

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

A66EU  
Revision 5  
CEAPR  
R 3000/160

January 15, 2020

TYPE CERTIFICATE DATA SHEET NO. A66EU

This data sheet which is part of Type Certificate No. A66EU prescribes conditions and limitations under 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 PIERRE ROBIN was previous holder of A66EU. Effective July 18, 2002, APEX became TC holder.

APEX Aircraft transferred TC A66EU to CEAPR on May 10, 2013.

Previous holders of TC A66EU include Société Avions Robin and ROBIN Aviation.

(See Note 2.)

I. Model R3000/160 Normal and Utility, approved November 17, 1988

Engine	Lycoming O-360 A3A		
Fuel	100 LL minimum aviation grade gasoline		
Engine Limits	For all operations 2600 rpm (160 hp)		
Propeller	Sensenich 76 EM8 S5-0-64		
Propeller Limits	Static rpm at maximum permissible throttle setting - 2200 $\pm$ 50 Diameter 76 inches. No cutoff permitted. Spinner ROBIN 58.26.10.1.80		
Airspeed Limits	Never exceed	314 km/h (170 kts)	
	Maximum structural cruising	249 km/h (134 kts)	
	Maneuvering	213 km/h (115 kts)	
	Flaps extended (35°)	174 km/h ( 94 kts)	
Flight Maneuvering Load Factors (G's)		<u>Cat. "U"</u>	<u>Cat. "N"</u>
	Flaps Up	+ 4.4	+ 3.8
		- 2.2	- 1.9
	Down	+ 2.0	+ 2.0
		0	0

C.G. Range Forward limit 11.42 in. @ 1878 lbs.  
Intermediate limit 15.86 in @ 2205 lbs. in cat. "U" and 2536 lbs. in cat. "N".  
Aft limit 22.83 in. @ 2205 lbs. in cat. "U" and 2536 lbs. in cat. "N".  
Straight line variation between points given:  
11.42 in. @ 1878 lbs. to 15.86 in. @ 2205 lbs. in cat. "U" and 2536 lbs.

Page No.	1	2	3	
Rev. No.	5	4	5	

	in cat. "N". 15.86 in. @ 2205 lbs. to 22.83 in. @ 2205 lbs. in cat. "U". 15.86 in. @ 2536 lbs. to 22.83 in. @ 2536 lbs. in cat. "N".		
Datum	Leading edge rectangular section.		
Leveling Means	Upper fuselage longeron		
Empty Weight C.G. Range	None		
Maximum Weight		<u>Cat. "U"</u>	<u>Cat. "N"</u>
	Takeoff	2205 lbs.	2536 lbs.
	Landing	2205 lbs.	2536 lbs.
No. of Seats	2 front at (19.68 - 23.62), 2 rear at (52.36)		
Maximum Baggage	88 lbs. at (+75). None for utility category.		
Fuel Capacity	66.19 US gal at (+9.84) (total) 59.66 US gal at (+9.84) (usable)		
Oil Capacity	Minimum Capacity	8 qts.	
	Minimum	2 qts.	
Control Surface Movements	Wing flaps	30° ± 2.0	
	Ailerons	Up 12° ± 2.0	Down 15° ± 2.0
	Rudder (L&R)	25° ± 3.0	
	Elevator	Up 25° ± 2.0	Down 10° ± 2.0
	Elevator trim tab (with elevator in neutral position)		
	Flaps retracted		
	Trim wheel to neutral	0° ± 3°	
	Trim wheel full down	- 12° ± 3°	
	Trim wheel full up	+ 37° ± 3°	
	Flaps extended (30°)		
Trim wheel to neutral	+ 16° ± 3°		
Trim wheel full down	- 9° ± 3°		
Trim wheel full up	+ 40° ± 3°		
Serial Nos. Eligible	A French "Certificat de Navigabilité 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	Part 23 of the Federal Aviation Regulations, Amendments 1 through 23, FAR 21.29; FAR 36 Amendment 36-1 through (.....) Special Certification Review: "The Canopy (forward sliding) must be jettisonable." Date of applicable for type certification: October 26, 1990.  The Direction Generale de l'Aviation Civile (DGAC) originally type certificated This aircraft under its type Certificate Number TC 172. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product under their type certificate Number TC 172 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: FAA-approved Airplane Flight Manual, Model R3000/160, Edition 2, April 1990.

#### 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 66EU and to be in a condition for safe operation".

For issuance of an airworthiness certificate in accordance with §21.183(c), the Direction Generale de l'Aviation Civile of France must certify that the aircraft conforms to the type design and is in condition for safe operation. In that regard, the Direction Generale de l'Aviation Civile of France will certify that the aircraft complies with the latest issue of Avions Pierre Robin Service Bulletins 111, 112, 114, 116, 121, 127, 132, 133, 136, 141, 146, 147, 151, 152, 153 and 176 and all other applicable mandatory continuing airworthiness information that it has issued, in addition to all other requirements of this type certificate data sheet. For issuance of an airworthiness certificate in accordance with §21.183(d), the certificating inspector, or other authorized person, must find, among other things, that the product is 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.

#### 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 3.2 lbs. at (9.84). Basic empty weight includes engine oil of 16.5 lbs.

#### NOTE 2.

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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