 through 28-8690056; 28-8690061; 28-8690062; and
2890001 through 2890205:
For takeoff 5 minutes at 2700 r.p.m. (180 hp)
For maximum continuous operation, 2650 r.p.m. (178 hp)

Propeller and Propeller Limits Sensenich 76EM8S5
For S/N 28-7690001 through 28-7790607:
Static r.p.m. at maximum permissible throttle setting, not over 2425 r.p.m.,
not under 2325 r.p.m. at sea level, ISA conditions. (Reference aircraft
Maintenance Manual for test procedure to determine approved static r.p.m.
under nonstandard conditions.)
No additional tolerance permitted.
Diameter: Not over or under 76".
For S/N 28-7890001 through 28-8690056; 28-8690061; 28-8690062; and 2890001
through 2890205:
Static r.p.m. at maximum permissible throttle setting, not over 2340 r.p.m.,
not under 2240 r.p.m. at sea level, ISA conditions. (Reference aircraft
Maintenance Manual for test procedure to determine approved static r.p.m.
under nonstandard conditions.)
No additional tolerance permitted.
Diameter: Not over or under 76".

Propeller Spinner Piper P/N 65805-00.
See NOTE 11.

Airspeed Limits

Never exceed	171 mph	(148 knots)	CAS
Maximum structural cruising	140 mph	(121 knots)	CAS
For S/N 28-7690001 thru 28-7690467:			
Maneuvering	124 mph	(108 knots)	CAS
For S/N 28-7790001 thru 28-7790589, 28-8090001 through 28-8690056, 28-8690061, 28-8690062, and 2890001 through 2890205:			
Maneuvering @ 2550 lbs.	128 mph	(111 knots)	CAS
Maneuvering @ 1634 lbs.	102 mph	(89 knots)	CAS

Center of Gravity Range

Normal Category
(+82.0) to (+93.0) at 2050 lb. or less
(+88.6) to (+93.0) at 2550 lb.

Utility Category
(+82.0) to (+93.0) at 2050 lb. or less
(+83.0) to (+93.0) at 2130 lb.
Straight line variation between points given.

Empty Weight C. G. Range None

Maximum Weight Normal Category: Ramp - 2558 lb. *

	Takeoff - 2550 lb.																														
Utility Category:	Ramp - 2138 lb. *																														
	Takeoff - 2130 lb.																														
	* - Ramp weights for S/N 28-8090001 through 28-8690056; 28-8690061; 28-8690062; and 2890001 through 2890205 only.																														
<u>No. of Seats</u>	Normal Category: 4 (2 at +80.5, 2 at +118.1) Utility Category: 2 (2 at +80.5)																														
<u>Maximum Baggage</u>	200 lb. at (+142.8)																														
<u>Fuel Capacity</u>	50 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.																														
<u>Oil Capacity</u>	8 quarts at (+27.5) (6 quarts usable) See NOTE 1 for data on system oil.																														
<u>Control Surface Movements</u>	<table> <tr> <td>Wing flaps</td> <td>(±2°)</td> <td>Up</td> <td>0°</td> <td>Down</td> <td>40°</td> </tr> <tr> <td>Ailerons</td> <td>(±2°)</td> <td>Up</td> <td>25°</td> <td>Down</td> <td>12.5°</td> </tr> <tr> <td>Rudder</td> <td>(±2°)</td> <td>Left</td> <td>27°</td> <td>Right</td> <td>27°</td> </tr> <tr> <td>Stabilator</td> <td>(±1°)</td> <td>Up</td> <td>14°</td> <td>Down</td> <td>2°</td> </tr> <tr> <td>Stabilator Tab</td> <td>(±1°)</td> <td>Up</td> <td>3°</td> <td>Down</td> <td>12°</td> </tr> </table>	Wing flaps	(±2°)	Up	0°	Down	40°	Ailerons	(±2°)	Up	25°	Down	12.5°	Rudder	(±2°)	Left	27°	Right	27°	Stabilator	(±1°)	Up	14°	Down	2°	Stabilator Tab	(±1°)	Up	3°	Down	12°
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Stabilator	(±1°)	Up	14°	Down	2°																										
Stabilator Tab	(±1°)	Up	3°	Down	12°																										
<u>Nose Wheel Travel</u>	(±2°) Left 30° Right 30°																														
<u>Manufacturer's Serial Numbers</u>	28-7690001 through 28-8690056; 28-8690061; 28-8690062; and 2890001 through 2890205. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 28-7690001 through 28-8690056; 28-8690061; 28-8690062; and 2890001 through 2890205 under the delegation option provisions of FAR 21. See NOTE 20.																														

XV - B.- Model PA-28-181 (Archer III), 4 PCLM (Normal Category), 2 PCLM (Utility Category), Approved August 30, 1994, for S/N 2890206 through 2890231, and 2843001 and up.

<u>Engine</u>	Lycoming O-360-A4M with carburetor settings 10-5193																				
<u>Fuel</u>	100/130 minimum grade aviation gasoline																				
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (180 hp)																				
<u>Propeller and Propeller Limits</u>	<p>Sensenich 76EM8S14-0-62 Static r.p.m. at maximum permissible throttle setting, not over 2340 r.p.m., not under 2240 r.p.m. at sea level, ISA conditions. (Reference aircraft Maintenance Manual for test procedure to determine approved static r.p.m. under nonstandard conditions.) No additional tolerance permitted. Diameter: Not over or under 76".</p>																				
<u>Propeller Spinner</u>	Piper P/N 83349-02																				
<u>Airspeed Limits</u>	<table> <tr> <td>Never exceed</td> <td>171 mph</td> <td>(148 knots)</td> <td>CAS</td> </tr> <tr> <td>Maximum structural cruising</td> <td>140 mph</td> <td>(121 knots)</td> <td>CAS</td> </tr> <tr> <td>Maneuvering @ 2550 lbs.</td> <td>128 mph</td> <td>(111 knots)</td> <td>CAS</td> </tr> <tr> <td>Maneuvering @ 1634 lbs.</td> <td>102 mph</td> <td>(89 knots)</td> <td>CAS</td> </tr> <tr> <td>Flaps Extended</td> <td>115 mph</td> <td>(100 knots)</td> <td>CAS</td> </tr> </table>	Never exceed	171 mph	(148 knots)	CAS	Maximum structural cruising	140 mph	(121 knots)	CAS	Maneuvering @ 2550 lbs.	128 mph	(111 knots)	CAS	Maneuvering @ 1634 lbs.	102 mph	(89 knots)	CAS	Flaps Extended	115 mph	(100 knots)	CAS
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Maneuvering @ 1634 lbs.	102 mph	(89 knots)	CAS																		
Flaps Extended	115 mph	(100 knots)	CAS																		

<u>Center of Gravity Range</u>	<u>Normal Category</u> (+82.0) to (+93.0) at 2050 lb. or less (+88.6) to (+93.0) at 2550 lb.																														
	<u>Utility Category</u> (+82.0) to (+93.0) at 2050 lb. or less (+83.0) to (+93.0) at 2130 lb. Straight line variation between points given.																														
<u>Empty Weight C. G. Range</u>	None																														
<u>Maximum Weight</u>	Normal Category: Ramp - 2558 lb. Takeoff - 2550 lb. Utility Category: Ramp - 2138 lb. Takeoff - 2130 lb.																														
<u>No. of Seats</u>	Normal Category: 4 (2 at +80.5, 2 at +118.1) Utility Category: 2 (2 at +80.5)																														
<u>Maximum Baggage</u>	200 lb. at (+142.8)																														
<u>Fuel Capacity</u>	50 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.																														
<u>Oil Capacity</u>	8 quarts at (+27.5) (6 quarts usable) See NOTE 1 for data on system oil.																														
<u>Control Surface Movements</u>	<table border="0"> <tr> <td>Wing flaps</td> <td>(±2°)</td> <td>Up</td> <td>0°</td> <td>Down</td> <td>40°</td> </tr> <tr> <td>Ailerons</td> <td>(±2°)</td> <td>Up</td> <td>25°</td> <td>Down</td> <td>12.5°</td> </tr> <tr> <td>Rudder</td> <td>(±2°)</td> <td>Left</td> <td>27°</td> <td>Right</td> <td>27°</td> </tr> <tr> <td>Stabilator</td> <td>(±1°)</td> <td>Up</td> <td>14°</td> <td>Down</td> <td>2°</td> </tr> <tr> <td>Stabilator Tab</td> <td>(±1°)</td> <td>Up</td> <td>3°</td> <td>Down</td> <td>12°</td> </tr> </table>	Wing flaps	(±2°)	Up	0°	Down	40°	Ailerons	(±2°)	Up	25°	Down	12.5°	Rudder	(±2°)	Left	27°	Right	27°	Stabilator	(±1°)	Up	14°	Down	2°	Stabilator Tab	(±1°)	Up	3°	Down	12°
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Stabilator Tab	(±1°)	Up	3°	Down	12°																										
<u>Nose Wheel Travel</u>	(±2°) Left 30° Right 30°																														
<u>Manufacturer's Serial Numbers</u>	2890206 through 2890231, and 2843001 and up. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 2890206 through 2890231, and 2843001 and up under the delegation option provisions of FAR 21.																														

XVI - A. - Model PA-28-161 (Warrior II), 4 PCLM (Normal Category), 2 PCLM (Utility Category), Approved November 2, 1976, for S/N 28-7716001 through 28-8216300, and 2841001 through 2841365 (Cadet only)

<u>Engine</u>	Lycoming O-320-D3G with carburetor setting 10-5135, 10-5009 or 10-5217, or Lycoming O-320-D2A with carburetor setting 10-5135 or 10-5217.
<u>Fuel</u>	100 octane minimum grade aviation gasoline
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (160 hp)
<u>Propeller and Propeller Limits</u>	Sensenich 74DM6-0-60 Static r.p.m. at maximum permissible throttle setting not over 2430 r.p.m., not under 2330 r.p.m., at sea level, ISA conditions. (Reference aircraft Maintenance Manual for test procedure to determine approved static r.p.m. under nonstandard conditions.) No additional tolerance permitted. Diameter: Not over 74", not under 72".

<u>Propeller and Propeller Limits</u>	<p>or Sensenich 74DM6-0-58 Static r.p.m. at maximum permissible throttle setting not over 2465 r.p.m., not under 2365 r.p.m., at sea level, ISA conditions. (Reference aircraft Maintenance Manual for test procedure to determine approved static r.p.m. under nonstandard conditions.) No additional tolerance permitted. Diameter: Not over 74", not under 72".</p>																														
<u>Propeller Spinner</u>	<p>Piper P/N 35323 or P/N 36850. See NOTE 11.</p>																														
<u>Airspeed Limits</u>	<table border="0"> <tr> <td>Never exceed</td> <td>160 KIAS</td> </tr> <tr> <td>Maximum structural cruising</td> <td>126 KIAS</td> </tr> <tr> <td>Maneuvering at 2325 lb. gross weight</td> <td>111 KIAS</td> </tr> <tr> <td>Maneuvering at 1531 lb. gross weight</td> <td>88 KIAS</td> </tr> <tr> <td>Flaps Extended</td> <td>103 KIAS</td> </tr> </table>	Never exceed	160 KIAS	Maximum structural cruising	126 KIAS	Maneuvering at 2325 lb. gross weight	111 KIAS	Maneuvering at 1531 lb. gross weight	88 KIAS	Flaps Extended	103 KIAS																				
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Flaps Extended	103 KIAS																														
<u>Center of Gravity Range</u>	<p><u>Normal Category</u> (+83.0) to (+93.0) at 1950 lb. or less (+87.0) to (+93.0) at 2325 lb. See NOTE 27.</p> <p><u>Utility Category</u> (+83.0) to (+93.0) at 1950 lb. or less (+83.8) to (+93.0) at 2020 lb. Straight line variation between points given.</p>																														
<u>Empty Weight C.G. Range</u>	None																														
<u>Maximum Weight</u>	<p>Normal Category: 2325 lb. Utility Category: 2020 lb. Ramp: 2332 lb. (Cadet only) See NOTE 27.</p>																														
<u>No. of Seats</u>	<p>Normal Category: 4 (2 at +80.5, 2 at +118.1) Utility Category: 2 (+2 at +80.5)</p>																														
<u>Maximum Baggage</u>	<p>Eligible Normal Category only: 200 lb. at(+142.8) 50 lb. (Cadet only)</p>																														
<u>Fuel Capacity</u>	<p>50 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.</p>																														
<u>Oil Capacity</u>	<p>8 quarts at (+27.5) (6 quarts usable) See NOTE 1 for data system oil.</p>																														
<u>Control Surface Movements</u>	<table border="0"> <tr> <td>Wing flaps</td> <td>(±2°)</td> <td>Up</td> <td>0°</td> <td>Down</td> <td>40°</td> </tr> <tr> <td>Ailerons</td> <td>(±2°)</td> <td>Up</td> <td>25°</td> <td>Down</td> <td>12.5°</td> </tr> <tr> <td>Rudder</td> <td>(±2°)</td> <td>Left</td> <td>27°</td> <td>Right</td> <td>27°</td> </tr> <tr> <td>Stabilator</td> <td>(±1°)</td> <td>Up</td> <td>14°</td> <td>Down</td> <td>2°</td> </tr> <tr> <td>Stabilator Tab</td> <td>(±1°)</td> <td>Up</td> <td>3°</td> <td>Down</td> <td>12°</td> </tr> </table>	Wing flaps	(±2°)	Up	0°	Down	40°	Ailerons	(±2°)	Up	25°	Down	12.5°	Rudder	(±2°)	Left	27°	Right	27°	Stabilator	(±1°)	Up	14°	Down	2°	Stabilator Tab	(±1°)	Up	3°	Down	12°
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<u>Nose Wheel Travel</u>	<table border="0"> <tr> <td>(±1°)</td> <td>Left</td> <td>30°</td> <td>Right</td> <td>30°</td> </tr> </table>	(±1°)	Left	30°	Right	30°																									
(±1°)	Left	30°	Right	30°																											
<u>Manufacturer's Serial Numbers</u>	<p>28-7716001 through 28-8216300, and 2841001 through 2841365 (Cadet only). The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 28-7716001 through 28-8216300, and 2841001 through 2841365 under the delegation option provisions of FAR 21. See NOTE 20.</p>																														

XVI - B. Model PA-28-161 (Warrior II), 4 PCLM (Normal Category), 2 PCLM (Utility Category), Approved July 1, 1982, for S/N 28-8316001 through 28-8616057, and 2816001 through 2816109.

<u>Engine</u>	Lycoming O-320-D3G with carburetor setting 10-5135, 10-5009 or 10-5217, or Lycoming O-320-D2A with carburetor setting 10-5135 or 10-5217.		
<u>Fuel</u>	100 octane minimum grade aviation gasoline		
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (160 hp)		
<u>Propeller and Propeller Limits</u>	<p>Sensenich 74DM6-0-60 Static r.p.m. at maximum permissible throttle setting not over 2430 r.p.m., not under 2330 r.p.m. at sea level, ISA conditions. (Reference aircraft Maintenance Manual for test procedure to determine approved static r.p.m. under nonstandard conditions.) No additional tolerance permitted. Diameter: Not over 74", not under 72". or Sensenich 74DM6-0-58 Static r.p.m. at maximum permissible throttle setting not over 2465 r.p.m., not under 2365 r.p.m., at sea level, ISA conditions. (Reference aircraft Maintenance Manual for test procedure to determine approved static r.p.m. under nonstandard conditions.) No additional tolerance permitted. Diameter: Not over 74", not under 72".</p>		
<u>Propeller Spinner</u>	Piper P/N 36850. See NOTE 11.		
<u>Airspeed Limits</u>	Never exceed	160 KIAS	
	Maximum structural cruising	126 KIAS	
	Maneuvering at 2440 lb. gross weight	111 KIAS	See NOTE 26.
	Maneuvering at 1531 lb. gross weight	88 KIAS	
	Flaps Extended	103 KIAS	
<u>Center of Gravity Range</u>	<p><u>Normal Category</u> (+83.0) to (+93.0) at 1950 lb. or less (+88.3) to (+93.0) at 2440 lb. See NOTE 26.</p> <p><u>Utility Category</u> (+83.0) to (+93.0) at 1950 lb. or less (+83.8) to (+93.0) at 2020 lb. Straight line variation between points given</p>		
<u>Empty Weight C.G. Range</u>	None		
<u>Maximum Weight</u>	Normal Category:	Ramp - 2447 lb. Takeoff - 2440 lb.	See NOTE 26.
	Utility Category:	Ramp - 2027 lb. Takeoff - 2020 lb.	
<u>No. of Seats</u>	Normal Category:	4 (2 at +80.5, 2 at +118.1)	
	Utility Category:	2 (2 at +80.5)	
<u>Maximum Baggage</u>	Eligible Normal Category only: 200 lb. at (+142.8)		
<u>Fuel Capacity</u>	50 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.		

<u>Oil Capacity</u>	8 quarts at (+27.5) (6 quarts usable) See NOTE 1 for data on system oil.					
<u>Control Surface Movements</u>	Wing flaps	(±2°)	Up	0°	Down	40°
	Ailerons	(±2°)	Up	25°	Down	12.5°
	Rudder	(±2°)	Left	27°	Right	27°
	Stabilator	(±1°)	Up	14°	Down	2°
	Stabilator Tab	(±1°)	Up	3°	Down	12°
<u>Nose Wheel Travel</u>		(±1°)	Left	30°	Right	30°
<u>Manufacturer's Serial Nos.</u>	28-8316001 through 28-8616057, and 2816001 through 2816109. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 28-8316001 through 28-8616057, and 2816001 through 2816109 under the delegation option provisions of FAR 21. See NOTE 20.					

XVI - C. Model PA-28-161 (Warrior III), 4 PCLM (Normal Category), 2 PCLM (Utility Category), Approved July 1, 1994, for S/N 2816110 through 2816119, and 2842001 and up.

<u>Engine</u>	Lycoming O-320-D3G with carburetor setting 10-5135, 10-5009 or 10-5217					
<u>Fuel</u>	100 octane minimum grade aviation gasoline					
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (160 hp)					
<u>Propeller and Propeller Limits</u>	Sensenich 74DM6-0-60 Static r.p.m. at maximum permissible throttle setting not over 2430 r.p.m., not under 2330 r.p.m., at sea level, ISA conditions. (Reference aircraft Maintenance Manual for test procedure to determine approved static r.p.m. under nonstandard conditions.) No additional tolerance permitted. Diameter: Not over 74", not under 72".					
<u>Propeller Spinner</u>	Piper P/N 36850. See NOTE 11.					
<u>Airspeed Limits</u>	Never exceed				160 KIAS	
	Maximum structural cruising				126 KIAS	
	Maneuvering at 2440 lb. gross weight				111 KIAS	See NOTE 26.
	Maneuvering at 1531 lb. gross weight				88 KIAS	
	Flaps Extended				103 KIAS	
<u>Center of Gravity Range</u>	<u>Normal Category</u> (+83.0) to (+93.0) at 1950 lb. or less (+88.3) to (+93.0) at 2440 lb. See NOTE 26.					
	<u>Utility Category</u> (+83.0) to (+93.0) at 1950 lb. or less (+83.8) to (+93.0) at 2020 lb. Straight line variation between points given					
<u>Empty Weight C.G. Range</u>	None					
<u>Maximum Weight</u>	Normal Category: Ramp - 2447 lb. Takeoff - 2440 lb. See NOTE 26.					
	Utility Category: Ramp - 2027 lb. Takeoff - 2020 lb.					

<u>No. of Seats</u>	Normal Category: 4 (2 at +80.5, 2 at +118.1) Utility Category: 2 (2 at +80.5)																														
<u>Maximum Baggage</u>	Eligible Normal Category only: 200 lb. at (+142.8)																														
<u>Fuel Capacity</u>	50 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.																														
<u>Oil Capacity</u>	8 quarts at (+27.5) (6 quarts usable) See NOTE 1 for data on system oil.																														
<u>Control Surface Movements</u>	<table> <tr> <td>Wing flaps</td> <td>($\pm 2^\circ$)</td> <td>Up</td> <td>0°</td> <td>Down</td> <td>40°</td> </tr> <tr> <td>Ailerons</td> <td>($\pm 2^\circ$)</td> <td>Up</td> <td>25°</td> <td>Down</td> <td>12.5°</td> </tr> <tr> <td>Rudder</td> <td>($\pm 2^\circ$)</td> <td>Left</td> <td>27°</td> <td>Right</td> <td>27°</td> </tr> <tr> <td>Stabilator</td> <td>($\pm 1^\circ$)</td> <td>Up</td> <td>14°</td> <td>Down</td> <td>2°</td> </tr> <tr> <td>Stabilator Tab</td> <td>($\pm 1^\circ$)</td> <td>Up</td> <td>3°</td> <td>Down</td> <td>12°</td> </tr> </table>	Wing flaps	($\pm 2^\circ$)	Up	0°	Down	40°	Ailerons	($\pm 2^\circ$)	Up	25°	Down	12.5°	Rudder	($\pm 2^\circ$)	Left	27°	Right	27°	Stabilator	($\pm 1^\circ$)	Up	14°	Down	2°	Stabilator Tab	($\pm 1^\circ$)	Up	3°	Down	12°
Wing flaps	($\pm 2^\circ$)	Up	0°	Down	40°																										
Ailerons	($\pm 2^\circ$)	Up	25°	Down	12.5°																										
Rudder	($\pm 2^\circ$)	Left	27°	Right	27°																										
Stabilator	($\pm 1^\circ$)	Up	14°	Down	2°																										
Stabilator Tab	($\pm 1^\circ$)	Up	3°	Down	12°																										
<u>Nose Wheel Travel</u>	($\pm 1^\circ$) Left 30° Right 30°																														
<u>Manufacturer's Serial Nos.</u>	2816110 through 2816119, and 2842001 and up. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 2816110 through 2816119, and 2842001 and up under the delegation option provisions of FAR 21.																														

XVII - Model PA-28R-201 (Arrow III), 4 PCLM (Normal Category), Approved November 2, 1976, for S/N 28R-7737002 through 28R-7837317; 2837001 through 2837061; and 2844001 and up.

<u>Engine</u>	Lycoming IO-360-C1C6												
<u>Injector</u>	Bendix Type RSA-5AD1, Part List Number 2524450												
<u>Fuel</u>	100/130 minimum grade aviation gasoline												
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (200 hp)												
<u>Propeller and Propeller Limits</u>	<p>McCauley Constant Speed Hub Model B2D34C213, Blade Model 90 DHA-16 Pitch: High $27.5^\circ \pm .5^\circ$, Low $12.5^\circ \pm .2^\circ$ at 30" station. Diameter: Not over 74", not under 73". Governor Assembly: Hartzell Model F-2-7 () Avoid continuous operation between 1500 and 1950 r.p.m. below 15" manifold pressure. or Hartzell Constant Speed Hub Model HC-C2YK-1()F, Blade Model F7666A-2R Pitch: High $29.0^\circ \pm 2^\circ$, Low $14.0^\circ \pm .2^\circ$ at 30" station. Diameter: Not over 74", not under 72". Governor Assembly: F-2-7 ()</p>												
<u>Propeller Spinner</u>	<p>For McCauley propeller: Piper P/N 35838-2 For Hartzell propeller: Piper P/N 99374 See NOTE 11.</p>												
<u>Airspeed Limits</u>	<table> <tr> <td>Never exceed</td> <td>183 KIAS</td> </tr> <tr> <td>Maximum structural cruising</td> <td>146 KIAS</td> </tr> <tr> <td>Maneuvering</td> <td>118 KIAS</td> </tr> <tr> <td>Flaps Extended</td> <td>103 KIAS</td> </tr> <tr> <td>Maximum Gear Extension</td> <td>129 KIAS</td> </tr> <tr> <td>Maximum Gear Retraction</td> <td>107 KIAS</td> </tr> </table>	Never exceed	183 KIAS	Maximum structural cruising	146 KIAS	Maneuvering	118 KIAS	Flaps Extended	103 KIAS	Maximum Gear Extension	129 KIAS	Maximum Gear Retraction	107 KIAS
Never exceed	183 KIAS												
Maximum structural cruising	146 KIAS												
Maneuvering	118 KIAS												
Flaps Extended	103 KIAS												
Maximum Gear Extension	129 KIAS												
Maximum Gear Retraction	107 KIAS												
<u>Center of Gravity Range</u>	<p>(+82.0) to (+91.5) at 2375 lb. or less (+88.9) to (+91.5) at 2750 lb. Straight line variation between points given.</p>												

	Moment due to retraction of gear (+819 in-lb.)			
<u>Empty Weight C.G. Range</u>	None			
<u>Maximum Weight</u>	2750 lb.			
<u>No. of Seats</u>	4 (2 at +80.5, 2 at +118.1)			
<u>Maximum Baggage</u>	200 lb. at (+142.8)			
<u>Fuel Capacity</u>	77 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.			
<u>Oil Capacity</u>	8 quarts at (+24.5) (6 quarts usable) See NOTE 1 for data on system oil.			
<u>Control Surface Movements</u>	Wing flaps	(±2°)	Up 0°	Down 40°
	Ailerons	(±2°)	Up 25°	Down 12.5°
	Rudder	(±1°)	Left 28°	Right 28°
	Stabilator	(±1°)	Up 16°	Down 2°
	Stabilator Tab	(±1°)	Up 3°	Down 12°
<u>Nose Wheel Travel</u>		(±2°)	Left 30°	Right 30°
<u>Manufacturer's Serial Numbers</u>	28R-7737002 through 28-7837317; 2837001 through 2837061; and 2844001 and up. The manufacturer is authorized to issue airworthiness certificates for airplanes serial numbers 28R-7737002 through 28-7837317; 2837001 through 2837061; and 2844001 and up under the delegation option provisions of FAR 21. See NOTE 20.			

XVIII - Model PA-28R-201T (Turbo Arrow III), 4 PCLM (Normal Category), Approved November 2, 1976, for S/N 28R-7703001 through 28R-7803374, and 2803001 through 2803012.

<u>Engine</u>	Continental TSIO-360-F or TSIO-360-FB	
<u>Fuel</u>	100/130 minimum grade aviation gasoline	
<u>Engine Limits</u>	For all operations, 2575 r.p.m. at 41" Hg. manifold pressure (200 hp)	
<u>Propeller and Propeller Limits</u>	1 Hartzell Hub Model BHC-C2YF-1BF, Blade Model F8459A-8R Pitch Setting at 30" Station: High: 29° ± 1.0°, Low: 14.4° ± 0.2°. Diameter: Not over 76", not under 75". Governor: Hartzell E-5 or Woodward G210681 Avoid continuous operation between 2000 and 2200 r.p.m. with engine manifold pressure above 32" Hg. Avoid continuous ground operation in cross and tail winds of over 10 knots between 1700 and 2100 r.p.m.	
<u>Propeller Spinner</u>	Hartzell P/N C3568 Spinner Assembly. See NOTE 11.	
<u>Airspeed Limits</u>	Never exceed	183 KIAS
	Maximum structural cruising	146 KIAS
	Maneuvering	119 KIAS
	Flaps Extended	103 KIAS

	Maximum Gear Retraction	107 KIAS
	Maximum Gear Extension	129 KIAS
	Maximum Gear Extended	129 KIAS
<u>Center of Gravity Range</u>	(+86.0) to (+90.0) at 2900 lb. (+78.0) to (+90.0) at 2240 lb. or less Straight line variation between points given. Moment due to retraction of landing gear (+819 in-lb.)	
<u>Empty Weight C. G. Range</u>	None	
<u>Maximum Weight</u>	Ramp: 2912 lb. Takeoff: 2900 lb.	
<u>No. of Seats</u>	4 (2 at +80.5, 2 at +118.1)	
<u>Maximum Baggage</u>	200 lb. at (+142.8)	
<u>Fuel Capacity</u>	77 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.	
<u>Oil Capacity</u>	8 quarts at (+13.5) (5 quarts usable) See NOTE 1 for data on system oil.	
<u>Maximum Operating Altitude</u>	20,000 feet	
<u>Control Surface Movements</u>	Wing flaps ($\pm 2^\circ$) Up 0° Down 40° Ailerons ($\pm 2^\circ$) Up 25° Down 12.5° Rudder ($\pm 1^\circ$) Left 28° Right 28° Stabilator ($\pm 1^\circ$) Up 16° Down 2° Stabilator Tab ($\pm 1^\circ$) Up 3° Down 12°	
<u>Nose Wheel Travel</u>	($\pm 2^\circ$) Left 30° Right 30°	
<u>Manufacturer's Serial Numbers</u>	28R-7703001 through 28R-7803374, and 2803001 through 2803012. The manufacturer is authorized to issue airworthiness certificates for airplanes serial numbers 28R-7703001 through 28R-7803374, and 2803001 through 2803012 under the delegation option provisions of FAR 21. See NOTE 20.	

XIX - Model PA-28-236 (Dakota), 4 PCLM (Normal Category), Approved June 1, 1978, for S/N 28-7911001 through 28-8611008; 2811001 through 2811050; and 2845001 and up.

<u>Engine</u>	Lycoming O-540-J3A5D with carburetor setting 10-5054
<u>Fuel</u>	100/130 minimum grade aviation gasoline
<u>Engine Limits</u>	For all operations, 2400 r.p.m. (235 hp)
<u>Propeller and Propeller Limits</u>	Hartzell HC-F2YR-1()/F 8468A-4R Pitch: High $32^\circ \pm 2^\circ$, Low $16.25^\circ \pm \frac{1}{4}^\circ$. Diameter: Not over 80", not under 78". Governor Assembly: Hartzell F-4-21()

<u>Propeller Spinner</u>	Hartzell P/N C3568 Spinner Assembly. See NOTE 11.					
<u>Airspeed Limits</u>	Never exceed	197 mph	(171 knots)	CAS		
	Maximum structural cruising	156 mph	(135 knots)	CAS		
	Maneuvering at 3000 lb.	140 mph	(122 knots)	CAS		
	Maneuvering at 1761 lb.	108 mph	(94 knots)	CAS		
	Flaps Extended	115 mph	(100 knots)	CAS		
<u>Center of Gravity Range</u>	(+79.8) to (+92.0) at	1900 lb. or less				
	(+82.5) to (+92.0) at	2500 lb.				
	(+88.5) to (+92.0) at	3000 lb.				
	Straight line variation between points given.					
<u>Empty Weight C. G. Range</u>	None					
<u>Maximum Weight</u>	3000 lb.					
<u>Number of Seats</u>	4 (2 at +80.5, 2 at +118.1)					
<u>Maximum Baggage</u>	200 lb. at (+142.8)					
<u>Fuel Capacity</u>	77 gallons at (+95)(2 wing tanks) See NOTE 1 for data on system fuel.					
<u>Oil Capacity</u>	12 quarts at (+29.1) (9 1/2 quarts usable) See NOTE 1 for data on system oil.					
<u>Control Surface Movements</u>	Wing flaps	(±2°)	Up	0°	Down	40°
	Ailerons	(±2°)	Up	25°	Down	12.5°
	Rudder	(±1°)	Left	28°	Right	28°
	Stabilator	(±1°)	Up	16°	Down	2°
	Stabilator Tab	(±1°)	Up	3°	Down	12°
<u>Nose Wheel Travel</u>	(±1°)	Left	30°	Right	30°	
<u>Manufacturer's Serial Numbers</u>	28-7911001 through 28-8611008; 2811001 through 2811050; and 2845001 and up. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 28-7911001 through 28-8611008; 2811001 through 2811050; and 2845001 and up under the delegation option provisions of FAR 21. See NOTE 20.					

XX - A. Model PA-28RT-201 (Arrow IV), 4 PCLM (Normal Category), Approved November 13, 1978, for S/N 28R-7918001 through 28R-7918267.

<u>Engine</u>	Lycoming IO-360-C1C6
<u>Injector</u>	Bendix Type RSA-5AD1, Part List Number 2524450
<u>Fuel</u>	100/130 minimum grade aviation gasoline
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (200 hp)
<u>Propeller and Propeller Limits</u>	McCauley Constant Speed Hub Model B2D34C213, Blade Model 90 DHA-16 Pitch: High 27.5° ±.5°, Low 12.5° ±.2° at 30" station. Diameter: Not over 74", not under 73". Governor Assembly: Hartzell Model F-2-7 () Avoid continuous operation between 1500 and 1950 r.p.m. below 15" manifold pressure.

<u>Propeller and Propeller Limits</u>	or Hartzell Constant Speed Hub Model HC-C2YK-1()F, Blade Model F7666A-2R Pitch: High $29.0^\circ \pm 2^\circ$, Low $14.0^\circ \pm .2^\circ$ at 30" station. Diameter: Not over 74", not under 72". Governor Assembly: Hartzell Model F-2-7()																														
<u>Propeller Spinner</u>	For the McCauley propeller: Piper P/N 35828-2 For the Hartzell propeller: Piper P/N 99374 See NOTE 11.																														
<u>Airspeed Limits</u>	Never exceed 190 KIAS Maximum structural cruising 149 KIAS Flaps extended 108 KIAS Maximum gear extension 130 KIAS Maximum gear retraction 109 KIAS Maximum gear extended 130 KIAS Maneuvering at 2750 lb. 121 KIAS Maneuvering at 1863 lb. 96 KIAS																														
<u>Center of Gravity Range</u>	(+85.5) to (+93.0) at 2400 lb. or less (+90.0) to (+93.0) at 2750 lb. Straight line variation between points given. Moment due to retraction of gear (+819 in-lb.)																														
<u>Empty Weight C. G. Range</u>	None																														
<u>Maximum Weight</u>	2750 lb.																														
<u>No. of Seats</u>	4 (2 at +80.5, 2 at +118.1)																														
<u>Maximum Baggage</u>	200 lb. at (+142.8)																														
<u>Fuel Capacity</u>	77 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.																														
<u>Oil Capacity</u>	8 quarts at (+24.5) 6 quarts usable See NOTE 1 for data on system oil.																														
<u>Control Surface Movements</u>	<table border="0"> <tr> <td>Wing flaps</td> <td>($\pm 2^\circ$)</td> <td>Up</td> <td>0°</td> <td>Down</td> <td>40°</td> </tr> <tr> <td>Ailerons</td> <td>($\pm 2^\circ$)</td> <td>Up</td> <td>25°</td> <td>Down</td> <td>12.5°</td> </tr> <tr> <td>Rudder</td> <td>($\pm 1^\circ$)</td> <td>Left</td> <td>33°</td> <td>Right</td> <td>33°</td> </tr> <tr> <td>Stabilator</td> <td>($\pm 1^\circ$)</td> <td>Up</td> <td>14°</td> <td>Down</td> <td>10°</td> </tr> <tr> <td>Stabilator Tab</td> <td></td> <td>Up</td> <td>2.5° ($\pm 1^\circ$)</td> <td>Down</td> <td>10° ($\pm 5^\circ$)</td> </tr> </table>	Wing flaps	($\pm 2^\circ$)	Up	0°	Down	40°	Ailerons	($\pm 2^\circ$)	Up	25°	Down	12.5°	Rudder	($\pm 1^\circ$)	Left	33°	Right	33°	Stabilator	($\pm 1^\circ$)	Up	14°	Down	10°	Stabilator Tab		Up	2.5° ($\pm 1^\circ$)	Down	10° ($\pm 5^\circ$)
Wing flaps	($\pm 2^\circ$)	Up	0°	Down	40°																										
Ailerons	($\pm 2^\circ$)	Up	25°	Down	12.5°																										
Rudder	($\pm 1^\circ$)	Left	33°	Right	33°																										
Stabilator	($\pm 1^\circ$)	Up	14°	Down	10°																										
Stabilator Tab		Up	2.5° ($\pm 1^\circ$)	Down	10° ($\pm 5^\circ$)																										
<u>Nose Wheel Travel</u>	($\pm 2^\circ$) Left 30° Right 30°																														
<u>Manufacturer's Serial Numbers</u>	28R-7918001 through 28R-7918267. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 28R-7918001 through 28R-7918267 under the delegation option provisions of FAR 21.																														

XX - B. Model PA-28RT-201 (Arrow IV), 4 PCLM (Normal Category), Approved November 13, 1978, for S/N 28R-8018001 through 28R-8218026.

<u>Engine</u>	Lycoming IO-360-C1C6
<u>Injector</u>	Bendix Type RSA-5AD1, Part List Number 2524450
<u>Fuel</u>	100/130 minimum grade aviation gasoline

<u>Engine Limits</u>	For 5-minute takeoff, 2700 r.p.m. (200 hp) For maximum continuous operation, 2650 r.p.m. (196 hp)																														
<u>Propeller and Propeller Limits</u>	McCauley Constant Speed Hub Model 2D34C215, Blade Model 90 DJA-14E Pitch: High $27.5^\circ \pm .5^\circ$; Low $12.5^\circ \pm .2^\circ$ at 30" station. Diameter: Not over 76", not under 75". Governor Assembly: Hartzell Model F-2-7 () Avoid continuous operation between 1400 and 1750 r.p.m. below 15" manifold pressure.																														
<u>Propeller Spinner</u>	Piper P/N 35828-2. See NOTE 11.																														
<u>Airspeed Limits</u>	<table border="0"> <tr> <td>Never exceed</td> <td>190 KIAS</td> </tr> <tr> <td>Maximum structural cruising</td> <td>149 KIAS</td> </tr> <tr> <td>Flaps Extended</td> <td>108 KIAS</td> </tr> <tr> <td>Maximum gear extension</td> <td>130 KIAS</td> </tr> <tr> <td>Maximum gear retraction</td> <td>109 KIAS</td> </tr> <tr> <td>Maximum gear extended</td> <td>130 KIAS</td> </tr> <tr> <td>Maneuvering at 2750 lb. gross weight</td> <td>121 KIAS</td> </tr> <tr> <td>Maneuvering at 1863 lb. gross weight</td> <td>96 KIAS</td> </tr> </table>	Never exceed	190 KIAS	Maximum structural cruising	149 KIAS	Flaps Extended	108 KIAS	Maximum gear extension	130 KIAS	Maximum gear retraction	109 KIAS	Maximum gear extended	130 KIAS	Maneuvering at 2750 lb. gross weight	121 KIAS	Maneuvering at 1863 lb. gross weight	96 KIAS														
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<u>Center of Gravity Range</u>	(+85.5) to (+93.0) at 2400 lb. or less (+90.0) to (+93.0) at 2750 lb. Straight line variation between points given. Moment due to retraction of gear (+819 in-lb.)																														
<u>Empty Weight C. G. Range</u>	None																														
<u>Maximum Weight</u>	2750 lb.																														
<u>Number of Seats</u>	4 (2 at +80.5, 2 at +118.1)																														
<u>Maximum Baggage</u>	200 lb. at (+142.8)																														
<u>Fuel Capacity</u>	77 gallons at (+95) (2 wing tanks) See NOTE 1 for data on system fuel.																														
<u>Oil Capacity</u>	8 quarts at (+24.5) (6 quarts usable) See NOTE 1 for data on system oil.																														
<u>Control Surface Movements</u>	<table border="0"> <tr> <td>Wing flaps</td> <td>($\pm 2^\circ$)</td> <td>Up</td> <td>0°</td> <td>Down</td> <td>40°</td> </tr> <tr> <td>Ailerons</td> <td>($\pm 2^\circ$)</td> <td>Up</td> <td>25°</td> <td>Down</td> <td>12.5°</td> </tr> <tr> <td>Rudder</td> <td>($\pm 1^\circ$)</td> <td>Left</td> <td>33°</td> <td>Right</td> <td>33°</td> </tr> <tr> <td>Stabilator</td> <td>($\pm 1^\circ$)</td> <td>Up</td> <td>14°</td> <td>Down</td> <td>10°</td> </tr> <tr> <td>Stabilator Tab</td> <td></td> <td>Up</td> <td>2.5° ($\pm 1^\circ$)</td> <td>Down</td> <td>10° ($\pm .5^\circ$)</td> </tr> </table>	Wing flaps	($\pm 2^\circ$)	Up	0°	Down	40°	Ailerons	($\pm 2^\circ$)	Up	25°	Down	12.5°	Rudder	($\pm 1^\circ$)	Left	33°	Right	33°	Stabilator	($\pm 1^\circ$)	Up	14°	Down	10°	Stabilator Tab		Up	2.5° ($\pm 1^\circ$)	Down	10° ($\pm .5^\circ$)
Wing flaps	($\pm 2^\circ$)	Up	0°	Down	40°																										
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Rudder	($\pm 1^\circ$)	Left	33°	Right	33°																										
Stabilator	($\pm 1^\circ$)	Up	14°	Down	10°																										
Stabilator Tab		Up	2.5° ($\pm 1^\circ$)	Down	10° ($\pm .5^\circ$)																										
<u>Nose Wheel Travel</u>	($\pm 2^\circ$) Left 30° Right 30°																														
<u>Manufacturer's Serial Numbers</u>	28R-8018001 through 28R-8218026. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 28R-8018001 through 28R-8218026 under the delegation option provisions of FAR 21. See NOTE 20.																														

XXI - Model PA-28RT-201T (Turbo Arrow IV), 4 PCLM (Normal Category), Approved November 13, 1978, for S/N 28R-7931001 through 28R-8631005, and 2831001 through 2831038.

<u>Engine</u>	Continental TSIO-360-FB
<u>Fuel</u>	100/130 minimum grade aviation gasoline

<u>Engine Limits</u>	For all operations, 2575 r.p.m., 41" Hg. manifold pressure (200 hp)				
<u>Propeller and Propeller Limits</u>	1 Hartzell Hub Model BHC-C2YF-1()F, Blade Model F8459A-8R Pitch: High $29^{\circ} \pm 1.0^{\circ}$, Low $14.4^{\circ} \pm .2^{\circ}$ at 30" station. Diameter: Not over 76", not under 75". Governor: Hartzell E-5 or Woodward G210681 Avoid continuous operation between 2000 and 2200 r.p.m. with engine manifold pressure above 32" Hg. Avoid continuous ground operation in cross and tail winds of over 10 knots between 1700 and 2100 r.p.m. or 1 Hartzell Hub Model PHC-C3YF-1()F, Blade Model F7663-2R Pitch: High $33^{\circ} \pm 1^{\circ}$, Low $13.2^{\circ} \pm .2^{\circ}$. Diameter: Not over 76", not under 72". Governor: Hartzell E-5, Woodward G210681 or G210776				
<u>Propeller Spinner</u>	For the Hartzell Hub Model BHC-C2YF-1()F:		Hartzell P/N C3568 Spinner Assembly		
	For the Hartzell Hub Model PHC-C3YF-1()F:		Piper PS50077-80 Spinner Assembly (Hartzell C3570)		
	See NOTE 11.				
<u>Airspeed Limits</u>	Never exceed		193 KIAS		
	Maximum structural cruising		152 KIAS		
	Maneuvering at 2900 lb.		124 KIAS		
	Maneuvering at 1893 lb.		97 KIAS		
	Flaps Extended		108 KIAS		
	Maximum Gear Retraction		111 KIAS		
	Maximum Gear Extension		133 KIAS		
	Maximum Gear Extended		133 KIAS		
<u>Center of Gravity Range</u>	(+89.0) to (+93.0) at 2900 lb. (+85.0) to (+93.0) at 2240 lb. or less Straight line variation between points given. Moment due to retraction of landing gear (+819 in-lb.)				
<u>Empty Weight C. G. Range</u>	None				
<u>Maximum Weight</u>	Ramp: 2912 lb. Takeoff: 2900 lb.				
<u>No. of Seats</u>	4 (2 at +80.5, 2 at +118.1)				
<u>Maximum Baggage</u>	200 lb. at (+142.8)				
<u>Fuel Capacity</u>	77 gallons at (+95)(2 wing tanks) See NOTE 1 for data on system fuel.				
<u>Oil Capacity</u>	8 quarts at (+13.5) (5 quarts usable) See NOTE 1 for data on system oil.				
<u>Maximum Operation Altitude</u>	20,000 feet				
<u>Control Surface Movements</u>	Wing flaps	($\pm 2^{\circ}$)	Up	0 $^{\circ}$	Down 40 $^{\circ}$
	Ailerons	($\pm 2^{\circ}$)	Up	25 $^{\circ}$	Down 12.5 $^{\circ}$
	Rudder	($\pm 1^{\circ}$)	Left	33 $^{\circ}$	Right 33 $^{\circ}$
	Stabilator	($\pm 1^{\circ}$)	Up	14 $^{\circ}$	Down 10 $^{\circ}$
	Stabilator Tab		Up	2.5 $^{\circ}$ ($\pm 1^{\circ}$)	Down 10 $^{\circ}$ ($\pm .5^{\circ}$)
<u>Nose Wheel Travel</u>		($\pm 2^{\circ}$)	Left	30 $^{\circ}$	Right 30 $^{\circ}$

Manufacturer's Serial Numbers 28R-7931001 through 28R-8631005, and 2831001 through 2831013. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 28R-7931001 through 28R-8631005, and 2831001 through 2831038 under the delegation option provisions of FAR 21. See NOTE 20.

XXII - Model PA-28-201T (Turbo Dakota), 4 PCLM (Normal Category), Approved December 14, 1978, for S/N 28-7921001 through 28-7921095.

<u>Engine</u>	Continental TSIO-360-FB				
<u>Fuel</u>	100/130 minimum grade aviation gasoline				
<u>Engine Limits</u>	For all operations, 2575 r.p.m., 41" Hg. manifold pressure (200 hp)				
<u>Propeller and Propeller Limits</u>	1 Hartzell Hub Model BHC-C2YF-1()F, Blade Model F8459A-8R Pitch: High $29^{\circ} \pm 1.0^{\circ}$, Low $14.4^{\circ} \pm .2^{\circ}$ at 30" station. Diameter: Not over 76", not under 75". Governor: Hartzell E-5 or Woodward G210681 Avoid continuous operation between 2000 and 2200 r.p.m. with engine manifold pressure above 32" Hg. Avoid continuous ground operation in cross and tail winds of over 10 knots between 1700 and 2100 r.p.m.				
<u>Propeller Spinner</u>	Hartzell P/N C3568 Spinner Assembly. See NOTE 11.				
<u>Airspeed Limits</u>	Never exceed		169	KIAS	
	Maximum structural cruising		140	KIAS	
	Maneuvering at 2900 lb.		122	KIAS	
	Maneuvering at 1841 lb.		96	KIAS	
	Flaps Extended		102	KIAS	
<u>Center of Gravity Range</u>	(+86.0) to (+90.0) at 2900 lb. (+78.0) to (+90.0) at 2240 lb. or less Straight line variation between points given.				
<u>Empty Weight C. G. Range</u>	None				
<u>Maximum Weight</u>	2900 lb.				
<u>No. of Seats</u>	4 (2 at +80.5, 2 at +118.1)				
<u>Maximum Baggage</u>	200 lb. at (+142.8)				
<u>Fuel Capacity</u>	77 gallons at (+95)(2 wing tanks) See NOTE 1 for data on system fuel.				
<u>Oil Capacity</u>	8 quarts at (+13.5) (5 quarts usable) See NOTE 1 for data on system oil.				
<u>Maximum Operation Altitude</u>	20,000 feet				
<u>Control Surface Movements</u>	Wing flaps	($\pm 2^{\circ}$)	Up	0 $^{\circ}$	Down 40 $^{\circ}$
	Ailerons	($\pm 2^{\circ}$)	Up	25 $^{\circ}$	Down 12.5 $^{\circ}$
	Rudder	($\pm 2^{\circ}$)	Left	27 $^{\circ}$	Right 27 $^{\circ}$
	Stabilator	($\pm 1^{\circ}$)	Up	16 $^{\circ}$	Down 2 $^{\circ}$
	Stabilator Tab	($\pm 1^{\circ}$)	Up	3 $^{\circ}$	Down 12 $^{\circ}$
<u>Nose Wheel Travel</u>		($\pm 1^{\circ}$)	Left	30 $^{\circ}$	Right 30 $^{\circ}$

Manufacturer's Serial Numbers 28-7921001 through 28-7921095. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 28-7921001 through 28-7921095 under the delegation option provisions of FAR 21. See NOTE 20.

DATA PERTINENT TO ALL MODELS

Datum 78.4" forward of wing leading edge (straight wing only).
78.4" forward of inboard intersection of straight and tapered sections (semi-tapered wings).

Leveling Means Two screws left side fuselage below window.

Certification Basis Type Certificate No. 2A13 issued October 31, 1960.
Date of Application for Type Certificate, February 14, 1958.

Delegation Option Authorization granted per FAR 21, Subpart J, July 17, 1968.

PA-28-140 and PA-28-151: CAR 3 effective May 15, 1956, including Amendments 3-1, 3-2, and 3-4; paragraphs 3.304 and 3.705 of Amendment 3-7 effective May 3, 1962; FAR 23.955 and 23.959 as amended by Amendment 23-7 effective September 14, 1969; and FAR 23.1327 and 23.1547 as amended by Amendment 23-20 effective September 1, 1977.

PA-28-150, PA-28-160, PA-28-180, PA-28-235, PA-28S-160, PA-28S-180, PA-28R-180, and PA-28R-200: CAR 3 effective May 15, 1956, including Amendments 3-1 and 3-2; paragraphs 3.304 and 3.705 of Amendment 3-7 effective May 3, 1962; FAR 23.955 and 23.959 as amended by Amendment 23-7 effective September 14, 1969; and FAR 23.1327 and 23.1547 as amended by Amendment 23-20 effective September 1, 1977.

PA-28-161: CAR 3 effective May 15, 1956, including Amendments 3-1 and 3-2; paragraph 3.387(d) of Amendment 3-4; paragraphs 3.304 and 3.705 of Amendment 3-7 effective May 3, 1962; FAR 23.955 and 23.959 as amended by Amendment 23-7 effective September 14, 1969; FAR 23.1557(c)(1) as amended by Amendment 23-18 effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20 effective September 1, 1977; and FAR 36 effective December 1, 1969, through Amendment 36-4.

PA-28-181: CAR 3 effective May 15, 1956, including Amendments 3-2 and 3-4; paragraphs 3.304 and 3.705 of Amendment 3-7 effective May 3, 1962; FAR 23.207, 23.221, 23.955 and 23.959 as amended by Amendment 23-7 effective September 14, 1969; FAR 23.1557(c)(1) as amended by Amendment 23-18 effective May 2, 1977; and FAR 23.1327 and 23.1547 as amended by Amendment 23-20 effective September 1, 1977. FAR 36, Appendix G, Amendment 36-16 for the PA-28-181 (Archer III), S/N 2890206 through 2890231, and 2843001 and up.

PA-28R-201: CAR 3 effective May 15, 1956, including Amendments 3-1 and 3-2; paragraphs 3.304 and 3.705 of Amendment 3-7 effective May 3, 1962; FAR 23.965 of FAR 23 effective February 1, 1965; FAR 23.221, 23.955, 23.959, and 23.1091 as amended by Amendment 23-7 effective September 14, 1969; FAR 23.967(e)(2) as amended by Amendment 23-14 effective December 20, 1973; FAR 23.1093 as amended by Amendment 23-15 effective October 31, 1974; FAR 23.1327 and 23.1547 as amended by Amendment 23-20 effective September 1, 1977; and FAR 36 effective December 1, 1969, through Amendment 36-4 (no acoustical change).

PA-28R-201T: CAR 3 effective May 15, 1956, through Amendment 3-2 including paragraphs 3.304 and 3.705 of Amendment 3-7 effective May 3, 1962; FAR 23.965 of FAR 23 effective February 1, 1965; FAR 23.221, 23.901, 23.909, 23.955, 23.959, 23.1041, 23.1043, 23.1047, 23.1143, and 23.1527 as amended by Amendment 23-7 effective September 14, 1969; FAR 23.1441 as amended by Amendment 23-9 effective June 17, 1970; FAR 23.967(e)(2) as amended by Amendment 23-14 effective December 20, 1973; FAR 23.1305 as amended by Amendment 23-15 effective October 31, 1974; FAR 23.1327 and 23.1547 as amended by Amendment 23-20 effective September 1, 1977; and FAR 36 effective December 1, 1969, through Amendment 36-4.

PA-28-236: CAR 3 effective May 15, 1956, through Amendment 3-2; paragraphs 3.304 and 3.705 of Amendment 3-7 effective May 3, 1962; FAR 23.221, 23.955, 23.959 and 23.1091 as amended by Amendment 23-7 effective September 14, 1969; FAR 23.1093 as amended by Amendment 23-17 effective February 1, 1977; FAR 23.1557(c)(1) as amended by Amendment 23-18 effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20 effective September 1, 1977; FAR 23.1581(b)(2) as amended by Amendment 23-21 effective March 1, 1978; and applicable portions of FAR 36, as amended by Amendment 36-9 effective April 3, 1978.

PA-28RT-201: CAR 3, effective May 15, 1956, through Amendment 3-2; paragraphs 3.304 and 3.705 of Amendment 3-7 effective May 3, 1962; FAR 23.965 of FAR 23 effective February 1, 1965; FAR 23.207, 23.221, 23.955, 23.959, and 23.1091 as amended by Amendment 23-7 effective September 14, 1969; FAR 23.201, 23.203, 23.427(c), and 23.967(e)(2) as amended by Amendment 23-14 effective December 20, 1973; FAR 23.1093 as amended by Amendment 23-15 effective October 31, 1974; FAR 23.1557(c)(1) as amended by Amendment 23-18 effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20 effective September 1, 1977; FAR 23.1581(b)(2) as amended by Amendment 23-21 effective March 1, 1978; and applicable portions of FAR 36 as amended by Amendment 36-10 effective July 31, 1978.

PA-28RT-201T: CAR 3 effective May 15, 1956, through Amendment 3-2; paragraphs 3.304 and 3.705 of Amendment 3-7 effective May 3, 1962; FAR 23.207, 23.221, 23.901, 23.909, 23.955, 23.959, 23.1041, 23.1043, 23.1047, 23.1091, 23.1143, and 23.1527 as amended by Amendment 23-7 effective September 14, 1969; FAR 23.201, 23.203, 23.427(c), and 23.967(e)(2) as amended by Amendment 23-14 effective December 20, 1973; FAR 23.1093 and 23.1305 as amended by Amendment 23-15 effective October 31, 1974; FAR 23.1557(c)(1) as amended by Amendment 23-18 effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20 effective September 1, 1977; FAR 23.1581(b)(2) as amended by Amendment 23-21 effective March 1, 1978; and applicable portions of FAR 36 as amended by Amendment 36-10 effective July 31, 1978. Compliance with FAR 23.1441 as amended by Amendment 23-9 effective June 17, 1970, will be established with optional oxygen equipment.

PA-28-201T: CAR 3 effective May 15, 1956, through Amendment 3-2; paragraphs 3.304 and 3.705 of Amendment 3-7 effective May 3, 1962; FAR 23.965 of FAR 23 effective February 1, 1965; FAR 23.207, 23.221, 23.901, 23.909, 23.955, 23.959, 23.1041, 23.1043, 23.1047, 23.1091, and 23.1527 as amended by Amendment 23-7 effective September 14, 1969; FAR 23.201 and 23.203 as amended by Amendment 23-14 effective December 20, 1973; FAR 23.1305 as amended by Amendment 23-15 effective October 31, 1974; FAR 23.1093 and 23.1143 as amended by Amendment 23-17 effective February 1, 1977; FAR 23.1557(c)(1) as amended by Amendment 23-18 effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20 effective September 1, 1977; FAR 23.1581(b)(2) as amended by Amendment 23-21 effective March 1, 1978; and applicable portions of FAR 36 as amended by Amendment 36-10 effective July 31, 1978. Compliance with FAR 23.1441 as amended by Amendment 23-9 effective June 17, 1970, will be established with optional oxygen equipment.

Equivalent Safety Finding: CAR 3.757 for Models PA-28-161, PA-28R-201, PA-28R-201T, PA-28-236, PA-28RT-201, PA-28RT-201T, and PA-28-201T only.

Production Basis

Production Certificate No. 206 issued and the manufacturer authorized to issue airworthiness certificates under the delegation option provisions of FAR 21.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulation (see Certification Basis) must be installed in the aircraft for certification. In addition, the following documents are required:

<u>MODEL</u>	<u>AFM/POH</u>	<u>REPORT NO.</u>	<u>APPROVED</u>	<u>SERIAL EFFECTIVITY</u>
PA-28-140	AFM	VB-160	2/14/64	28-20001 through 28-26946, and 28-7125001 through 28-7125641
	AFM	VB-339	7/21/71	28-7225001 through 28-7325674
	AFM	VB-557	5/14/73	28-7425001 through 28-7625275
	POH	VB-770	6/16/76	28-7725001 through 28-7725290
PA-28-150	AFM	VB-166	6/2/61	28-1 through 28-4377
PA-28-151	AFM	VB-573	7/25/73	28-7415001 through 28-7615435
	POH	VB-780	6/18/80	28-7715001 through 28-7715314
PA-28-160	AFM	VB-168	10/25/60	28-1 through 28-4377, and 28-1760A
PA-28S-160	AFM	VB-177	2/25/63	28-1 through 28-1760, and 28-1760A
PA-28-161	POH	VB-880	12/16/76	28-7716001 through 28-8216300
	POH	VB-1180	7/1/82	28-8316001 through 28-8616057, and 2816001 through 2816119
	POH	VB-1610	7/12/95	2842001 and up
	POH Supp.	VB-1546	6/30/92	28-8316001 through 28-8616057, and 2816001 through 2816119 (See NOTE 28)
	POH	VB-1360	9/9/88	2841001 through 2841365
	POH Supp.	VB-1545	5/29/92	2841001 through 2841365 (See NOTE 28)
	POH	VB-1565	7/1/94	2816110 through 2816119
PA-28-180	AFM	VB-163	8/3/62	28-671 through 28-5600
	AFM	VB-210	4/22/69	28-5601 through 28-5859, and 28-7105001 through 28-7205091
	AFM	VB-355	9/1/71	28-7205092 through 28-7205318
	AFM	VB-437	5/22/72	28-7305001 through 28-7305601 and 28-E13
	AFM	VB-558	5/14/73	28-7405001 through 28-7505260
PA-28S-180	AFM	VB-179	5/10/63	28-671 through 28-5859, and 28-7105001 through 28-7105234
PA-28-181	POH	VB-760	8/15/75	28-7690001 through 28-7690467
	POH	VB-790	6/18/76	28-7790001 through 28-7990589
	POH	VB-1120	7/2/79	28-8090001 through 28-8690056, 28-8690061, 28-8690062, and 2890001 through 2890205
		VB-1611	7/12/95	2843001 and up
	POH	VB-1563	8/19/94	2890206 through 2890231
PA-28R-180	AFM	VB-173	6/8/67	28R-30001 through 28R-31270, and 28R-7130001 through 28R-7130013
PA-28R-200	AFM	VB-175	1/9/69	28R-35001 through 28R-35820, and 28R-7135001 through 28R-7135229
	AFM	VB-343	10/14/71	28R-7235001 through 28R-7335446
	AFM	VB-560	5/14/73	28R-7435001 through 28R-7635545
PA-28R-201	POH	VB-870	12/21/76	28R-7737001 through 28R-7837317
	POH	VB-1365	9/15/88	2837001 through 2837061
	POH	VB-1612	7/12/95	2844001 and up

(Continued)

<u>MODEL</u>	<u>AFM/POH</u>	<u>REPORT NO.</u>	<u>APPROVED</u>	<u>SERIAL EFFECTIVITY</u>
PA-28R-201T	POH	VB-800	12/20/76	28R-7703001 through 28R-7803374
	POH	VB-1370	11/9/89	2803001 through 2803012
PA-28-235	AFM	VB-170	7/15/63	28-10001 through 28-11378, and 28-7110001 through 28-7210023
	AFM Supp.	VB-357	8/25/71	28-10001 through 28-11378, and 28-7110001 through 28-7110023
	AFM	VB-442	6/9/72	28-7310001 through 28-7310176 and 28-E11
	AFM	VB-559	5/14/73	28-7410001 through 28-7610202
	POH	VB-810	1/21/77	28-7710001 through 28-7710089
PA-28-236	AFM	FT-124, App E. OR	6/1/78	28-7911001 through 28-8611008, and 2811001 through 2811050
	POH	VB-910	6/1/78	28-7911001 through 28-8611008, and 2811001 through 2811050
PA-28-236	POH	VB-1613	7/12/95	2845001 and up
PA-28RT-201	AFM	FT-121, App C. OR	11/7/78	28R-7918001 through 28R-8218026
	POH	VB-930	11/30/78	28R-7918001 through 28R-7918267
PA-28RT-201	POH	VB-1130	9/14/79	28R-8018001 through 28R-8218026
PA-28RT-201T	AFM	FT-130, App E. OR	11/7/78	28R-7931001 through 28R-8631005, and 2831001 through 2831013
	POH	VB-940	11/30/78	28R-7931001 through 28R-8631005, and 2831001 through 2831013
PA-28-201T	AFM	FT-126, App E. OR	12/14/78	28-7921001 through 28-7921095
		VB-920	1/25/79	28-7921001 through 28-7921095

NOTE 1: Current weight and balance report, including list of equipment included in certification empty weight and loading instructions, when necessary, must be provided for each aircraft at the same time of original certification.

The certificated empty weight and corresponding center of gravity location must include undrainable system oil (not included in the oil capacity) and unusable fuel as noted below.

Unusable Fuel and Oil QuantityApplicable Models and Serial Numbers

Fuel 12.0 lb. at (+103.0)	PA-28R-180, PA-28R-200: all Serial Nos. PA-28-180: S/N 28-E13, and 28-7305001 through 28-7505260
Fuel 12.0 lb. at (+103.0)	PA-28-235: S/N 28-E11, and S/N 28-7310001 through 28-7710089
Fuel 12.0 lb. at (+103.0)	PA-28-151: S/N 28-7415001 through 28-7715314
Fuel 2.2 lb. at (+103.0)	PA-28-140, PA-28-150, PA-28-160: all Serial Nos.
Fuel 2.2 lb. at (+103.0)	PA-28-180: S/N 28-03, S/N 28-671 through 28-5859, and 28-7105001 through 28-7205318
Oil 1.8 lb. at (+27.5)	PA-28-140, PA-28-150, PA-28-160, PA-28-180: S/N 28-03, 28-1 through 28-1760, and 28-1760A
Oil 1.8 lb. at (+27.5)	PA-28-151: S/N 28-7415001 through 28-7715314

<u>Unusable Fuel and Oil Quantity</u>	<u>Applicable Models and Serial Numbers</u>
Oil 1.8 lb. at (+40.5)	PA-28-150, PA-28-160: S/N 28-1761 through 28-4377 PA-28-180: S/N 28-1761 through 28-5859, and 28-7105001 through 28-7205318
Oil 1.8 lb. at (+35.5)	PA-28-180: S/N 28-E13, 28-7305001 through 28-7505260
Oil 1.8 lb. at (+36.5)	PA-28R-180: all Serial Nos.
Oil 3.9 lb. at (+35.6)	PA-28R-200: S/N 28R-35001 through 28R-35820, and 28R-7135001 through 28R-7135229
Fuel 2.3 lb. at (+103.0) Oil 2.4 lb. at (+41.0)	PA-28-235: S/N 28-10001 through 28-11378, and 28-7110001 through 28-7210023
Oil 2.4 lb. at (+36.0)	PA-28-235: S/N 28-E11, and 28-7310001 through 28-7710089
Oil 3.9 lb. at (+30.6)	PA-28R-200: S/N 28R-7235001 through 28R-7635545
Oil 1.8 lb. at (+35.5) Fuel 12.0 lb. at (+103.0)	PA-28-181: S/N 28-7690001 through 28-8690056, 28-8690061, 28-8690062, and 2890001 through 2890231
Fuel 30.0 lb. at (+103.0) Oil 3.9 lb. at (+30.6)	PA-28R-201: S/N 28R-7737001 through 28R-7837317, 2837001 through 2837061, and 2844001 and up
Fuel 30.0 lb. at (+103.0)	PA-28R-201T: S/N 28R-7703001 through 28R-7803369, 2831001 through 2831013
Oil 6.0 lb. at (+19.1)	PA-28-161 Cadet: S/N 2841001 through 2841365
Fuel 12.0 lb. at (+103.0) Oil 1.8 lb. at (+27.5)	PA-28-161: S/N 28-7716001 through 28-8616057, and 2816001 through 2816119
Fuel 30.0 lb. at (+103.0) Oil 5.2 lb. at (+36.0)	PA-28-236: S/N 28-7911001 through 28-8611008, 2811001 through 2811050, and 2845001 and up
Fuel 30.0 lb. at (+103.0) Oil 3.9 lb. at (+30.6)	PA-28RT-201: S/N 28R-7918001 through 28R-8218026
Fuel 30.0 lb. at (+103.0) Oil 6.0 lb. at (+19.1)	PA-28RT-201T: S/N 28R-7931001 through 28R-8631005, 2831001 through 2831013
Fuel 30.0 lb. at (+103.0) Oil 6.0 lb. at (+19.1)	PA-28-201T: S/N 28-7921001 through 28-7921095

NOTE 2 The following placards must be displayed in clear view of the pilot:

In Normal Category Aircraft

"THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUAL."

In aircraft certificated in both Normal and Utility Categories

"THIS AIRPLANE MAY BE OPERATED AS A NORMAL OR UTILITY CATEGORY AIRPLANE IN COMPLIANCE WITH OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUAL."

Reference AFM for additional required placards.

- NOTE 3 The Models PA-28-160 and PA-28-180, S/N 28-508 to 28-1760, and 28-1760A may be converted to the seaplane configuration, PA-28S-160 and PA-28S-180, in accordance with Piper Drawing No. 62008.
- The Model PA-28-180, S/N 28-1761 through 28-5859, and 28-7105001 through 28-7205318, may be converted to the seaplane configuration, PA-28S-180, in accordance with Piper Drawing No. 65680.
- NOTE 4 Takeoff r.p.m. for Models PA-28-180 and PA-28S-180, S/N 28-671 through 28-1760, and 28-1760A, restricted due to fuel flow capability of the emergency pump.
- NOTE 5 The Models PA-28-150, PA-28-160, PA-28-180; S/N 28-03, 28-1 through 28-5859, and 28-7105001 through 28-7205318 and PA-28-235; S/N 28-10001 through 28-11378, and 28-7110001 through 28-7210023, may be operated with the door removed in accordance with the FAA approved Airplane Flight Manual Supplement, Piper Report VB-182, dated September 3, 1963.
- The Model PA-28-140 may be operated with the door removed in accordance with the FAA approved Airplane Flight Manual Supplement dated August 12, 1965.
- NOTE 6 The Model PA-28-140, 2 PCLM (Normal Category Only), S/N 28-20001 through 28-20939 may be converted:
- (a) To a maximum weight of 2150 lb. by the installation of Piper Kit 756 962 and Sensenich propeller M74DM58.
 - (b) To the four place, 4 PCLM (See Item VIII), configuration in accordance with Piper Drawing 65599.
- NOTE 7 The Model PA-28-140, 2 PCLM, S/N 28-20940 through 28-26946, and 28-7125001 through 28-7725290, may be converted to the four place, 4 PCLM (See Item VIII), configuration by the installation of Piper Kit 756 941 and appropriate seats.
- NOTE 8 The maximum cargo allowable of 125 lb. for S/N 28-1 through 28-1760, and 28-1760A may be increased to 200 lb. in accordance with Piper Service Spares Letter No. 242.
- NOTE 9 The Model PA-28-180 (Normal Category), S/N 28-671 through 28-3832, may be operated in Utility Category in accordance with Service Spares Letter No. 258.
- NOTE 10 All PA-28 models with Lycoming O-360-A3A engine and Sensenich propeller Model M76EMM-0, M76EMMS-0, 76EM8S5-0, or 76EM8-0 must avoid continuous operation between 2150 and 2350 r.p.m. Placards must be installed in accordance with Piper Service Letter No. 526, and Airplane Flight Manual Supplement No. 1, dated April 22, 1969.
- NOTE 11 The Models PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-180; S/N 28-03, 28-1 through 28-5859, and 28-7105001 through 28-7205318; PA-28R-180 and PA-28R-200 may be operated with the spinner dome removed, or with the spinner dome and rear bulkhead removed. The PA-28-151, S/N 28-7415001 through 28-7715314, may be operated with the spinner dome removed, or with the spinner dome and front and rear bulkheads removed. The PA-28-180, S/N 28-7305001 through 28-7505260, and the PA-28-181; S/N 28-7690001 through 28-8690062, and 2890001 through 2890205, may be operated with the spinner dome removed. The PA-28R-201; S/N 28R-7737002 through 28R-7837317, 2837001 through 2837061, and 2844001 and up, may be operated with the spinner dome removed. The PA-28R-201T; S/N 28R-7703001 through 28R-7803374, and 2803001 through 2803012, may be operated with the spinner dome removed. The PA-28-161, S/N 28-7716001 through 28-8216300 may be operated with the spinner dome and front and rear bulkheads removed. The PA-28-161; S/N 28-8316001 through 28-8616057, 2816001 through 2816119, and PA-28-161 (Cadet), S/N 2841001 through 2841365, may be operated with the spinner dome removed, or with the spinner dome and front and rear bulkheads removed. The PA-28-236; S/N 28-7911001 through 28-8611008, 2811001 through 2811050, and 2845001 and up, may be operated with the spinner dome removed. The PA-28RT-201, S/N 28R-7918001 through 28R-8218026, may be operated with the spinner dome removed. The PA-28RT-201T; S/N 28R-7931001 through 28R-8631005, and 2831001 through 2831013, may be operated with the spinner dome removed. The PA-28-201T, S/N 28-7921001 through 28-7921095, may be operated with the spinner dome removed.

- NOTE 12 Maximum baggage may be increased to 200 lb. at (+117) by the installation of Piper Kit 756 962 and Sensenich propeller M74DM-58 or 74DM6-0-58. Maximum baggage may be increased to 300 lb. (200 lb. at +117 and 100 lb. at +133) by the installation of Piper Kit 756 962, Sensenich propeller M74DM-58 or 74DM6-0-58 and when modified in accordance with Piper Drawing 66671.
- NOTE 13 Maximum baggage may be increased to 300 lb. (200 lb. at +117 and 100 lb. at +133) when modified in accordance with Piper Drawing 66671.
- NOTE 14 The Model PA-28-235; S/N 28-10001 through 28-11378, and 28-7110001 through 28-7210023, may be operated with the spinner dome removed, or with the spinner dome and rear bulkhead removed on the constant speed propeller installation only.
- NOTE 15 The Model PA-28-180, S/N 28-671 through 28-5859, may be operated to the expanded C.G. envelope:
- (a) For S/N 28-671 through 28-3072 by the installation of P/N 65280-00 tube - Landing Gear Strut Piston in accordance with Piper Service Letter 567 and in accordance with FAA approved Airplane Flight Manual Supplement No. 2, dated September 14, 1970, for Model PA-28-180 (Piper Report VB-261).
 - (b) For S/N 28-3073 through 28-5859 in accordance with FAA approved Airplane Flight Manual Supplement No. 2, dated September 14, 1970, for Model PA-28-180 (Piper Report VB-261).
- NOTE 16 The Model PA-28-235, S/N 28-10001 through 28-11378, may be operated to the expanded C.G. envelope in accordance with FAA approved Airplane Flight Manual Supplement No. 1, dated September 14, 1970, for Model PA-28-235 (Piper Report VB-274).
- NOTE 17 The following serial numbered aircraft are not eligible for import certification to the U.S.: 28-5035, 28-5047, 28-5178, 28-5262, 28-5397, 28-5435, 28-11077, 28-11101, 28-11140, 28-11180, 28-11200, 28-11212, 28-11227, 28-11254, 28-11255, 28-24660, 28-24701, 28R-30861, 28R-30952, 28R-30972, 28R-31043, and 28R-31091. These aircraft have identification plates stamped "Ensenblado en Colombia."
- NOTE 18 Two propeller flange bushings must be replaced with Lycoming #72068S bushings at propeller blade positions corresponding to noncounterbored bolt holes in order to use the McCauley propeller.
- NOTE 19 Two propeller flange bushings must be replaced with Lycoming #72060S index bushing and Lycoming #721061S bushing, at flange index mark and opposite, in order to use the McCauley propellers. A spacer, Piper P/N 79528-0, is also required between propeller and engine flange.
- NOTE 20 The following model and serial number aircraft are not eligible for import certification to the U.S.:
- PA-28-140:
 28-24660, 28-24701, 28-7225490, 28-7225491, 28-7225492, 28-7225493, 28-7225494, 28-7225495, 28-7225496, 28-7225497, 28-7225498, 28-7225499, 28-7325238, 28-7325371, 28-7325372, 28-7325373, 28-7325374, 28-7325375, 28-7325376, 28-7325377, 28-7325378, 28-7325379, 28-7325508, 28-7325516, 28-7325525, 28-7325526, 28-7325555, 28-7325556, 28-7325557, 28-7325558, 28-7325580, 28-7325581, 28-7325599, 28-7325600, 28-7425217, 28-7425222, 28-7425224, 28-7425271, 28-7425272, 28-7425273, 28-7425274, 28-7425275, 28-7425276, 28-7425277, 28-7425278, 28-7425279, 28-7425304, 28-7425305, 28-7425306, 28-7425307, 28-7425344, 28-7425383, 28-7425384, 28-7525142, 28-7525144, 28-7525177, 28-7525180, 28-7525181, 28-7525182, 28-7525197, 28-7525201, 28-7525215, 28-7525216, 28-7525217, 28-7525218, 28-7525230, 28-7525238, 28-7525243, 28-7525244, 28-7525246, 28-7525247, 28-7625060, 28-7625061, 28-7625130, 28-7625144, 28-7625272, 28-7625273, 28-7625274, 28-7625275, 28-7725053, and 28-7725188.
- PA-28-161:
 28-7816330, 28-7916235, 28-8016266, 28-8116157, 28-8116158, 28-8316031, 28-8316032, 28-8616006, 28-8616007, 2816006, 2816020, 2816021, and 2816022.
- PA-28-180:
 28-5047, 28-5178, 28-5262, 28-5397, 28-5435, 28-7305315, 28-7305316, 28-7305499, 28-7405136, 28-7405137, 28-7405138, 28-7405139, 28-7405158, 28-7405160, 28-7405161, 28-7405167, 28-7405184, 28-7405185, 28-7405186, 28-7405187, 28-7405223, 28-7505138, 28-7505148, 28-7505159, 28-7505168, 28-7505169, 28-7505179, 28-7505189, and 28-7505260.

NOTE 20
(cont.)

PA-28-181:

28-7690362, 28-7790343, 28-7790344, 28-7790388, 28-7790533, 28-7790571, 28-7790605, 28-7890060, 28-7890185, 28-7890290, 28-7890351, 28-7890352, 28-7890406, 28-7890407, 28-7890463, 28-7890464, 28-7890465, 28-7890466, 28-7890480, 28-7890481, 28-7890507, 28-7890508, 28-7890509, 28-7890510, 28-7890534, 28-7890550, 28-7890551, 28-7990158, 28-7990251, 28-8090203, 28-8090243, 28-8090274, 28-8090349, 28-8190032, 28-8190098, 28-8190099, 28-8190174, 28-8190175, 28-8190200, 28-8190201, 28-8190261, 28-8190262, 28-8190317, 28-8190318, 28-8290020, 28-8290021, 28-8290022, 28-8290122, 28-8290123, 28-8290124, 28-8290125, 28-8290146, 28-8290147, 28-8290148, 28-8290149, 28-8390031, 28-8390032, 28-8390057, 28-8390058, 28-8390059, 28-8390060, 28-8690061, 28-8690062, 2890035, and 2890036.

PA-28-201T:

28-7921085

PA-28-235:

28-11077, 28-11101, 28-11140, 28-11180, 28-11200, 28-11212, 28-11227, 28-11254, 28-11255, 28-11370, 28-11371, 28-11372, 28-11373, 28-7310074, 28-7310152, 28-7310153, 28-7310172, 28-7410074, 28-7410078, 28-7410089, 28-7410090, 28-7510072, 28-7510073, 28-7610087, 28-7610168, 28-7710033, 28-7710068, and 28-7710089.

PA-28-236:

28-7911027, 28-7911028, 28-7911029, 28-7911030, 28-7911136, 28-7911219, 28-7911220, 28-7911221, 28-7911252, 28-8011020, 28-8011021, 28-8011062, 28-8011092, 28-8011093, 28-8011094, 28-8011107, 28-8111030, 28-8111038, 28-8111058, 28-8111068, 28-8111069, 28-8111070, 28-8111095, 28-8411021, 28-8411022, 28-8411023, 28-8411024, 28-8411026, 28-8411027, 28-8411028, and 28-8411029.

PA-28R-180:

28R-31091

PA-28R-200:

28R-7335201, 28R-7335202, 28R-7335326, 28R-7335328, 28R-7335377, 28R-7335387, 28R-7335395, 28R-7335397, 28-7435214, 28-7435229, 28-7435252, 28-7435253, 28R-7535146, 28R-7535149, 28R-7535167, 28R-7535168, 28R-7535214, 28R-7535217, and 28R-7635377.

PA-28R-201:

28R-7737119, 28R-7837076, 28R-7837148, 28R-7837149, 28R-7837188, 28R-7837189, 28R-7837225, 28R-7837226, 28R-7837248, 28R-7837249, 28R-7837273, 28R-7837274, 28R-7837294, 28R-7837316, and 28R-7837317.

PA-28R-201T:

28R-7703069, 28R-7703132, 28R-7703184, 28R-7703185, 28R-7703285, 28R-7703382, 28R-7803064, 28R-7803156, 28R-7803207, 28R-7803208, 28R-7803251, 28R-7803291, 28R-7803292, 28R-7803293, 28R-7803294, 28R-7803295, 28R-7803299, 28R-7803300, 28R-7803317, 28R-7803318, 28R-7803319, 28R-7803320, 28R-7803344, 28R-7803360, 28R-7803361, 28R-7803370, 28R-7803371, 28R-7803372, and 28R-7803373.

PA-28RT-201:

28R-8118029, 28R-8118054, 28R-8118078, 28R-8218015, and 28R-8218016.

PA-28RT-201T:

28R-7931122, 28R-7931205, 28R-7931206, 28R-7931262, 28R-7931296, 28R-7931297, 28R-8031062, 28R-8131029, 28R-8131083, and 28R-8131183.

In addition, aircraft having the following serial number are not eligible for import certification to the U.S.:

AR28-7325238, AR28-7325371, AR28-7325372, AR28-7325373, AR28-7325374, AR28-7325375, AR28-7325376, AR28-7325377, AR28-7325378, AR28-7325379, AR28-7305315, AR28-7305316, AR28-7335201, AR28-7335202, AR28-7325508, AR28-7325516, AR28-7325525, AR28-7325526, AR28-7310152, AR28-7310153, AR28-7325555, AR28-7325556, AR28-7325557, AR28-7325558, AR28-7305480, AR28-7305499, AR28-7335326, AR28-7335328, AR28-7325580, AR28-7325581, AR28-7325599, AR28-7325600, AR28-7335395, and AR28-7335397.

NOTE 21

Engines with serial numbers ending with "A" require the F-4-13 propeller governor assembly. Other engines require the F-4-3() propeller governor assembly.

NOTE 22

Hartzell Propeller HC-C2YK-1()/7666A-2 or HC-C2YK-1()F/7666A-2 approved with IO-360-C1C engine only (S/N 28R-7235001 through S/N 28R-7635516).

- NOTE 23 McCauley Propeller B2D34C213/90DHA-16 approved with IO-360-C1C6 engine only (S/N 28R-7635517 through 28R-7635545).
- NOTE 24 On Models PA-28-161; S/N 28-7816001 through 28-8616057, and S/N 2816001 through 2816109, and PA-28-181; S/N 28-7890001 through 28-8690056, 28-8690061, 28-8690062, 2890001 through 2890231, and 2843001 and up, the wheel fairings but not the landing gear strut fairings may be removed. If the wheel fairings are removed, the rudder centering springs must also be removed. This NOTE does not apply to the PA-28-161 (Cadet); S/N 2841001 through 2841365, or the PA-28-161 (Warrior III); S/N 2816110 through 2816119, and 2842001 and up, which are not equipped with wheel fairings.
- NOTE 25 On Models PA-28-201T; S/N 28-7921001 through 28-7921095, and PA-28-236; S/N 28-7911001 through 28-8611008, 2811001 through 2811050, and 2845001 and up, the wheel fairings alone or the wheel fairings but not the landing gear strut fairings may be removed.
- NOTE 26 With installation of Piper Kit 88050, PA-28-161 2325 lb. Maximum Gross Weight Modification, the following weights apply:
- Normal Category: Ramp - 2332 lb.
Takeoff - 2325 lb.
- Utility Category: Ramp - 2027 lb.
Takeoff - 2020 lb.
- (See POH VB-1180 Supplement dated October 5, 1985.)
- NOTE 27 With installation of Piper Kit 88168, PA-28-161 Cadet 2202 lb. Maximum Gross Weight Modification, the following weights apply:
- Normal Category: Ramp - 2209 lb.
Takeoff - 2202 lb.
- Utility Category: Ramp - 2027 lb.
Takeoff - 2020 lb.
- (See POH VB-1410 dated March 14, 1990.)
- NOTE 28 POH Supplement VB-1546 is applicable to POH VB-1180. POH Supplement VB-1545 is applicable to POH VB-1360. Supplements VB-1545 and VB-1546 restrict maximum r.p.m. limitation to 2600 r.p.m. for foreign countries requiring reduced noise level operation (Piper Kit No. 766 277 for PA-28-161 (Cadet) and Piper Kit No. 766 278 for PA-28-161 (Warrior II)).

...END...