

No	VA503
Revision	22
Aircraft	GippsAero GA8 GA8-TC-320
Date	31 October 2017

TYPE CERTIFICATE DATA SHEET

This data sheet, which is part of Type Certificate No. VA503, lists the conditions and operational limitations under which the subject aircraft meets the airworthiness requirements of the Civil Aviation Safety Authority.

Certificate Holder GA8 Airvan Pty Ltd
ACN 119 523 830
C/- GippsAero Pty Ltd
Larrobe Regional Airport, Airfield Road
Traralgon, Victoria, Australia 3844

I Model GA8 Approved in Normal Category 10 October 2000

Engine Textron Lycoming IO-540-K1A5
FAA TC No. 1E4

Engine Limits Take Off 2500 rpm and full throttle (275 hp), or
2700 rpm and full throttle (300 hp) – max 2 minutes
(See Note 5)
Maximum Continuous 2500 rpm and full throttle (275 hp)

Propeller Hartzell HC-C2YR-1BF/F8475R two blade, constant speed
FAA TC No. P-920

Diameter not over 2134 mm not under 1981 mm
Minimum Blade Angle 12 ± 0.2 degrees

or

Hartzell HC-C3YR-1RF/F8068 three blade, constant speed (See Note 8)
FAA TC No. P25EA
Diameter not over 2083 mm
not under 1981 mm
Minimum Blade Angle 12.8 ± 0.2 degrees

Serial Numbers Eligible GA8-00-004 and subsequent. See Note 9.

II Model GA8-TC 320 Approved in Normal Category 9 February 2009

Engine	Textron Lycoming TIO-540-AH1A FAA TC No. E14EA
Engine Limits	Normal Take Off 2500 rpm and 38 in Hg MAP (300 HP) Alternate Take Off 2500 rpm and 40 in Hg MAP below 5000' Pressure Altitude (See Note 7). Maximum Continuous 2500 rpm at 38 in Hg (300 hp)
Propeller	Hartzell HC-C3YR-1RF/F8068 three blade, constant speed FAA TC No. P25EA Diameter not over 2083 mm not under 1981 mm Minimum Blade Angle 14.5±0.2 degrees
Serial Numbers Eligible	GA8-TC 320-09-120, GA8-TC 320-08-130 and subsequent.

Data Pertinent to All Models

Fuel	100LL or 100/130 aviation gasoline
Airspeed Limits	For aircraft incorporating Part A of SB-GA8-2011-65 or SB-GA8-2011-66: Never exceed V_{ne} 190 KIAS Max structural cruise V_{no} 147 KIAS Manoeuvring V_a 121 KIAS Max flaps extended V_{fe} 100 KIAS For all other aircraft: Never exceed V_{ne} 185 KIAS Max structural cruise V_{no} 143 KIAS Manoeuvring V_a 121 KIAS Max flaps extended V_{fe} 97 KIAS
Centre of Gravity Limits	For aircraft incorporating Part A of SB-GA8-2011-65 or SB-GA8-2011-66: Forward Limit +1219 mm aft of datum at 1089 kg or less +1448 mm aft of datum at 1905 kg Variation is linear between 1089 kg and 1905 kg. Aft Limit +1626 mm aft of datum at all weights For all other aircraft: Forward Limit +1219 mm aft of datum at 1089 kg or less +1422 mm aft of datum at 1814 kg Variation is linear between 1089 kg and 1814 kg. Aft Limit +1626 mm aft of datum at all weights
Datum	Fuselage firewall frame jacking points at fuselage station 0 (Stated arms are +ve aft; and -ve forward)

Levelling Means	Longitudinal Marks (blind rivets) on the port fuselage wall Lateral Level across cockpit seat rails			
Maximum Weights	For aircraft incorporating Part A of SB-GA8-2011-65 or SB-GA8-2011-66:			
	Take-off	1905 kg		
	Landing	1814 kg		
	For aircraft incorporating Part A and B of SB-GA8-2011-65 or SB-GA8-2011-66:			
	Take-off	1905 kg		
	Landing	1860 kg		
No. of Seats	For all other aircraft:			
	Take-off	1814 kg		
	Landing	1814 kg		
	Eight	Row 1 (Pilot row)	arm	+ 965 mm
		Row 2		+1772 mm
		Row 3		+2523 mm
Row 4			+3247 mm	
Maximum Baggage Aft Luggage	Baggage Shelf	113kg	at +3763 mm	
	Bin	22kg	at +4623 mm	
Fuel Capacity	Main wing tanks	two (one tank in each wing)		
	Total each tank	170 litres	at +1715 mm	
	Useable each tank	166 litres	at +1715 mm	
	Unusable each tank	4 litres	at +1829 mm	
	Sump tank	9 litres	at +705 mm	
	Sump tank capacity is designated unusable fuel.			
Oil Capacity	Total	11.4 litres	at -540 mm	
	Unusable	2.6 litres	at -540 mm	
Crosswind Component	Maximum demonstrated for take-off and landing	15 knots		
Control Surface Deflections	Horizontal Stabiliser leading edge	Up	2.0° ± 0.5°	
		Down	5.0° ± 0.5°	
	- measured between the mid-section line of the stabiliser and the horizontal reference			
	Elevator trailing edge	Up	15.0° ± 0.5°	
Down		19.0° ± 0.5°		
- measured between the mid-section line of the elevator and the mid-section line of the horizontal stabiliser, with the stabiliser in the full leading edge down position				

Aileron trailing edge	Up	17.0° ± 0.5°
	Down	16.0° ± 0.5°

- measured between the under-surface of the aileron and the rear under-surface of the wing main plane

Rudder trailing edge	L & R	21.0° ± 0.5°
Wing flaps	Retracted	0° ± 1°
	Take-off	14.0° ± 1°
	Landing	38.0° ± 1°

All measurements refer to hinge line rotation.

Type Design Data

For Model GA8 aircraft, serial numbers GA8-00-004 through GA8-03-025:

- (i) Engineering Release GA8-970001 Issue 5;
- (ii) Master Drawing GA8-010001 Issue 2, GA8 General Assembly;
- (iii) Pilot's Operating Handbook and Approved Flight Manual, document C01-01-01, dated 10 September 2001; or for aircraft incorporating SB-A8-2005-10, document C01-01-06, dated 8 August 2005 (see Note 5), and
- (iv) Service Manual document C01-00-01, Chapter 4 Airworthiness Limitations, dated 26 November 2001.

For Model GA8 aircraft, serial numbers GA8-03-026 and subsequent:

- (i) Engineering Release GA8-970002 Issue 1;
- (ii) Master Drawing GA8-010001 Issue 3, GA8 General Assembly;
- (iii) Pilot's Operating Handbook and Approved Flight Manual, document C01-01-03, dated 14 March 2003 or, for aircraft incorporating SB-GA8-2005-10, document C01-01-07, dated 8 August 2005, (see Note 5), and
- (iv) Service Manual document C01-00-03, Chapter 4 Airworthiness Limitations, dated 14 March 2003.

For Model GA8-TC 320 aircraft:

- (i) Engineering Release GA8-970004 Issue 1, GA8-TC 320 Master Data Package;
- (ii) Pilot's Operating Handbook and Approved Flight Manual, document C01-01-08, dated 23 January 2009 and
- (iii) Service Manual document C01-00-05, Chapter 4 Airworthiness Limitations, dated 19 December 2008.

Additional Type Design Data for IFR approved aircraft

- (i) Engineering Release GA8-970003, Issue 1
- (ii) Pilot's Operating Handbook and Approved Flight Manual as above (See Notes 3 and 5)

- Certification Basis
1. Part 21 of the Civil Aviation Safety Regulations 1998, and
 2. For aircraft serial numbers GA8-00-004 to GA8-03-025, Federal Aviation Regulation, Part 23 at Amendment 48 except paragraph 23.629 which is at Amendment 45.
 3. For aircraft serial numbers GA8-03-026 and subsequent, Federal Aviation Regulations, Part 23 at Amendment 54.

See Note 5 for noise certification.

See Note 10 for Certification Basis of optional Garmin G500 equipment.

Production Basis Production Certificate No. 053049, dated 15 August 2003, or
Production Certificate No. 793691, dated 08 December 2011.

- Equipment
1. The CASA approved aircraft flight manual details required equipment for kinds of operations.
 2. Other equipment may be required, to meet applicable operational regulations.

Placards The placards detailed in the applicable CASA approved aircraft Pilot's Operating Handbook and Approved Flight Manual are required to be fitted.

- Notes
1. Weight and Balance.
A current weight and balance report including a list of equipment included in the certificated empty weight, an approved load data sheet and an approved loading system must be provided for each aircraft at the time of issue of a Certificate of Airworthiness.
 2. Aircraft serial numbers GA8-00-004 to GA8-03-025 may have their certification standard upgraded to FAR 23 Amdt 54 by incorporating Service Bulletin SB-GA8-2003-04 (see Note 6). Aircraft so upgraded are required to have Pilot's Operating Handbook and Approved Flight Manual, document C01-01-03, dated 14 March 2003 (or later) or, for aircraft incorporating SB-GA8-2005-10, document C01-01-07, dated 8 August 2005 (or later), (see Notes 5 and 6).
 3. Aircraft which are not manufactured with IFR capability may be modified to be IFR capable by complying with Service Bulletin SB-GA8-2003-08 (see Note 6).
 4. Cargo Pod Installation options GA8-255004-11, GA8-255004-15, GA8-255004-17 or GA8-255004-19 is approved when incorporated in accordance with Service Bulletin SB-GA8-2004-14 (see Note 6).
 5. Noise certification has been carried out by Airservices Australia. The certification basis for noise is as follows:

(i) Aircraft with engine take-off limits of 2500 rpm meet ICAO Annex 16 Volume 1 Chapter 10, Third Edition, Amendment 6. These aircraft require aircraft flight manual C01-01-01 or C01-01-03 (see Type Design Data above), and

(ii) Aircraft with engine take-off limits of 2700 rpm meet Federal Aviation Regulations Part 36, Appendix G, Amendment 24. These aircraft require aircraft flight manual C01-01-06 or C01-01-07 (see Type Design Data above).

(iii) Noise certification is pending for aircraft incorporating SB-GA8-2011-65 or SB-GA8-2011-66.

Service Bulletins SB-GA8-2005-10 and SB-GA8-2005-16 (see Note 6) provide approved data to convert from one noise certification configuration to the other.

6. Unless otherwise stated references to approved documentation includes reference to later approved revisions.
7. The TIO-540-AHIA has an alternate take-off rating of 40.0 in Hg at 2500 rpm limited to 5000 feet pressure altitude.
8. The optional Hartzell HC-C3YR-1RF/F8068 three blade propeller for the GA8 model is approved when installed by GippsAero in accordance with Engineering Release GA8-9661149 (Option 149), or when incorporated on a specific aircraft serial number in accordance with GippsAero Service Bulletin GA8-SB-2009-62.
9. When GA8-00-004 and subsequent GA8 aircraft have been modified with the turbocharged engine option, the engine, engine limits, and propeller shall be as given for the GA8-TC 320 model.
10. For serial numbers GA8-14-206 and subsequent and GA8-TC 320-15-207 and subsequent: Garmin G500 Avionics Suite is optional equipment for the GA8 and GA8-TC 320 models and is approved when installed by GippsAero in accordance with:
 - i) Engineering Release GA8-9634228 Issue 1. *Garmin G500 Core System installation* (Option 228), or,
 - ii) Engineering Release GA8-9634223 Issue 1. *Installation of Garmin G500 system with interface to Honeywell KFC 225 Automatic Flight Control System, installed in accordance with FAA STC SA01418WI-D* (Option 223).The Garmin G500 Avionics Suite is compliant with FAR §23.1308 at Amendment 57.
11. Specific aircraft of model GA8-TC 320 may be converted to a model GA8 through the incorporation of GippsAero Service Bulletin SB-GA8-2014-110 Issue 2.
12. The Model GA8 and Model GA8-TC 320 are collectively referred to in manufacturer's marketing literature as the "Airvan 8". This name is strictly a marketing designation and is not part of the official model designation.

Revision History

Revision 11 was issued due to a change of Type Certificate holder, from Gippsland Aeronautics Pty Ltd, to GA8 Airvan Pty Ltd.

Revision 12 was issued to incorporate new model GA8-TC 320, and minor editorial and formatting changes.

Revision 13 was issued to correct a minor typographical error on page 4, Additional Type Design Data for Model GA8-TC 320: Paragraph (iii) (date of issue of Service Manual C01-00-05 was changed from 19 December 2009 to 19 December 2008).

Revision 14 was issued to incorporate the optional Hartzell HC-C3YR-1RF/F8068 three blade propeller.

Revision 15 was issued to update Type Certificate Holder details and to incorporate corrections to the certification basis and GA8-TC 320 serial number eligibility.

Revision 16 was issued to update Type Certificate Holder details, add new PC number, incorporate corrections and clarifications to propeller details, certification basis, serial number eligibility, reference to 'latest issue' on several documents, and several minor editorial changes. Page numbering added.

Revision 17 was issued to incorporate changes to the airspeed, centre of gravity, and weight limits when incorporating SB-GA8-2011-65 or SB-GA8-2011-66. Minor formatting changes.

Revision 18 was issued to incorporated changes to the Model GA8-TC 320 minimum blade angle, GA8 Model (three blade) tolerance to minimum blade angle and GA8 Model (two blade) minimum blade angle. Editorial change to Note 8 which includes reference to GA8 Model and change from Gippsland Aeronautics to GippsAero Pty Ltd. Minor formatting changes.

Revision 19 was issued to include the option of a Garmin G500 Avionics Suite (Note 10), and to add Notes 11 and 12. FAA Type Certificate references added. Minor formatting and editorial changes (Note 6).

Revision 20 was issued to include additional Garmin G500 Avionics Option 223. Formatting and editorial changes.

Revision 21 was issued to correct editorial errors, and restore the Garmin G500 Avionics Option 223 to Note 10.

Revision 22 was issued to include the increased maximum landing weight of 1860 kg for aircraft with Part B of SB-GA8-2011-65 or SB-GA8-2011-66 incorporated.

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