DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A36EU
Revision 6
CEAPR
CAP 10 B

January 15, 2020

TYPE CERTIFICATE DATA SHEET No. A36EU

This data sheet, which is a part of Type Certificate No. A36EU, 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:	CEAPR 1 Route de Troyes 21121 Darois, France
Type Certificate Holder Record:	AVIONS MUDRY et CIE was previous holder of A36EU. Effective July 18, 2002, APEX became TC holder. TC A36EU was transferred to CEAPR on September 21, 2015. Previous holders of TC A36EU include Akrotech Europe, CAP Aviation, Dyn'Aviation, AUPA DYN'AERO, and AERODIF. (See Note 11.)

Revision No. 4 adds Major Wing Change 000302 to this data sheet of the APEX Aircraft Model CAP 10B.

I – Model CAP 10 B (Utility and Acrobatic Category), approved June 13, 1974

Engine	Lycoming IO360 B2F with "Christen" inverted oil system, or Lycoming AEIO360-B2F fuel injected, US TC No. 1E10		
Fuel	91/96 minimum aviation grade gasoline.		
Engine limits	For all operations, 2700 r.p.m. (180 HP)		
Propeller	Hoffman HO 29-180-170 EVRA CAP 3.180.170.H5.F, US TC No. P3EU		
Propeller Limits	(Utility and Acrobatic Categories) Static r.p.m. at maximum permissible throttle setting 2200 rpm Diameter 70.9 inches. No cutoff permitted.		
Airspeed limits		Utility Category	Acrobatic Category
	VNE Never exceed	211 m.p.h. (183 kts)	211 m.p.h. (183 kts)
	VC Design cruising	186 m.p.h. (162 kts)	186 m.p.h. (162 kts)

VA Maneuvering	124 m.p.h. (108 kts)	146 m.p.h. (127 kts)
VF Flaps extended	99 m.p.h. (86 kts)	99 m.p.h. (86 kts)

See NOTE 3 for acrobatic maneuvers

Flight Maneuvering Load Factor (G's)	Flaps up	+4.4		+6.0
		-1.8		-4.5
	Flaps down	+2.0		+2.0
		-1.8		-2.0
C.G. range	Forward limit	+10.6 in. (18%)		10.6 in (18%)
	Aft limit	+17.7 in. (30%)		15.3 in (26%)
Datum	Wing leading edge at 51 in. from airplane centerline. (Length of wing chord at datum 59 inches).			
Leveling Means	Longitudinal:	Left canopy rail horizontal		
	Transverse:	Top of bulkhead #2		
Empty weight C.G. range	None.			
Maximum weight	Takeoff 1830 lb.		1675 lb.	
	Landing 1763 lb.		1675 lb.	
No. of seats	2 at +23.6 in.		2 at + 23.6 in.	
Maximum baggage	110 lb. At +55.1		None	
Fuel capacity See Note 9.	Front tank (total)	19.8 (at–9.6 in.)	19.8 (at–9.6 in)	
		(usable) 19.0	19.0	
	Rear tank (total)	20.8 (at. 49.6 in)	0	
		(usable) 20.6	0	

Rear tank must be empty for operations in acrobatic category.

Minimum fuel quantity for acrobatics: 2.6 U.S. gal.

Oil capacity	Minimum capacity:	8 quarts
	Minimum:	2 quarts

Maximum oil quantity for acrobatics: 6 quarts

Control surface movements	Aileron	Up 25º ± 2	Down 15º ± 2
	Elevator	Up 25º ± 2	Down 25º ± 2
	Elevator trim tab	Up 24º ± 2	Down 14º ± 2
	Rudder	Right 18º ± 2	Left 18º ± 2
	Wing Flaps	Takeoff 15º ± 2	Landing 40º ± 2

Serial Nos. Eligible — A French "Certificat de Navigabilite pour Exportation" endorsed as noted under "Import Requirements", must be submitted for each

individual aircraft for which application for U.S. certification is made.

Certification Basis

FAR 21.29: French AIR 2052 with Amendments dated October 7, 1965 (equivalent to FAR 23 effective February 1, 1965); Type Certificate No. A36EU issued June 13, 1974.
- Date of application for type certification: April 26, 1973

The Direction Generale de l'Aviation Civile (DGAC) originally type certificated this aircraft under its type Certificate Number TC 55. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product under their type certificate Number TC 55 on behalf of France.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.
In addition the following is required:
CAP Aviation Flight Manual, Document No. 1000977, December 1989, Revision 7, dated November 27, 2001 or later approved revisions.

The Import requirements

For aircraft produced in France, The FAA can issue a U.S. airworthiness certificate based on an NAA Export Certificate of Airworthiness (Export C of A) signed by a representative of the Direction Generale de l'Aviation Civile (DGAC) on behalf of the European Community. The Export C of A should contain the following statement "The aircraft covered by this certificate has been examined, tested, and found to comply with Code of Federal Regulations approved under U.S. type certificate no. A 36EU and to be in a condition for safe operation".

Service Information

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 28, 2003- by the Direction Generale de l'Aviation Civile (DGAC)

- Service bulletins
- Structural Repair Manuals
- Vendor Manuals
- Aircraft Flight Manuals, and
- Overhaul and Maintenance Manuals

The FAA accepts such documents and considers them FAA-approved unless one of the following condition exists:

- The documents change the limitations, performance, or procedures of the FAA approved manuals; or

- The documents make an acoustical or emissions changes to this product's U.S.type certificate as defined in 14 CFR § 21.93.

The FAA uses the post type validation procedures to approve these documents. The FAA may delegate on case-by-case to EASA to approve on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.

II. Major Change 000302, Wing Change, approved June 16, 2004
(Commercial name: CAP10C)

		Utility Category	Acrobatic Category
Same as Model CAP 10 B except: Maximum weight		(no change)	1720 lb.
C.G. range	Forward Limit	+11.8 in. (20%)	11.8 in. (20%)
Control surface movements	Aileron Up	25º ± 2	Down 25º ± 2

Certification Basis

14 CFR Part 23 effective February 1, 1965, including Amendments 23-1 through Amendment 23-46 as it applies to the wing only.

Under the Bilateral Airworthiness Agreement between the USA and the French DGAC, an application to amend their U.S. Type Certificate was submitted by APEX Aircraft for their Model CAP 10B on December 12, 2002 and their application was assigned an FAA project no. CE0602SN on February 3, 2003.

The Direction Generale de l'Aviation Civile (DGAC) originally type certificated this aircraft under its type Certificate Number TC 55. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product under their type certificate Number TC 55 on behalf of France.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.
In addition the following is required:
APEX Aircraft Flight Manual Document No. 1000809 dated May 18, 2004 or later approved revisions.
See Note 2, Note 8.

Import requirements

For aircraft produced in France, The FAA can issue a U.S. airworthiness certificate based on an NAA Export Certificate of Airworthiness (Export C of A) signed by a representative of the Direction Generale de l'Aviation Civile (DGAC) on behalf of the European Community. The Export C of A should contain the following statement "The aircraft covered by this certificate has been examined, tested, and found to comply with Code of Federal Regulations approved under U.S. type certificate No. A 36EU and to be in a condition for safe operation".

Service Information

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NOTE 1. Current weight and balance report, including list of equipment in certificated empty weight and loading instructions if applicable, must be in each aircraft at the time of original certification. Empty weight must include unusable fuel of 5 lbs. (-9.6) and 2 lbs. At (+49.6). See NOTE 9.

NOTE 2. In addition to the placards required in the approved Airplane Flight Manual, the following placards must be installed in the appropriate locations as indicated:

1. In full view of the pilot

Limits of Utilization

Utility Category: AU W takeoff 1830 lb.
AU W landing 1763 lb.
Load factors +4.4, -1.8

No acrobatic maneuvers, including spins, approved.

Acrobatic Category: AU W takeoff and landing 1675 lb.
Load factors +6, -4.5

For Major Change 000302: AU W 1720 lb.

No Smoking
No objects permitted on floor.

Va = 146 m.p.h.

2. In the Baggage Compartment

Baggage "U" Category - 110 lb. Max (See Weight and Balance Data)
"A" Category – No baggage permitted.

3. Approved Acrobatic Maneuvers: Minimum Entry Speed

	One Pilot	Two Pilots
Loop	138 m.p.h. (120 kts)	144 m.p.h. (125 kts)
Half Cuban eight	132 m.p.h. (115 kts)	138 m.p.h. (120 kts)
Roll	132 m.p.h. (120 kts)	144 m.p.h. (125 kts)
Positive snap roll NOTE 8	92 m.p.h. (86 kts)	99 m.p.h. (86 kts)
Negative snap roll NOTE 8	92 m.p.h. (86 kts)	92 m.p.h. (86 kts)
Inverted loop	155 m.p.h. (135 kts)	167 m.p.h. (146 kts)
Hammerhead	127 m.p.h. (108 kts)	127 m.p.h. (108 kts)

NOTE 3. Airspeed indicator markings (Acrobatic Category)

Radial red line	211 m.p.h.(185 kts)
Yellow arc	186 to 211 m.p.h. (162 to 183 kts)
Green arc	62 to 186 m.p.h. (54 to 162 kts)
White arc	53 to 100 m.p.h. (46 to 86 kts)
Radial yellow line	146 m.p.h.(126 kts)

NOTE 4. Cylinder head temp.
Gauge marking red line at 500º F (260º C)
Green arc 150º F (66º to 204º C)
Oil temperature gauge marking
Red line at 244º F
Green arc 104º F to 244º F (40º C to 118º C)

NOTE 5. Oil pressure gauge marking
Red line at 100 p.s.i. (7.03 bars)
Green arc 60 to 90 p.s.i. (4.22 to 6.33 bars)
Yellow arc 26 to 62 p.s.i. (1.76 to 4.22 bars)

NOTE 6. Tachometer marking
Green arc 500 r.p.m. to 2700 r.p.m.
Radial red line at 2700 r.p.m.

NOTE 7. G. Meter marking
Green arc –4.5 to +6
Red line at –4.5 and +6

NOTE 8. CAP10B with Change 000302: Snap maneuver is limited to a MAXIMUM entry speed of (160 k/h), 99 mph, 86 knots.

NOTE 9. Moment Arms corrected in Revision 4. Previous values were incorrect, but conservative.

NOTE 10. Airworthiness Limitations are contained in the FAA approved, or DGAC approved for the FAA, Chapter 4 of the CAP 10B Aircraft Maintenance Manual. These Limitations may not be changed without FAA approval, or DGAC approval for the FAA.

NOTE 11. Some of these transfers were not notified to the FAA and so in some instances the actual type certificates were not reissued.

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