



**TYPE CERTIFICATE DATA SHEET Nº ER-2015T12**

Type Certificate Holder:

**HÉLICOPTÈRES GUIMBAL**  
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Aérodrome d'Aix-en-Provence  
13290 Les Milles  
France

ER-2015T12  
Sheet 01

GUIMBAL

CABRI G2

21 October 2015

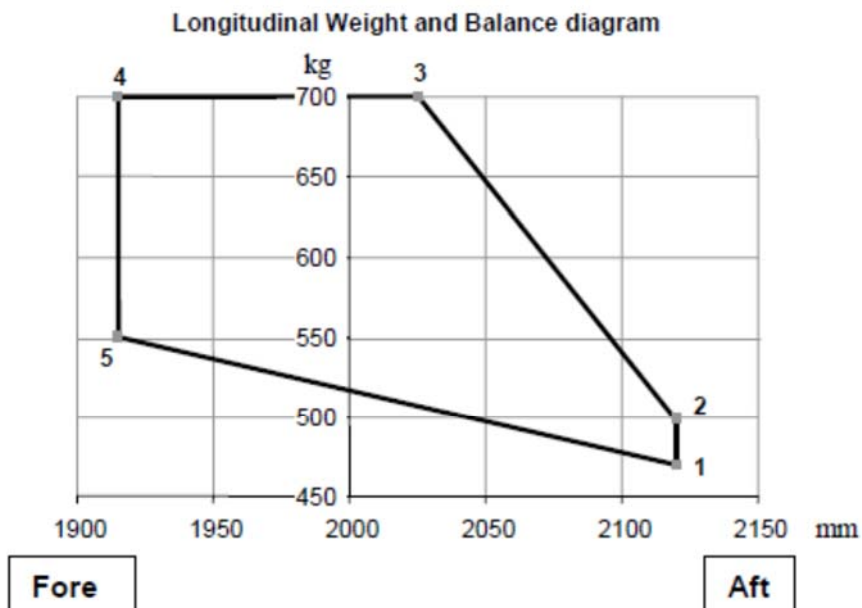
This data sheet, which is part of Type Certificate No. 2015T12, prescribes conditions and limitations under which the product, for which the Type Certificate was issued, meets the airworthiness requirements of the Brazilian Aeronautical Regulations.

**I - Model CABRI G2 (Normal Category Rotorcraft), approved 21 October 2015.**

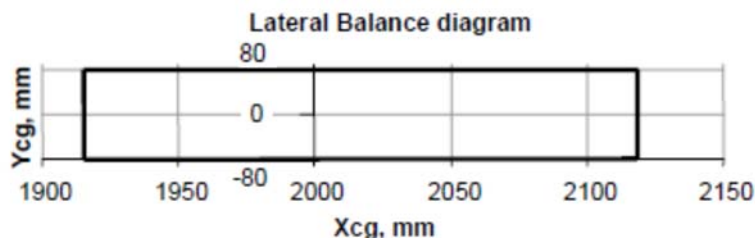
<b>ENGINE</b>	One Lycoming O360-J2A piston engine (ANAC TC 8206 ) with Hélicoptères Guimbal modification N° J45-002 (STC ANAC 2015S10-04)
<b>INSTALLED ENGINE LIMITS</b>	Maximum continuous / take-off power : 145 shp from 2 585 to 2 700 rpm.
<b>ROTOR SPEED LIMITS</b>	Power on: 515 – 540 rpm Power off: 450 – 610 rpm
<b>FUEL SPECIFICATION</b>	AVGAS 100 LL, AVGAS UL91. See AFM for alternative approved fuels and limitations.
<b>OIL SPECIFICATION</b>	<b>Engine Oils:</b> Oil grade during break-in(50 hours): MIL-L-6082B Oil grade after break-in: MIL-L-22851 Ashless dispersant Refer to latest Lycoming Service Instruction 1014 for lubricating oil recommendations. <b>Gearboxes Oils:</b> HG30-85W140
<b>AIRSPEED LIMITS</b>	Power-On Never Exceed Speed $V_{NE} = 130$ kt - 2kt / 1000 ft Zp Power-Off Never Exceed Speed $V_{NE} = 110$ kt - 2kt / 1000 ft Zp
<b>ALTITUDE LIMIT</b>	3,962 m (13,000 ft)
<b>WEIGHTS</b>	Maximum Take-Off and Landing Weight 700 kg (1543 lb)

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**CG LIMITS**



Point 1	470 kg	2120 mm
Point 2	500 kg	2120 mm
Point 3	700 kg	2025 mm
Point 4	700 kg	1915 mm
Point 5	550 kg	1915 mm



**MINIMUM CREW** 1 (one) pilot on the right seat

**MAXIMUM PASSENGERS** 1 (One) passenger or another pilot on the left seat

<b>MAXIMUM BAGGAGE &amp; CARGO LOADS</b>	<b>Location</b>	<b>Max Load/Loading</b>
	Baggage compartments:	40 kg ; 2 kg/cm <sup>2</sup>
	Cabin compartment:	5 kg

**FUEL CAPACITY** 170 L, 45 USG

**OIL CAPACITY** 5.7 L, 6Qt

**TEMPERATURE LIMITS** - 20°C to ISA + 30°C limited to + 45°C (Minimum for storage: - 30°C).

**ROTOR BLADE AND CONTROL MOVEMENT**

For rigging information, refer to Cabri G2 Maintenance Manual.

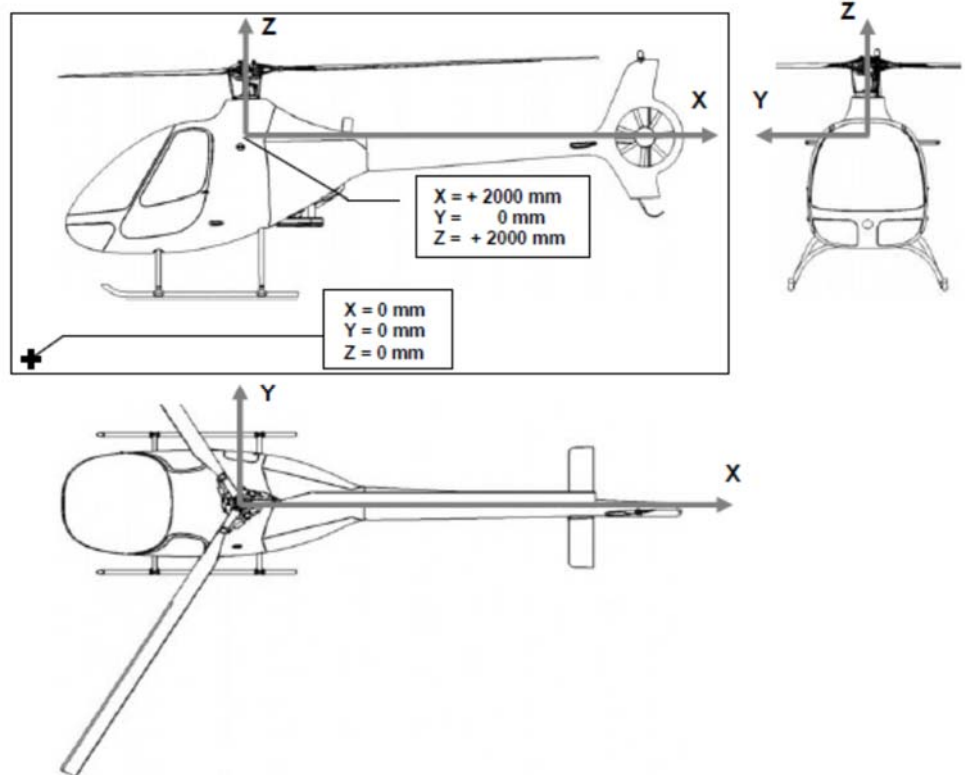
**SERIAL NUMBERS ELIGIBLE**

1003 and consecutive (Installation of MOD14-010 or 15-004 is mandatory for export to Brazil. MOD were installed in serial production on S/N 1062, 1071, 1077 and consecutive. On other aircraft, it should be retrofitted for export to Brazil).An EASA Certificate of Airworthiness for Export, endorsed as noted under Import Requirements, must be submitted for each individual rotorcraft for which application for a Brazilian Airworthiness Certificate is made.

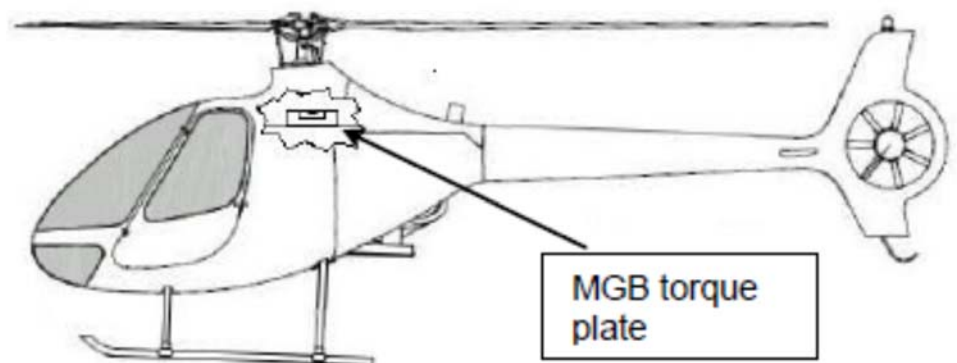
**DATUM**

Datum is defined such that main gearbox center coordinates are:

- X = + 2000 mm
- Y = 0 mm
- Z = + 2000 mm



**LEVELLING MEANS**



**IMPORT REQUIREMENTS**

A Brazilian Airworthiness Certificate must be issued in the basis of the Airworthiness Certificate for Exportation issued by the EASA, including the following statement:

**CERTIFICATION BASIS**

"The rotorcraft covered by this Certificate has been inspected, tested and found to comply with the Brazilian approved type design as defined by the ANAC Type Certificate No 2015T12, and is in condition for safe operation."

RBHA 27, which endorses the 14 Code of Federal Regulations Part 27 effective on 1 February 1965, including Amdts. 27.1 through 27.42; RBHA 36 corresponding to Chapter 11 of ICAO Annex 16 amendment 7, volume I, part II).

Special Conditions:

- Protection against effects of High intensity radiated fields (HIRF) (see CRI F1).
- Approval of flight in snow condition - Pilot visibility ( see CRI D02).

Equivalent safety items:

- Separation between fuel tank and firewall (see CRI E1)
- Chip detector test in flight (see CRI-F3)

Exemptions:

- None

**EQUIPMENT**

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for Airworthiness Certificate release, and, in addition, the EASA-approved Brazilian Rotorcraft Flight Manual issued for the applicable helicopters serial numbers (see Note 5).

**NOTES:****NOTE 1**

Weight and balance: A current weight and balance report, including a list of equipment included in the certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at the time of original airworthiness certification and at all times thereafter, except in the case of operators having an approved weight control system.

**NOTE 2**

Marking and placards: The following placard must be installed in clear view of the pilot:

THIS ROTORCRAFT IS APPROVED FOR [        ] DAY VFR OPERATION  
If the aircraft is approved for night VFR, refer to RFM Section 9 - Supplements.

For additional placards, see the Rotorcraft Flight Manual. All placards required in the approved Rotorcraft Flight Manual and Supplements must be installed in the appropriate locations.

**NOTE 3**

Continuing airworthiness: Information essential to the proper maintenance of the helicopter is contained in the Maintenance Manual, Doc. No. J70-002.

**NOTE 4**

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

1. The Brazilian Rotorcraft Flight Manual cover page and Supplement;
2. The Markings and placards in Portuguese or bilingual.

**NOTE 5**

Equipment: EPM, BARC and RRM (engine governor) equipment substantiation is limited to Cabri G2

**NOTE 6****Night VFR operation:**

This kind of operation requires installation of:

1) Hélicoptères Guimbal modifications n° MOD-045-08 (Wide instrument panel option), MOD-054-08 (EPM modification), MOD-063-08 (Interior light – instrument and cabin - night VFR compatible), MOD-066-08 (Electrical harness modification including interior light harness) and EPM acquisition software version 1.2 or later approved version.

2) Avionics instruments requested by operational rules. Hélicoptères Guimbal basic night VFR avionics configuration consists in MOD-065-08 (Gyroscopes – night VFR compatible) and MOD-013-08 (GNS 430 W and CDI indicator). Installation of alternative or additional instruments requires an airworthiness approval by EASA.



**Mário Igawa**

**Gerente Geral de Certificação de Produto Aeronáutico  
(General Manager, Aeronautical Product Certification)**