



REPÚBLICA FEDERATIVA DO BRASIL
COMANDO DA AERONÁUTICA
DEPARTAMENTO DE PESQUISAS E DESENVOLVIMENTO
CENTRO TÉCNICO AEROESPACIAL
INSTITUTO DE FOMENTO E COORDENAÇÃO INDUSTRIAL

CERTIFICADO DE HOMOLOGAÇÃO DE TIPO
(Type Certificate)

NÚMERO: **1999T11**
(Number)

Este Certificado, emitido com base na Lei 7565 "Código Brasileiro de Aeronáutica", de 19 de dezembro de 1986, é conferido a
(This Certificate, issued in the basis of the Law 7565 "Código Brasileiro de Aeronáutica", dated 19 December 1986, is granted to

GIPPSLAND AERONAUTICS PTY Ltd

por ter o projeto de tipo do produto abaixo citado satisfeito às condições de aeronavegabilidade do Regulamento Brasileiro de Homologação
for having the type design of the product mentioned below met the airworthiness requirements of the "Regulamento Brasileiro de Homologação

Aeronáutica RBHA nº **23** desde que sejam observadas as limitações operacionais e demais condições prescritas neste regulamento e
Aeronáutica' RBHA No. provided are not exceeded the operational limitations and other conditions prescribed in the Regulation and

na Especificação de **AERONAVE (AIRCRAFT)**
in the Type Certificate Data Sheet

No. **EA-1999T11** :
No. :)

Modelos (Models): **GA200 / GA200C**

Este Certificado e a respectiva Especificação de
(This Certificate and its Type Certificate Data

do qual faz parte serão válidos até que
Sheet which is a part hereof shall remain in effect until

sejam cancelados por devolução, suspensos, revogados ou um prazo limite seja estabelecido pelo Centro Técnico Aeroespacial.
surrendered, suspended, revoked or a termination date is otherwise established by the Centro Técnico Aeroespacial.)

Data do Pedido de Homologação: **05 de setembro de 1997**
(Date of Application) (September)

Data de Emissão: **20 de setembro de 1999**
(Date of Issuance) (September)


JOSÉ LUIZ R. BELDERRAIN - Ten.-Cel.-Eng.
Chefe da Divisão de Homologação Aeronáutica
(Chief, Divisão de Homologação Aeronáutica)


Maj.-Brig.-do-Ar ALUIZIO WEBER
Diretor do Centro Técnico Aeroespacial
(Director, Centro Técnico Aeroespacial)

Este Certificado poderá ser transferido, porém uma notificação deverá ser enviada ao Centro Técnico Aeroespacial
(This Certificate may be transferred, but a notification must be sent to Centro Técnico Aeroespacial)

**MINISTÉRIO DA AERONÁUTICA
DEPARTAMENTO DE PESQUISAS E DESENVOLVIMENTO
CENTRO TÉCNICO AEROESPACIAL**

TYPE CERTIFICATE DATA SHEET Nº EA-1999T11

Type Certificate Holder:

GIPPSLAND AERONAUTICS PTY. LTD.
Latrobe Valley Airfield
PO Box 881
Morwell
Victoria 3840
AUSTRALIA

EA-1999T11
Sheet 01

GIPPSLAND
GA200
GA200C

September 1999

This data sheet, which is part of Type Certificate No. 1999T11, 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 GA200 (Restricted Category), approved 20 September 1999.

ENGINE	1 AVCO Lycoming Model O-540-A1D5 or O-540-H2A5
ENGINE LIMITS	2 575 rpm and 250 hp for all operations
PROPELLER	McCaughey 1A200/FA8452 Two blades, metal, fixed pitch Diameter: Not over 2 134 mm (84.00 in) Not under 2 090 mm (82.28 in) Pitch: 52.00 in (1 320 mm) at 0.75 radius Max. static rpm (full throttle): Not over 2 450 Not under 2 350
FUEL CAPACITY	Main wing tanks: 2 (1 tank each wing) - Total each tank: 105 liters at +1 303mm - Useable each tank: 100 liters at +1 300 mm - Unusable each tank: 5 liters at +1 376 mm Header tank (unusable): 12 liters at +302 mm Total fuel: 222 liters Total usable fuel: 200 liters
S/N'S ELIGIBLE	9101 and up

II - Model GA200C (Restricted Category), approved 20 September 1999.

ENGINE	1 AVCO Lycoming Model IO-540-K1A5
ENGINE LIMITS	2 700 rpm and 300 hp

PROPELLER	Hartzell HC-C2YR-1BF/F8475R Two blades, metal, constant speed. Diameter: Not over 2 134 mm (84.000 in) Not under 1 981 mm (78.00 in) Max. continuous and takeoff rpm: 2 700	
FUEL CAPACITY	Main wing tanks:	2 (1 tank each wing)
	- Total each tank:	105 liters at +1 303mm
	- Useable each tank	100 liters at +1 300 mm
	- Unusable each tank	5 liters at +1 376 mm
	Collector tank (unusable):	9 liters at +1 588 mm
	Total fuel:	219 liters
	Total usable:	200 liters
S/N'S ELIGIBLE	C9723 and up	

DATA PERTINENT TO ALL MODELS:

FUEL	100LL or 100/130 aviation gasoline.	
OIL	MIL-L-6082 or MIL-L-22851 (See Brazilian AFM).	
AIRSPPEED LIMITS (IAS)	Never exceed (V_{NE})	138 kt
	Structural cruising (V_{NO})	111 kt
	Maneuvering (V_A) - sea level	107 kt
	Flaps extended (V_{FE})	97 kt
C. G. RANGE	Forward limit: +965 mm aft of datum at 862 kg or less +991 mm aft of datum at 1 315 kg Variations linear between 862 kg and 1 315 kg. Aft limit: +1 118 mm aft of datum at all weights.	
EMPTY WEIGHT C. G. RANGE	None	
DATUM	Fuselage firewall frame jacking points at fuselage station 0.	
LEVELING MEANS	Longitudinal: Top longerons at the fuselage cockpit horizontal. Lateral: Level across top longerons at the fuselage cockpit.	
MAXIMUM WEIGHT	Takeoff	1 315 kg (2 900 lbs)
	Landing	1 315 kg (2 900 lbs)
HOPPER CAPACITY	544 kg at +1 088 mm	

NUMBER OF SEATS

Two
 Pilot arm: +2 134 mm (84.00 in)
 Second occupant arm: +2 163 mm (85.20 in)

OIL CAPACITY

Total: 11.4 liters at -540 mm
 Unusable: 2.6 liters at -540 mm

**CONTROL SURFACE
MOVEMENTS:**

Elevator	Up 27° +1°, -1°	Down 20° +1°, -1°
Rudder	Right 22° +1°, -1°	Left 22° +1°, -1°
Aileron	Up 24° ± 1°	Down 24° ± 1°
Wing flaps	Retract	0° ± 1°
	Takeoff	15° ± 1°
	Landing	38° ± 1°

All measurements refer to hinge line rotation.

IMPORT ELIGIBILITY

A Brazilian Certificate of Airworthiness may be issued on the basis of on an CASA - Australia Export Certificate on Airworthiness (or a third country Export Certificate on 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. 1999T11 and in condition of safe operation”.

The CTA Report H.10-1590-01, dated 20 September 1999 or further revisions, contains the Brazilian requirements for the acceptance of these airplanes. (See note 4)

CERTIFICATION BASIS

Brazilian Requirements for Aeronautical Certification (RBHA) 23, which endorses the FAR Part 23 effective 01 February 1965, as amended by 23-1 through 23-36; for the special purpose of RBHA 21.25 (a), 21.25 (b) and 21.25(b)(2) (Restrict Category Aircraft):

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

Notes: a. In accordance with RBHA 36.1(a)(2), as compliance with the noise requirements was not shown, the aircraft are only eligible for agricultural operations excepted by RBHA 36.1 (a)(2) and defined under RBHA 137.3.

b. In accordance with CAM 8, Appendix B, dated March 1954, operations with increased weight are permitted within the limits specified in the figure 7-1.

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

Note: In accordance with RBHA 36.1(a)(2), as compliance with the noise requirements was not shown, the aircraft are only eligible for dispensing fire fighting materials excepted by RBHA 36.1(a)(2) and defined under RBHA 137.3.

**CERTIFICATION BASIS
(Cont.)**

Equivalent Level of Safety Finding: Emergency Landing Dynamic Conditions (RBHA/FAR 23.562), in accordance with FAA AC 21.15, dated 02 January 1997. (Ref. CASA letter F93/1462, dated 25 February 1997).

REQUIRED 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 Brazilian Airplane Flight Manual, which the original issue was CASA approved on 30 June 1989, must be on board of the aircraft at all time. (Ref. RBHA 137.33).

NOTES:

- NOTE 1:** A current weight and balance report including a list of equipment included in the certificated empty weight, and landing instructions when necessary, must be provided for each aircraft at the time of original certification.
- NOTE 2:** All required placards in the CASA approved (for the CTA) aircraft 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 placard 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 RBHA 91.313"
Others placards as per approved pilots operating handbook and aircraft manual, report n° B01-01-01 for GA200 model and report n° B01-01-36 for GA200C model.
- NOTE 3:** Service life structural components are listed in the Airworthiness Limitations Section, Chapter 4, of the GA200 Service Manual, Report B01-00-21 dated 31 July 1997 for GA200 model, of the GA200C Service Manual, Report B01-00-31 dated 02 March 1988. The Airworthiness Limitations Section was approved by CASA. Revisions to this section must be approved by CASA on behalf of the CTA.
- NOTE 4:** The differences of the Brazilian airplanes in relation to the same Australian CASA type design are summarized below:
1. The Brazilian Aircraft Flight Manual, approved by CASA on behalf the CTA for the following models:
 - GA200, AFM Report n° B01-01-01, dated 10 September 1999.
 - GA200C, AFM Report n° B01-01-36, dated 10 September 1999.
 2. The Markings and Placards translated to Portuguese is presented in annex III of the Report H.10-1590-01, dated 20 September 1999.