



**TYPE CERTIFICATE DATA SHEET Nº EA-2020T06**

Type Certificate Holder:

**C.E.A.P.R. (CENTRE EST AÉRONAUTIQUE PIERRE ROBIN)**  
 1 Route de Troyes  
 21121 Darois  
**FRANCE**

EA-2020T06-00  
 Sheet 01

ROBIN AIRCRAFT  
 DR400-140B

12 November 2020

This data sheet, which is part of Type Certificate No. 2020T06, 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 DR400-140B (Normal and Utility Category), approved 06 November 2020.**

**ENGINE** Lycoming O-320-D2A (EM-8205)

**FUEL** 100/130 octane minimum aviation grade gasoline.  
 Refer to latest revision of Service Instruction Lycoming No. 1070

**ENGINE LIMITS**

	Propeller	Model	Maximum
	Manufacturer		Continuous Power
			RPM
	Sensenich	74 DM 6S5-2-64	2 700 rpm (1)
		74 DM 6S5-2-60	2 500 rpm (1)

Remarks: (1) Maximum continuous power limited by noise regulation.

**OIL** Refer to latest revision of Service Instruction Lycoming No. 1014.

Air temperature	Ashless dispersant (AD) grades	Mineral Grades
All temperature	SAE15W50 or SAE20W50	-----
Above 80°F (+25°C)	SAE60	SAE60
Above 60°F (+15°C)	SAE40 or SAE50	SAE50
30°F to 90°F (0°C to +30°C)	SAE40	SAE40
0°F to 70°F (-15°C à +20°C)	SAE30, SAE40 or SAE20W40	SAE30
0°F to 90°F (-15°C à +30°C)	SAE20W50 or SAE15W50	SAE20W50
Below 10°F (-10°C)	SAE30 or SAE20W30	SAE20

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<b>PROPELLER AND PROPELLER LIMITS</b>	Sensenich 74 DM 6S5-2-64 or 74 DM 6S5-2-60 (EH-9808)	
	Diameter	1.83 m (No acceptable diameter reduction for repair).
	Minimum static RPM at sea level	74 DM 6S5-2-64 – 2 200 rpm 74 DM 6S5-2-60 – 2 300 rpm
<b>AIRSPEED LIMITS (IAS)</b>	Never exceed ( $V_{NE}$ ):	308 km/h (166 KIAS)
	Max. structural cruise ( $V_{NO}$ ):	260 km/h (140 KIAS)
	Maneuvering ( $V_A$ ):	215 km/h (116 KIAS)
	$V_C$	260 km/h (140 KIAS)
	Flaps extended ( $V_{FE}$ )	170 km/h (92 KIAS)
<b>CG RANGE</b>	<u>Normal Category</u>	
	Forward limit (12 % ref.):	0.205 m aft of datum at 750 kg
	Intermediate limit (25 % ref.):	0.428 m aft of datum at 1 000 kg
	Aft limit (33 % ref.):	0.564 m aft of datum at 1 000 kg
	<u>Utility Category</u>	
	Forward limit (12 % ref.):	0.205 m aft of datum at 750 kg
	Intermediate limit (25 % ref.):	0.428 m aft of datum at 910 kg
	Aft limit (33 % ref.):	0.564 m aft of datum at 910 kg
<b>DATUM</b>	Wing leading edge of the rectangular part of the wings. Cord length at reference section: 1.71 m (5.61 ft)	
<b>LEVELING MEANS</b>	Horizontal reference upper fuselage spar	
<b>MAXIMUM WEIGHT</b>	Takeoff:	1 000 kg (2 205 lb) Normal Category 910 kg (2 006 lb) Utility Category
	Landing:	1 000 kg (2 205 lb) Normal Category 910 kg (2 006 lb) Utility Category
<b>MINIMUM CREW</b>	1 (pilot) at 0.41±0.05m aft of datum	
<b>MAXIMUM PASSENGERS</b>	1 at 0.41±0.05m aft of datum and 2 at 1.19m aft of datum.	
<b>MAXIMUM BAGGAGE</b>	Maximum baggage compartment: 40 kg (88 lb) at 1.90m aft of datum	
<b>FUEL CAPACITY</b>	<u>Main Tank:</u> Capacity: 110 l Usable: 100/109 l (*) <u>Auxiliary Tank:</u> Capacity: 50 l Usable: 50 l * New standard called "Standard 92" from serial number 2210, unusable quantity of fuel reduced from 10 liters to 1 liter, (refer to note 5).	
<b>OIL CAPACITY</b>	Oil sump capacity	7.57 liters (8 U.S. quarts)
	Usable	5.68 liters (6 U.S. quarts)
<b>MAXIMUM OPERATING ALTITUDE</b>	17 900 ft (5 456 m)	

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**CONTROL SURFACE  
MOVEMENTS**

Elevator:	Up 9°30' ± 30'	Down 12° ± 30'
Elevator trim tab:	Up 25°30' ± 1°	Down 10°30' ± 1°
	..... 6° ± 1°	..... 16°30' ± 1°
Rudder:	Right 25° +3°, -0°	Left 25° +3°, -0°
Aileron:*	Up	Neutral
	15° ± 1°	2° ± 1°
		Down
		10° ± 1°

\* Relative to the trailing edge of the wings

Wing flaps: 1<sup>st</sup> Notch Down 15° ± 5°

Wing flaps: 2<sup>nd</sup> Notch Down 60° +0°, -5°

**SERIAL NUMBER ELIGIBLE**

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 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. 2020T06 and in condition of safe operation".

**CERTIFICATION BASIS**

Brazilian Type Certificate No. 2020T06 issued on 25 September 2020 based on the RBAC 21.29 and RBAC 23, which endorses the 14 CFR Part 23 effective 01 February 1965, as amended by 23-1 through 23-7.

Special Conditions:

Canopy emergency release system

Equivalent levels of safety findings:

None

Exemptions:

None

Noise requirements: ICAO Annex 16, Vol.1. Chap 6.

**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 weight and balance report including list of equipment in certificated empty weight and loading instructions when necessary must be provided for each aircraft at the time of original certification.

**NOTE 2** Markings and placards. Airplane operation must be in accordance with the Approved Airplane Flight Manual and Brazilian Airplane Flight Manual Supplement P/N 1003308. All placards required by the Flight Manual, the applicable operating rules and the Certification Basis must be installed in the airplane.

**NOTE 3** Continuing Airworthiness. Airworthiness Limitation are included in Section 2 of the Airplane Maintenance Manual (AMM), Document No. 1001606 GB and in Section 1 of the DR400 Airworthiness Limitations & Maintenance Schedule 1001586 GB.

**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 P/N 1003308.
2. Markings and placards.

**NOTE 5** “Standard 92” model: since November 1993 (from S/N 2211 included)

**NOTE 6** Type Design Definition:  
Refer to CEAPR document 1001130.

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**Mario Ygawa**

**Gerente de Certificação de Projeto de Produto Aeronáutico  
(Certification of Aeronautical Product Design Branch, Manager)**

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São José dos Campos, 12 November 2020.

**C.E.A.P.R. (Centre Est Aéronautique Pierre Robin)**

1 Route de Troyes

21121 Darois

FRANCE

**Subject: DR400-140B – TCDS Issuance.**

Ref.: EA-2020T06-00, SEI no. 4970727 .

1. In attention to the document referred above, ANAC hereby issues Initial Revision of TCDS no. EA-2020T06.
2. This TCDS revision is available at ANAC website: <https://sistemas.anac.gov.br/certificacao/Produtos/EspecificacaoOrgE.asp>

**Mario Igawa**

Aeronautical Product Design Certification Branch, Manager

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Documento assinado eletronicamente por **Mário Igawa, Gerente de Certificação de Projeto de Produto Aeronáutico**, em 13/11/2020, às 14:20, conforme horário oficial de Brasília, com fundamento no art. 6º, § 1º, do [Decreto nº 8.539, de 8 de outubro de 2015](#).



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Referência: Caso responda este Ofício, indicar expressamente o Processo nº 00066.019077/2018-26

SEI nº 4970693