



TYPE CERTIFICATE DATA SHEET Nº EA-2012Txx

Type Certificate Holder:

EXTRA FLUGZEUGPRODUKTIONS- UND VERTRIEBS GMBH
Schwarze Heide 21
46569, Hünxe
GERMANY

EA-2012T14-00
Sheet 01

EXTRA
300/L
300/LC
300/LT

08 October 2012

This data sheet, which is part of Type Certificate No. 2012T14, 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 300/L (Normal & Acrobatic Category), approved 8 October 2012.

ENGINE	1 Textron Lycoming AEIO-540-L1B5 (EM-8209), or 1 Textron Lycoming AEIO-580-B1A (EM-2012T12)
FUEL	100LL minimum grade aviation gasoline
ENGINE LIMITS	For AEIO-540-L1B5 Take-off and continuous power 224 kW / 300 BHP Max. engine rotational speed 2700 RPM Manifold Pressure 100 kPa / 29.5"Hg For AEIO-580-B1A Take-off and continuous power 235 kW / 315 BHP Max. engine rotational speed 2700 RPM Manifold Pressure 100 kPa / 29.5"Hg
OIL	Single or multi – viscosity aviation grade oils see latest issue of Textron Lycoming S.I. Nº 1014
PROPELLER AND PROPELLER LIMITS	MT Propeller MTV-9-B-C/C200-15 (EH-2000T04) Diameter = 2.00 m Low Pitch = $10.5^{\circ} \pm 0.2^{\circ}$ High Pitch = $34^{\circ} \pm 1^{\circ}$ Pitch limits measured at 0.70 m radial distance. Sense of Rotation: Right-hand tractor (viewed in direction of flight) or MT Propeller MTV-14-B-C/C190-17 (EH-2012T13)

Diameter = 1.90 m
 Low Pitch = 12.5° ± .2°
 High Pitch = 34° - 1°
 Pitch limits measured at 0.665 m radial distance.
 Sense of Rotation: Right-hand tractor (viewed in direction of flight)
 or
 MT Propeller MTV-9-B-C/C198-25 (EH-2000T04)
 Diameter = 1.98 m
 Low Pitch = 9.5° ± 0.2°
 High Pitch = 34° ± 1°
 Pitch limits measured at 0.74 m radial distance.
 Sense of Rotation: Right-hand tractor (viewed in direction of flight)

AIRSPEED LIMITS (IAS)

Maximum Never Exceed (V_{NE}): 220 kias (407 km/h)
 Design Maneuvering Speed V_A:
 Acrobatic category 158 kias (293 km/h)
 Normal category 140 kias (259 km/h)
 Max. Structural Cruising Speed V_{NO}:
 Acrobatic category 158 kias (293 km/h)
 Normal category 140 kias (259 km/h)

CG RANGE

(Straight line variation between points.)

	Acrobatic Category		Normal Category
	1 Pax.	2 Pax.	
	820 kg (1 808 lbs.) and below	870 kg (1 918 lbs.) and below	950 kg (2 095 lbs.) and below
Forward C.G. (aft of datum)	67.1 cm (26.4 in)	67.1 cm (26.4 in)	67.1 cm (26.4 in)
Rear C.G. (aft of datum)	84.1 cm (33.1 in)	84.1 cm (33.1 in)	84.1 cm (33.1 in)

DATUM

Plane of Firewall

LEVELING MEANS

Upper fuselage longeron

MAXIMUM WEIGHT

Takeoff: Normal Category 950 kg (2 095 lb)
 Acrobatic 1 Pax. 820 kg (1 808 lb)
 Acrobatic 2 pax. 870 kg (1 918 lb)
 Landing: 950 kg (2 095 lb)
 Empty weight: Normal Category 745 kg (1 643 lb)
 Acrobatic 1 Pax. 701 kg (1 546 lb)
 Acrobatic 2 Pax. 655 Kg (1 466 lb)

MINIMUM CREW

1 pilot

NO. OF SEATS

2

MAXIMUM BAGGAGE

None

FUEL CAPACITY

Fuel (Standard):	
Total capacity	171 Liter (45.1 US.gal)
Usable capacity	165.5 Liter(43.7 US.gal)
Usable capacity for aerobatics	45.5 Liter (12.0 US.gal)
Fuel (Long Range):	
Total capacity	205 Liter (54.1 US.gal)
Usable capacity	199.5 Liter(52.7 US.gal)
Usable capacity for aerobatics	45.5 Liter (12.0 US.gal)
Fuel (Raised Standard): See Note 9	
Total capacity	189 Liter (49.9 US.gal)
Usable capacity	187 Liter (49.4 US.gal)
Usable capacity for aerobatics	67 Liter (17.7 US.gal)

OIL CAPACITY

Oil (Engine AEIO-540-L1B5):	
Max. sump capacity	15.1 Liter (16 qts)
Min. sump capacity aerobic	11.3 Liter (12 qts)
Min. sump capacity normal	8.5 Liter (9 qts)
Oil (Engine AEIO-580-B1A):	
Max. sump capacity	15.1 Liter (16 qts)
Min. sump capacity normal	8.5 Liter (9 qts)

SMOKE OIL:

Straight paraffin oil, kin. viscosity 30-50 cSt at 20°C (68°F), initial boiling point >330°C (626°F);
For example: Fauth FC05, Texaco Canopus 13 or equivalent.

SMOKE OIL CAPACITY:

31 Liters (8.2 US.gal)

**CONTROL SURFACE
MOVEMENTS**

Elevator:	Up 25° ± 2°	Down 25° ± 2°
Elevator trim tab:	Up 40° ± 2°	Down 50° ± 2°
Rudder:	Right 30° ± 2°	Left 30° ± 2°
Aileron:	Up 30° ± 2°	Down 30° ± 2°

SERIAL NUMBER ELIGIBLE

01 and on

IMPORT ELIGIBILITY

A Brazilian Certificate of Airworthiness may be issued on the basis of an EASA Export Certificate of Airworthiness (or a third country Export Certificate of Airworthiness, in case of used aircraft imported from such country), 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. 2012T14 and in condition of safe operation”.

CERTIFICATION BASIS

Brazilian Type Certificate No. 2012T14 issued on 08 October 2012 based on the RBAC 21.29 and RBHA 23, which endorses the 14 CFR Part 23 amendment 23-1 through 23-34.

Special Conditions:

- C-1, (Fatigue / Damage Tolerance Substantiation of Composite Structure)
- C-4, Structural Design and Loads Criteria (LBA I 311-1086/93, dated 12-March-1993 & FAA Issue Paper C-1 and C-4, Project N° CA581EU)
- Smoke System (optional equipment) (LBA I 311-1086/96, dated 07-February-1996) Lufttüchtigkeitsforderungen für den Schleppflug
- (Airworthiness Requirement for Glider Towing) (LBA I 23-60/100,

dated February-1971)

Noise requirements:

FAR 36 as amended through 36-28. Effective February 03, 2006.

REQUIRED EQUIPMENT

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

DATA PERTINENT TO ALL MODELS:**NOTES:****NOTE 1** Weight and balance.

A current weight and balance report with a list of equipment included in the certificated empty weight must be provided for each aircraft at the time of original airworthiness certification.

NOTE 2 Markings and placards.

For the approved markings and placards translations contact the TC holder and/or ANAC at the following address: ggcp-gr@anac.gov.br

NOTE 3 Continuing Airworthiness. The airplane must be maintained in accordance with the instructions for continued airworthiness contained in the latest EASA approved revision of "Airplane Maintenance Manual" No. EA-06702.

NOTE 4 The differences of the Brazilian airplanes in relation to the basic EASA type design are summarized below:

1. The Brazilian Airplane Flight Manual Supplement
2. Markings and placards

NOTE 5 The use of an exhaust silencer system type Gomolzig EA300-606500 is certified. The installation of the exhaust silencer system has to be in accordance with the Retrofit-Instruction UA-300-1-92. For service of the optional system the instructions of the appendix to the Service Manual EA 300 are obligatory.

NOTE 6 A standard Certificate of Airworthiness can only be issued for an aircraft which is equipped with

- a) the 4-blade propeller MTV-14-B-C/C190-17 in combination with the exhaust silencer system type Gomolzig EA300-606500 or EA300-606000 or
- b) the 3-blade propeller MTV-9-B-C/C198-25 in combination with the exhaust silencer system type Gomolzig EA300-606000 and a reduced max. take-off engine rotational speed of 2600RPM.

Otherwise a Certificate of Airworthiness can only be issued for aerial work.

NOTE 7 Structure is qualified up to 72°C (161.6°F). Structure temperatures (composite) above 72°C (161.6°F) are not permitted. Not to exceed this temperature limit, color specification for composite structure of the manufacturer (document EA-03205.19) has to be complied with.

NOTE 8 The 3-blade propeller MTV-9-B-C/C198-25 is only approved in combination with the Lycoming engine AEIO-580-B1A

NOTE 9 The raised-standard fuel system provides an increased fuel capacity of the center fuel tank approved for operation in the normal and aerobatic category delivered ex factory. It cannot be combined with the increased fuel capacity of the wing fuel tank of the long

range tank option.

NOTE 10 Major structural repairs must be accomplished at ANAC certified repair stations rated for composite aircraft structure work, in accordance with Extra repair methods approved by LBA or EASA and accepted by the ANAC.

II- Model 300/LC (Normal & Acrobatic Category), approved 8 October 2012.

ENGINE	1 Textron Lycoming AEIO-580-B1A (EM-2012T12)													
FUEL	100LL minimum grade aviation gasoline													
ENGINE LIMITS	For Normal Category Take-off and continuous power 226 kW / 303 BHP Max. engine rotational speed 2600 RPM Manifold Pressure 100 kPa / 29.5"Hg For Acrobatic Category Take-off and continuous power 235 kW / 315 BHP Max. engine rotational speed 2700 RPM Manifold Pressure 100 kPa / 29.5"Hg													
OIL	Single or multi – viscosity aviation grade oils see latest issue of Textron Lycoming S.I. N° 1014													
PROPELLER AND PROPELLER LIMITS	MT Propeller MTV-9-B-C/C198-25 (EH-2000T04) Diameter = 1.98 m Low Pitch = $9.5^{\circ} \pm 0.2^{\circ}$ High Pitch = $34^{\circ} \pm 1^{\circ}$ Pitch limits measured at 0.74 m radial distance. Sense of Rotation: Right-hand tractor (viewed in direction of flight)													
AIRSPEED LIMITS (CAS)	Maximum Never Exceed (V_{NE}): 220 kcas (219 kias) Design Maneuvering Speed V_A : Acrobatic category 158 kcas (154 kias) Normal category 140 kcas (138 kias) Max. Structural Cruising Speed V_{NO} : Acrobatic category 158 kcas (154 kias) Normal category 140 kcas (138 kias)													
CG RANGE (Straight line variation between points.)	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;"></th> <th style="width: 35%;">Acrobatic Category</th> <th style="width: 35%;">Normal Category</th> </tr> </thead> <tbody> <tr> <td></td> <td style="text-align: center;">950 kg (2 095 lbs.) and below</td> <td style="text-align: center;">950 kg (2 095 lbs.) and below</td> </tr> <tr> <td>Forward C.G. (aft of datum)</td> <td style="text-align: center;">67.1 cm (26.4 in)</td> <td style="text-align: center;">67.1 cm (26.4 in)</td> </tr> <tr> <td>Rear C.G. (aft of datum)</td> <td style="text-align: center;">84.1 cm (33.1 in)</td> <td style="text-align: center;">84.1 cm (33.1 in)</td> </tr> </tbody> </table>			Acrobatic Category	Normal Category		950 kg (2 095 lbs.) and below	950 kg (2 095 lbs.) and below	Forward C.G. (aft of datum)	67.1 cm (26.4 in)	67.1 cm (26.4 in)	Rear C.G. (aft of datum)	84.1 cm (33.1 in)	84.1 cm (33.1 in)
	Acrobatic Category	Normal Category												
	950 kg (2 095 lbs.) and below	950 kg (2 095 lbs.) and below												
Forward C.G. (aft of datum)	67.1 cm (26.4 in)	67.1 cm (26.4 in)												
Rear C.G. (aft of datum)	84.1 cm (33.1 in)	84.1 cm (33.1 in)												
DATUM	Plane of Firewall													
LEVELING MEANS	Upper fuselage longeron													
MAXIMUM WEIGHT	Takeoff: Normal and Acrobatic 950 kg (2 095 lb) Category III													

	Acrobatic category I	820 kg (1 808 lb)	
	Acrobatic category II	870 kg (1 918 lb)	
Landing:		950 kg (2 095 lb)	
Empty Weight: Normal Category		738 kg (1 627 lb)	
	Acrobatic Category III	742 kg (1 636 lb)	
	Acrobatic category I	686 kg (1 513 lb)	
	Acrobatic category II	662 Kg (1 460 lb)	
MINIMUM CREW	1 pilot		
NO. OF SEATS	2		
MAXIMUM BAGGAGE	None		
FUEL CAPACITY	Total capacity 189 Liter (49.9 US.gal) Usable capacity 187 Liter (49.4 US.gal) Usable capacity for aerobatics 67 Liter (17.7 US.gal)		
OIL CAPACITY	Max. sump capacity 15.1 Liter (16 qts) Min. sump capacity normal 8.5 Liter (9 qts)		
SMOKE OIL:	Straight paraffin oil, kin. viscosity 30-50 cSt at 20°C (68°F), initial boiling point >330°C (626°F); For example: Fauth FC05, Texaco Canopus 13 or equivalent.		
SMOKE OIL CAPACITY:	31 Liters (8.2 US.gal)		
CONTROL SURFACE MOVEMENTS	Elevator:	Up 25° ± 2°	Down 25° ± 2°
	Elevator trim tab:	Up 35° ± 2°	Down 27° ± 2°
	Rudder:	Right 30° ± 2°	Left 30° ± 2°
	Aileron:	Up 30° ± 2°	Down 30° ± 2°
SERIAL NUMBER ELIGIBLE	LC001 and on		
IMPORT ELIGIBILITY	A Brazilian Certificate of Airworthiness may be issued on the basis of an EASA Export Certificate of Airworthiness (or a third country Export Certificate of Airworthiness, in case of used aircraft imported from such country), 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. 2012T14 and in condition of safe operation".		
CERTIFICATION BASIS	Brazilian Type Certificate No. 2012T14 issued on 08 October 2012 based on the RBAC 21.29 and RBHA 23, which endorses the 14 CFR Part 23 amendment 23-1 through 23-34. Special Conditions: - C-1, (Fatigue/Damage Tolerance Substantiation of Composite Structure) - C-4, Structural Design and Loads Criteria (LBA I 311-1086/93, dated 12-March-1993 & FAA Issue Paper C-1 and C-4, Project N°CA581EU) - Smoke System (optional equipment) (LBA I 311-1086/96, dated 07-February-1996) - (Airworthiness Requirement for Glider Towing) (LBA I 23-60/100,		

dated February-1971)

Equivalent Safety Findings:

- a) Static longitudinal stability §§23.171; 23.173, 23.175
- b) Stall warning §23.207

Noise requirements:

ICAO, Annex 16, Volume 1 Fourth Edition, Amdt. 8

REQUIRED EQUIPMENT

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

DATA PERTINENT TO ALL MODELS:

NOTES:

NOTE 1 Weight and balance.

A current weight and balance report with a list of equipment included in the certificated empty weight must be provided for each aircraft at the time of original airworthiness certification.

NOTE 2 Markings and placards.

For the approved markings and placards translations contact the TC holder and/or ANAC at the following address: ggcp-gr@anac.gov.br

NOTE 3 Continuing Airworthiness. The airplane must be maintained in accordance with the instructions for continued airworthiness contained in the latest EASA approved revision of "Airplane Maintenance Manual" No. EA-0E702.

NOTE 4 The differences of the Brazilian airplanes in relation to the basic EASA type design are summarized below:

- 3. The Brazilian Airplane Flight Manual Supplement
- 4. Markings and placards

NOTE 5 A standard Certificate of Airworthiness can only be issued for an aircraft which is equipped with:

- the 3-blade propeller MTV-9-B-C/C198-25 in combination with the exhaust silencer system type Gomolzig EA300-606000 and a reduced max. takeoff engine rotational speed of 2600RPM.

Otherwise a Certificate of Airworthiness can only be issued for aerial work.

NOTE 6 Structure is qualified up to 72°C (161.6°F). Structure temperatures (composite) above 72°C (161.6°F) are not permitted. Not to exceed this temperature limit, color specification for composite structure of the manufacturer (document EA-03205.19) has to be complied with.

NOTE 7 Major structural repairs must be accomplished at ANAC certified repair stations rated for composite aircraft structure work, in accordance with Extra repair methods approved by LBA or EASA and accepted by the ANAC.

III- Model 300/LT (Normal & Acrobatic Category), approved 8 October 2012.

ENGINE	1 Textron Lycoming AEIO-580-B1A (EM-2012T12)																		
FUEL	100LL minimum grade aviation gasoline																		
ENGINE LIMITS	Take-off and continuous power	235 kW / 315 BHP																	
	Max. engine rotational speed	2700 RPM																	
	Manifold Pressure	100 kPa / 29.5"Hg																	
OIL	Single or multi – viscosity aviation grade oils see latest issue of Textron Lycoming S.I. N° 1014																		
PROPELLER AND PROPELLER LIMITS	MT Propeller MTV-9-B-C/C198-25 (EH-2000T04)																		
	Diameter = 1.98 m																		
	Low Pitch = $9.5^\circ \pm 0.2^\circ$																		
	High Pitch = $34^\circ \pm 1^\circ$																		
	Pitch limits measured at 0.74 m radial distance.																		
	Sense of Rotation: Right-hand tractor (viewed in direction of flight)																		
AIRSPEED LIMITS (CAS)	Maximum Never Exceed (V_{NE}):	220 kcas (221 kias)																	
	Design Maneuvering Speed V_A :																		
	Acrobatic category	158 kcas (160 kias)																	
	Normal category	140 kcas (143 kias)																	
	Max. Structural Cruising Speed V_{NO} :																		
	Acrobatic category	158 kcas (160 kias)																	
	Normal category	140 kcas (143 kias)																	
CG RANGE (Straight line variation between points.)	<table border="1"> <tr> <td>Forward C.G. (aft of datum)</td> <td>820 kg (1 808 lbs.) and below</td> <td>870 kg (1 918 lbs.) and below</td> <td>950 kg (2 095 lbs.) and below</td> </tr> <tr> <td></td> <td>70.7 cm (27.8 in)</td> <td>71.6 cm (28.2 in)</td> <td>73 cm (28.7 in)</td> </tr> <tr> <td>Rear C.G. (aft of datum)</td> <td colspan="2">915 kg (2 018 lbs.) and below</td> <td>950 kg (2 095 lbs.) and below</td> </tr> <tr> <td></td> <td colspan="2">88 cm (34.6 in)</td> <td>84.1 cm (33.1 in)</td> </tr> </table>			Forward C.G. (aft of datum)	820 kg (1 808 lbs.) and below	870 kg (1 918 lbs.) and below	950 kg (2 095 lbs.) and below		70.7 cm (27.8 in)	71.6 cm (28.2 in)	73 cm (28.7 in)	Rear C.G. (aft of datum)	915 kg (2 018 lbs.) and below		950 kg (2 095 lbs.) and below		88 cm (34.6 in)		84.1 cm (33.1 in)
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DATUM	Plane of Firewall																		
LEVELING MEANS	Upper fuselage longeron																		
MAXIMUM WEIGHT	Takeoff: Normal and Acrobatic Category III	950 kg (2 095 lb)																	
	Acrobatic category I	820 kg (1 808 lb)																	
	Acrobatic category II	870 kg (1 918 lb)																	
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	Empty Weight: Normal Category	723 kg (1 594 lb)																	
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	Acrobatic category II	662 Kg (1 460 lb)																	
MINIMUM CREW	1 pilot																		
NO. OF SEATS	2																		

MAXIMUM BAGGAGE	<p>1 baggage compartment within the upper aft fuselage section behind the rear seat. The baggage compartment must be empty for aerobatics.</p> <p>Max. baggage mass: 10 kg (22 lbs) C.G. (aft of datum): 331 cm (130.3 in)</p>												
FUEL CAPACITY	<p>Total capacity 221 Liter (58.4 US.gal) Usable capacity 209 Liter (55.2 US.gal) Usable capacity for aerobatics 67 Liter (17.7 US.gal)</p>												
OIL CAPACITY	<p>Max. sump capacity 15.1 Liter (16 qts) Min. sump capacity normal 8.5 Liter (9 qts)</p>												
SMOKE OIL:	<p>Straight paraffin oil, kin. viscosity 30-50 cSt at 20°C (68°F), initial boiling point >330°C (626°F); For example: Fauth FC05, Texaco Canopus 13 or equivalent.</p>												
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REQUIRED EQUIPMENT

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

DATA PERTINENT TO ALL MODELS:**NOTES:**

- NOTE 1** Weight and balance.
A current weight and balance report with a list of equipment included in the certificated empty weight must be provided for each aircraft at the time of original airworthiness certification.
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For the approved markings and placards translations contact the TC holder and/or ANAC at the following address: ggcp-gr@anac.gov.br
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HÉLIO TARQUÍNIO JUNIOR
Gerente Geral de Certificação de Produto Aeronáutico
(General Manager, Aeronautical Product Certification)