ANAC
AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL

TYPE CERTIFICATE DATA SHEET Nº EA-2015T03

Type Certificate Holder:

PACIFIC AEROSPACE LTD.
Private Bag 3027
Hamilton, 3240
New Zealand

PACIFIC AEROSPACE LTD

750XL

25 March 2015

This data sheet, which is part of Type Certificate No. 2015T03, prescribes conditions and limitations under which the product, for which the Type Certificate was issued, meets the airworthiness requirements of the Brazilian Aeronautical Regulations.

I – Model 750XL (NORMAL CATEGORY) - APPROVED 25 Mar. 2015.

ENGINE

1 (one) Pratt & Whitney Canada, Inc. PT6A-34 (ANAC Type Certificate CHT-8005).

FUEL

Jet A / Jet A1 (See P&WC Service Bulletin 1344 for additional fuels and additives).

ENGINE LIMITS

	Torque psi	Max ITT °C	Gas Gen RPM % N_G	Prop RPM % N_P	Oil Press psi	Oil Temp. °C	Shaft Horse-Power
Takeoff	64.5 (2)	790	101.6	91.2	85-105	10-99	750 (31°C)
Max. Continuous	54	740	101.6	91.2	85-105	10-99	633
Max. Climb	54	740	101.6	91.2	85-105	0-99	633
Max. Cruise	64.5 (2)	790	101.6	91.2	85-105	0-99	750
	54	740	101.6	91.2	85-105	0-99	633
Idle	-	685	52-54	-	40	-40-99	-
Max. Reverse	64.5 (2)	790	101.6	86	85-105	0-99	-
Transient	68.4 (5)	850 (3)	102.6 (3)	100	85-105	0-99	-
Starting	-	1090 (3) (4)	-	-	-	-40	-

(1) All limits are based on sea level. (2) 5 minutes time limit. (3) These values are limited to two seconds. (4) Starting temperatures above 850 °C should be investigated for cause. (5) Time limited to 20 seconds.

OIL

See the POH/AFM.

PROPELLER

1 (one) Hartzell HC-B3TN-3D/T10282NS+4, or Hartzell HC-B3TN-3D/T10282NSK+4 (Installed by modification PAC/XL/0615) – ANAC Type Certificate 8006.

	Diameter:	106 in max., 106 in min.
	Feathered propeller angle:	86.3° ± 1.5°
	Low Pitch Setting at 30" Station:	18.5° ± 0.5°
	Maximum reverse angle:	-8.1° ± 0.5°
	or	
	1 (one) Hartzell HC-E4N-3P/D9900 (TC P10NE) (Installed by Modification PAC/XL/0453) – ANAC Type Certificate 9107.	
	Diameter:	100 in max., 100 in min.
	Feathered propeller angle:	89.5° ± 0.5°
	Low Pitch Setting at 30" Station:	19.3° ± 0.1°
	Maximum reverse angle:	-10.0° ± 0.5°
AIRSPEED LIMITS (IAS)	Never Exceed (V_{NE}):	315 Km/h (170 knots)
	Max. Structural Cruising (V_{NO}):	259 Km/h (140 knots)
	Maneuvering (V_A):	
	3395 kg (7500 lbs)	242 Km/h (131 knots)
	2941 kg (6500 lbs)	226 Km/h (122 knots)
	2489 kg (5500 lbs)	207 Km/h (112 knots)
	2036 kg (4500 lbs)	187 Km/h (101 knots)
	Max. Flaps extended (V_{FE})	
	Flaps 20°	241 Km/h (130 knots)
	Flaps 40°	222 Km/h (120 knots)
CG RANGE		
Fwd Limit	2.60 m (102.18 in) aft of datum at 1905 kg (4209 lbs) 2.66 m (104.90 in) aft of datum at 2553 kg (5639 lbs) 2.88 m (113.27 in) aft of datum at 3395 kg (7500 lbs) Straight line variation between points given.	
Aft Limit	3.17 m (124.60 in) aft of datum for all weights Straight line variation between points given.	
EMPTY WHEIGHT CG RANGE	None.	
DATUM	Station 0.00 (2.545 m (100.21 in) forward of wing leading edge).	
LEVELING MEANS		
Longitudinally	Two bolts on fuselage upper longerons forward of LH main door.	
Laterally	Top of inner wing main spar.	
MAXIMUM WEIGHTS	Takeoff: 3395 kg (7500 lbs) Landing: 3225 kg (7125 lbs)	
MINIMUM CREW	One pilot.	
NUMBER OF SEATS	2 fixed seats at station 66.5 (1.69 m). See note 4 for additional seating.	
MAX CARGO	544 kg (1200 lbs) between Stations 82.0 (2.08 m) and 115.0 (2.92 m) 544 kg (1200 lbs) between Stations 118.0 (3.00 m) and 166.0 (4.22 m) 362 kg (800 lbs) between Stations 166.0 (4.22 m) and 240.0 (6.10 m)	

FUEL CAPACITY

	Total Capacity	Unusable	Usable
Front Left Tank (includes sump tank)	183.4 liters (323 lbs, 48.4 U.S. gallons)	3.4 liters (6 lbs, 0.9 U.S. gallons)	180 liters (317 lbs, 47.6 U.S. gallons)
Front Right Tank	182 liters (320 lbs, 48.1 U.S. gallons)	2 liters (3.5 lbs, 0.5 U.S. gallons)	180 liters (317 lbs 47.6 U.S. gallons)
Rear Left Tank	461.3 liters (812 lbs, 121.9 U.S. gallons)	13.3 liters (23.4 lbs, 3.5 U.S. gallons)	448 liters (788 lbs, 118.3 U.S. gallons)
Rear Right Tank	461.3 liters (812 lbs, 121.9 U.S. gallons)	13.3 liters (23.4 lbs, 3.5 U.S. gallons)	448 liters (788 lbs, 118.3 U.S. gallons)
Total	1288 liters (2267 lbs, 340.3 U.S. gallons)	32 liters (56 lbs, 8.5 U.S. gallons)	1256 liters (2210 lbs, 331.8 U.S. gallons)

OIL CAPACITY

8.7 liters at Station 13.0 (0.33m).

MAXIMUM OPERATING ALTITUDE

20.000 ft

CONTROL SURFACE MOVEMENTS

Elevator:	Up 30° ± 0.5°	Down 8.5° ± 0.5°
Elevator trim tab:	Up 10.5° ± 0.5°	Down 27.5° ± 0.5°
Rudder:	Right 25° ± 0.5°	Left 20° ± 0.5°
Rudder trim tab:	Right 13° ± 0.5°	Left 13° ± 0.5°
Aileron:	Up 23° ± 0.5°	Down 9.5° ± 0.5°
Aileron trim tab:	Up 15° ± 0.5°	Down 20° ± 0.5°
Wings flaps:	Up 0° ± 1°	
	Takeoff 21° ± 1°	
	Landing 40° +1°, -0°	

SERIAL NUMBER ELIGIBLE

193 and on.

A Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for a Brazilian Certificate of Airworthiness is made.

IMPORT ELIGIBILITY

A Brazilian Certificate of Airworthiness may be issued on the basis of an Civil Aviation Authority of New Zealand (NZ CAA) Export Certificate on Airworthiness signed by a NZ CAA representative, including the following statement:

"The aircraft covered by this certificate has been inspected, tested and found to be in conformity with the Brazilian approved type design as defined by the Brazilian Type Certificate no. 2015T03 and in condition of safe operation".

The ANAC Report H.10-2430, revision 0, dated 25 March 2015, or further revisions, contains the Brazilian requirements for the acceptance of these airplanes.

CERTIFICATION BASIS

Brazilian Type Certificate No. 2015T03 issued on 25 March 2015, based on the RBAC 21.29, RBAC 23 equivalent to the US FAR 23 effective February, 1, 1965, including Amendments 23-1 through Amendment 23-55, RBAC 36 equivalent to the US FAR 36 effective December 1, 1969, including Amendments 36-1 through Amendment 36-24 and RBAC 34 equivalent to the US FAR 36 effective September 10, 1990, including Amendments 34-1 through 34-3.

Equivalent level of safety findings in respect to FAR 23.1505 (c) - Airspeed Limitations listed on doc ELOS Decision memo dated 18/Jul/03, issued by NZCAA and accepted by the ANAC.

Notes:

(1) Aircraft with optional HC-E4N-3P 4-bladed propeller installed by modification PAC/XL/0453 have complied with FAR Part 36 at amendment 36-28;

(2) Modification PAC/XL/0448 has been certificated against FAR 23 effective 1 February 1965 as amended by amendment 23-1 through 23-61 dated 20 May 2011;

(3) The installation of electronic equipment, such as primary flight displays for flight critical information (such as altitude, attitude, or airspeed) will require additional certification requirements, including Special Conditions.

REQUIRED EQUIPMENT

The basic required equipment, as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane for certification.

In addition, the ANAC/CAANZ approved Aircraft Flight Manual for the 750XL AIR 3237 must be on board of the aircraft at all times.

NOTES:

NOTE 1 Weight and balance:

Current weight and balance report, including list of equipment included in certified empty weight must be provided for each aircraft at the time of original airworthiness certification and at all times thereafter. Loading instructions are included in the applicable ANAC/CAANZ approved Flight Manual.

NOTE 2 Markings and placards.

All placards required in the approved flight manual must be installed in the appropriate locations. For the approved markings and placards translations contact the TC holder and/or ANAC at the following address: ggcp-gr@anac.gov.br.

Each aircraft must have a placard in clear view of the pilot that specifies the kind of operations such as VFR or IFR, DAY or NIGHT, to which the equipment installed limits the operation of the aircraft, and also that flight in known icing conditions is prohibited.

NOTE 3 Continuing Airworthiness.

Maintenance of this aircraft shall be performed in accordance with the Instructions for continuing airworthiness following documentation:

Pacific Aerospace Ltd Maintenance Manual for the 750XL aircraft. Service Life limits of components are given in the Airworthiness Limitations Section of Chapter 04.

NOTE 4 Additional passenger seating is installed in accordance with the following optional modifications:

PAC/XL/0440 – Installation of Aero Twin Passenger Seats with Millenium crew seats.

Eight seats:
Two at Station 105.34 ins (2.68 m)
Two at Station 144.43 ins (3.67 m)
Two at Station 178.32 ins (4.53 m)
Two at Station 226.76 ins (5.76 m)

NOTE 5 The differences of the Brazilian airplanes in relation to the basic CAANZ type design are summarized below:
1 - The Brazilian Airplane Flight Manual (ANAC POH/AFM);
2 - Markings and placards.

MÁRIO IGAWA
Gerente-Geral de Certificação de Produto Aeronáutico
(Manager, Aeronautical Product Certification)