The United States of America Department of Transportation Federal Aviation Administration

AIRCRAFT

Type Certificate
IMPORT
Number A00001LA

This certificate issued to GA200 (Pty) Ltd.

Certifies that the type design for the following product with the operating limitations and conditions therefore as specified in the Federal Aviation Regulations and the Type Certificate Data Sheet, meets the airworthiness requirements of Part 21.29* of the Federal Aviation Regulations.

*21.25 (Restricted Category) using amendments 1 through 36 of part 23.

Models: GA200, GA200C

This certificate, and the Type Certificate Data Sheet which is a part hereof, shall remain in effect until suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application:

June 17, 1994

Date reissued to new holder: October 27, 2011

Date of issuance:

October 15, 1997

Model GA200C approved December 9, 1999

By direction of the Administrator.

(Signature) Carl Laurence

(Title)

Earl Lawrence

Manager, Small Airplane Directorate

This certificate may be transferred if endorsed as provided on the reverse hereof.

Any alteration of this certificate and/or the Type Certificate Data Sheet is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

FAA FORM 8110-9 (2-82)

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

A00001LA Revision 3 GA200 (Pty) Ltd GA200 GA200C

October 27, 2011

TYPE CERTIFICATE DATA SHEET A00001LA

This data sheet, which is part of the Type Certificate No. A00001LA, 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

GA200 (Pty) Ltd

C/O GippsAero Pty Ltd. (ACN 119 523 821)

Latrobe Regional Airport, Traralgon, VICTORIA 3844, Australia Mail Correspondence: P.O. Box 881 Morwell, Victoria 3840, Australia

Type Certificate Holder record

Gippsland Aeronautics Pty. Ltd. transferred TC A00001LA to GA200 (Pty) Ltd on

October 18, 2011

9. GA200 (Restricted Category) Approved October 15, 1997

Engine

Avco Lycoming O-540-A1D5 or O-540-H2A5

Type Certificate: E295

Fuel

100LL or 100/130 Aviation gasoline.

Engine Limits

2575 r.p.m. and 240 HP for all operations.

Propeller and Propeller Limits

McCauley 1A200/FA8452 metal, fixed pitch.

Type Certificate: P874

Not over 84.0 inches (2134 mm) diameter. Not under 82.3 inches (2090 mm) diameter.

No further reduction permitted

Pitch 52.0 inches (1320 mm) at 0.75 radius. Maximum static r.p.m. (full throttle)

Not over - 2450 r.p.m. Not under - 2350 r.p.m.

Airspeed Limits (IAS)

Never Exceed

V_{ne} 138 kts

Max Structural cruise

V_{no} 110 kts

Maneuvering

V_a 107 kts

Max flaps extended

V_{fe} 97 kts

Center of Gravity

(C.G.) Range

Forward Limit:

+ 38.0 inches (+ 965 mm) aft of datum at 1900 lbs. (862 kg.) or less.

+ 39.0 inches (+ 991 mm) aft of datum at 2900 lbs. (1315 kg.).

Variation is linear between 1900 lbs. (862 kg) and 2900 lbs. (1315 kg.).

Aft Limit:

+ 44.0 inches (+ 1118 mm) aft of datum at 2900 lbs. (1315 kg) or less.

Empty Weight C. G. Range

None.

Datum

Fuselage firewall frame jacking points at fuselage station 0 (stated arms are positive aft;

negative forward).

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Leveling Means

Longitudinal: Level along top longerons at the fuselage cockpit horizontal,

Lateral:

Level across top longerons at the fuselage cockpit.

Maximum Weight

Take-off

2900 lbs. (1315 kg.)

Landing

2900 lbs. (1315 kg.)

Hopper

Capacity

1200 lbs. (544 kg.) at + 42.8 inches (+ 1088 mm).

No. of seats

Two

Pilot Arm: +84.0 inches (+2134 mm).

Second Occupant Arm: +85.2 inches (+2163 mm).

Fuel Capacity

Main wing tanks

2 (1 tank each wing)

Total each tank

27.7 US Gallons (105 litres) at +51.3 inches

(+1303 mm)

Useable each tank

26.4 US Gallons (100 litres) at +51.2 inches

(+1300 mm)

Unusable each tank

1.3 US Gallons (5 litres) at +54.0 inches

(+1376 mm)

Collector tank

Total capacity is Unusable fuel.

(Header tank)

Total

3.2 US Gallons (12 litres) at +11.9 inches

(+302 mm)

See Note 1

Oil Capacity

Total capacity

12 US quarts (11.4 litres) at -21.3 inches

(-541 mm)

Useable

9.3 US quarts (8.8 litres) at -21.3 inches

(-541 mm)

See note 1

Control Surface Movements

Uр

 $24^{\circ} \pm 1^{\circ}$

Aileron

 $24^{\circ} \pm 1^{\circ}$

Elevator

27° ± 1° Down $20^{\circ} \pm 1^{\circ}$

Rudder

L & R Retracted $22^{\circ} \pm 1^{\circ}$

Wing flaps

0° ± 1° $15^{\circ} \pm 1^{\circ}$

Take-off Landing

Down

Up

 $38^{\circ}\pm1^{\circ}$

All measurements refer to hinge line rotation.

Serial Numbers Eligible

17F through 999F.

9. GA200C (Restricted Category) Approved December 9, 1999

Engine

Avco Lycoming IO-540-K1A5

Type Certificate: 1E4

Fuel

100LL or 100/130 aviation gasoline.

Engine Limits

2700 r.p.m. and 300 HP for all operations.

Propeller and Propeller Limits

Hartzell HC-C2YR-1BF/F8475R metal constant speed

Type Certificate: P920

Not over 84 inches (2134 mm) diameter Not under 78 inches (1981 mm) diameter

No further reduction permitted -Pitch settings at 30 in. sta.:

High:

29° ± 1°

Low:

 $12^{\circ} \pm 0.2^{\circ}$

Airspeed Limits (IAS)

Never Exceed

V_{ne} 144 kts

Max structural cruise

V_{no} 115 kts V_a 115 kts

Maneuvering

Max flaps extended

V_{fe} 97 kts

Center of Gravity (C.G.) Range

Forward Limit:

+38.0 inches (+965 mm) aft of datum at 1900 lbs. (862 kg.) or less.

+39.0 inches (+991 mm) aft of datum at 3360 lbs. (1524 kg.)

Variation is linear between 1900 lbs. (862 kg) and 3360 lbs. (1524 kg.)

+43.2 inches (+1097 mm) aft of datum at 3360 lbs. (1524 kg) +44.0 inches (+1118 mm) aft of datum at 2900 lbs. (1315 kg) or less Variation is linear between 2900 lbs. (1315 kg) and 3360 lbs. (1524 kg.)

Empty Weight C. G. Range

None.

Datum

Fuselage firewall frame jacking points at fuselage station 0 (stated arms are positive aft;

negative forward).

Leveling Means

Longitudinal: Level along top longerons at the fuselage cockpit horizontal.

Lateral:

Level across top longerons at the fuselage cockpit.

Maximum Weight

Take-off

3360 lbs. (1524 kg.)

Landing

3192 lbs. (1448 kg.)

Hopper

Capacity

1200 lbs. (544 kg.) at +42.8 inches (+1088 mm).

No. of seats

Pilot Arm: +84.0 inches (+2134 mm)

Second Occupant Arm: +85.2 inches (+2163 mm)

Fuel Capacity

Main wing tanks

2 (1 tank each wing)

Total each tank

27.75 US Gallons (105 litres) at +51.3 inches

(+1303 mm)

Useable each tank

26.4 US Gallons (100 litres) at +51.2 inches

(+1300 mm)

Unusable each tank

1.3 US Gallons (5 litres) at +54.0 inches

Collector tank

(+1376 mm)

Total capacity (2.4 US Gallons) is Unusable fuel @ +62.2 inches (1588 mm)

See Note 1 for data on weight and balance

Oil Capacity

Total capacity

12 US quarts (11.4 litres) at -21.3 inches

(-541 mm)

Useable

9.3 US quarts (8.8 litres) at -21.3 inches

(-541 mm)

See Note 1 for data on weight and balance

Control	Surface	Movements
Connor	Surface	IMIGACITICITES

Aileron	Up	24° ± 1°
	Down	$24^{\circ} \pm 1^{\circ}$
Elevator	Up	$27^{\circ}\pm1^{\circ}$
	Down	$20^{\circ} \pm 1^{\circ}$
Rudder	L&R	22° ± 1°
Wing flaps	Retracted	0° ± 1°
	Take-off	$15^{\circ} \pm 1^{\circ}$
	Landing	$38^{\circ} \pm 1^{\circ}$

All measurements refer to hinge line rotation.

Serial Numbers Eligible

CF23F and up

Import Requirements

A United States airworthiness certificate may be issued on the basis of an Australian Export Certificate of Airworthiness signed by a representative of the Civil Aviation Safety Authority (CASA) containing the following statement:
GA200: "The airplane covered by this certificate has been examined, tested and found to comply with the Master Drawing List GA200-01-02-01 Issue 1 and General Specifications B14-00-31 at issue G or later CASA approved revisions approved under U.S. Type Certificate No. A00001LA and to be in a condition for safe operation."
GA200C: "The airplane covered by this certificate has been examined, tested and found to comply with the Master Drawing List GA200-01-02-06 Issue 1 and General Specifications B14-00-31 at issue B or later CASA approved revisions approved under U.S. Type Certificate No. A00001LA and to be in a condition for safe operation."

The U.S. airworthiness certification basis for this airplane type certificated under FAR 21.29 and exported by the country of manufacture is FAR 21.185(c).

Certification Basis

FAR 21.25 (a) (1), FAR 21.25 (b) (1), FAR 21.25 (b)(2) and FAR 23, dated December 18, 1964, with amendments 1 through 36 "Airworthiness Standards for Normal Category Airplanes", except Section 23.562 (see letter dated April 5, 1995, from Manager, LAACO) for the special purpose of:

(1) Agricultural operations under FAR 21.25 (b)(1).

Note: In accordance with FAR 36.1(a)(2), compliance with the noise requirements was not shown. Therefore, airplane certificated under this Type Certificate are only eligible for agricultural operations excepted by FAR 36.1(a)(2) and defined under FAR 137.3.

(2) Forest and wildlife conservation under FAR 21.25(b)(2).

Note: In accordance with FAR 36.1(a)(2), compliance with the noise requirements was not shown. Therefore, airplane certificated under this Type Certificate are only eligible for dispensing fire fighting materials excepted by FAR 36.1(a)(2) and defined under FAR 137.3.

Noise Control Act of 1972, which has been recodified into USC Title 49, Section 44715(a)(3).

See Note 6 for a finding of an equivalent level of safety to the requirements of FAR 23.1337(b)(1).

TC A00001LA issued on October 15, 1997.

Date of application for the Type Certificate (Restricted Category for agricultural use and dispensing fire retardant only): June 17, 1994.

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 FAA Approved Airplane Flight Manual Report No B01-01-21 dated October 8, 1997, or later approved version, must be carried.

See Note 6.

Note 1.

Note 2.

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 airplane at the time of original certification.

GA200: The certificated empty weight and the corresponding center of gravity location must include full oil (22.2 lbs. at -21.3 inches) and unusable fuel (15.6 lbs. in main tanks at + 54.0 inches and 19.2 lbs. in header tank at + 11.9 inches).

GA200C: The certificated empty weight and the corresponding center of gravity location must include full oil (22.5 lbs. at -21.3 inches) and unusable fuel (15.6 lbs. in main tanks at +54.0 inches and 14.4 lbs. in collector tank at +62.2 inches).

All required placards in the CASA Approved Pilot's Operating Manual (for the FAA) and the FAA Approved Airplane Flight Manual must be installed in the appropriate locations.

The following placard must be installed in plain view of the pilot: "Restricted Category airplane for agricultural use and dispensing fire retardant only"

The following placards must be installed in plain view of the occupants:

- A. "All occupants must wear an approved crash helmet when operating this aircraft".
- B. "The use of the second seat is restricted by requirements in FAR 91.313."
- C. Other placards as per approved Pilot's Operating Handbook and FAA Approved Airplane Flight Manual, Report B01-01-21 for the GA200 and Report GA200 B01-01-26 for the GA200C.

Note 3.

Service life of structural components are listed in the Airworthiness Limitations Section, Chapter 4, of the Service Manual. The Airworthiness Limitations Section was approved by CASA (for the FAA). Revisions to this section must be approved by CASA on behalf of the FAA. The relevant report numbers for these manuals are: GA200 – B01-00-21 and GA200C – B01-00-26

Note 4.

Instructions for continued airworthiness must be completed and acceptable to the Administrator prior to the delivery of the first airplane under the US Type Certificate. The relevant report numbers for these instructions are: GA200 – B01-00-21 dated July 31, 1997, and GA200C – B01-00-26 dated August 2, 1999.

Note 5.

The Airplane Flight Manual, Report No. B01-01-21, dated October 8, 1997 was approved by CASA (for FAA). Revisions to this report must be approved by CASA on behalf of the FAA.

Note 6.

GA200: Equivalent level of safety finding No. ACE-97-2. The fuel quantity indicators and corresponding markings for the wing and header tanks provide an equivalent level of safety to the requirements of FAR 23.1337 (b)(1).

GA200C: Equivalent level of safety finding No. ACE-99-04. The fuel quantity indicators and corresponding markings for the wing and collector tanks provide an

indicators and corresponding markings for the wing and collector tanks provide an equivalent level of safety to the requirements of FAR 23.1337 (b)(1).