

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A00001LA
Revision 4
GA200 (Pty) Ltd
GA200
GA200C
July 7, 2021

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 (Header tank)	Total capacity is Unusable fuel.	
	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	Aileron	Up	24° ± 1°
		Down	24° ± 1°
	Elevator	Up	27° ± 1°
		Down	20° ± 1°
	Rudder	L & R	22° ± 1°
	Wing flaps	Retracted	0° ± 1°
		Take-off	15° ± 1°
		Landing	38° ± 1°

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: $29^{\circ} \pm 1^{\circ}$ Low: $12^{\circ} \pm 0.2^{\circ}$	
Airspeed Limits (IAS)	Never Exceed V_{ne} 144 kts Max structural cruise V_{no} 115 kts Maneuvering V_a 115 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 3360 lbs. (1524 kg.) Variation is linear between 1900 lbs. (862 kg) and 3360 lbs. (1524 kg.) Aft Limit: +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	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 27.75 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 (+1376 mm) Collector tank 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	Aileron	Up	$24^{\circ} \pm 1^{\circ}$
		Down	$24^{\circ} \pm 1^{\circ}$
	Elevator	Up	$27^{\circ} \pm 1^{\circ}$
		Down	$20^{\circ} \pm 1^{\circ}$
	Rudder	L & R	$22^{\circ} \pm 1^{\circ}$
	Wing flaps	Retracted	$0^{\circ} \pm 1^{\circ}$
		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).

Refer to the applicable bilateral agreement to verify eligibility for import into the United States of both new and used aircraft based on the scope of the agreement, to identify any required statements by the exporting authority on the export certificate of airworthiness (or equivalent document), and for procedures for coordinating exceptions to conformity statements on these documents. Refer to FAA Order 8130.2, *Airworthiness Certification of Aircraft*, for requirements for issuance of an *airworthiness certificate* for imported aircraft

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.

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).

Note 2.

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 equivalent level of safety to the requirements of FAR 23.1337 (b)(1).

END