

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

7A3
Revision 5
JET SET AVIATION
HOLDINGS
M.S. 760
M.S. 760 A
M.S. 760 B

July 27, 2012

TYPE CERTIFICATE DATA SHEET NO. 7A3

This data sheet which is a part of type certificate No. 7A3 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder Jet Set Aviation Holdings SAS
38 rue de Berri
75008 - PARIS
France

Type Certificate Holder Record SOCATA transferred TC No. 7A3 to Jet Set Aviation Holdings SAS
on July 28, 2010.

I - Model M.S. 760 (Paris I) - (Utility Category), Approved July 3, 1958.

Engines	2 Turbomeca Marbore II C turbojets	
Fuel	Aviation Kerosene or JP.1 or JP.4 or JP.5 or Aviation Gasoline 100/130 and 80/87	
Engine limits	For all operations, 22,600 rpm (880 lb. sea level static thrust)	
Airspeed limits (CAS)	Vne (Never exceed)	403 mph (350 knots)
	Vno (Max. structural cruising)	345 mph (300 knots)
	Vp (Maneuvering)	265 mph (230 knots)
	Vfe (Flaps down 0° to 20°)	184 mph (160 knots)
	Vfe (Flaps down 20° to 55°)	161 mph (140 knots)
	Vle (Landing gear extended)	184 mph (160 knots)
	Vmc (Minimum control)	115 mph (100 knots)

For values of never exceed speed at other altitudes (never exceed
Mach number Mne = 0.70) see Approved Flight Manual

C.G. range	(+109.2) to (+116.7) inches from datum at 6175 lb. or less
(landing gear extended)	(+110.7) to (+116.7) inches from datum at 7650 lb.
	Straight line variation between points given.
	Landing gear retraction moment (1002 in.lb.) (moves the C.G. aft)

Maximum weight	Take-off :	7650 lb.
	Landing :	6960 lb.

Fuel capacity	(370 U.S. gal.) total	
	Main tank (246 U.S. gal.)	(+120)
	2 wing tip tanks (62 U.S. gal.) each	(+110)

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

II - Model M.S. 760.A (Paris IA) - (Utility Category), Approved December 22, 1965

(Same as M.S. 760 except for engine installation)

Engines	2 Turbomeca Marbore VI C turbojets	
Fuel	Aviation Kerosene or JP.1 or JP.4 or JP.5 or Aviation Gasoline 100/130 and 80/87	
Engine limits	For all operations, 21,500 rpm (1060 lb. sea level static thrust))	
Airspeed limits (CAS)	Vne (Never exceed) (tips tanks empty)	403 mph (350 knots)
	(tips tanks not empty)	345 mph (300 knots)
	Vno (Max. structural cruising)	345 mph (300 knots)
	Vp (Maneuvering)	265 mph (230 knots)
	Vfe (Flaps down 0° to 20°)	184 mph (160 knots)
	Vfe (Flaps down 20° to 55°)	161 mph (140 knots)
	Vle (Landing gear extended)	184 mph (160 knots)
	Vmc (minimum control)	115 mph (100 knots)
	For values of never exceed speed at other altitudes (never exceed Mach number Mne = 0.70) see Approved Flight Manual.	
C.G. range (landing gear extended)	(+109.2) to (+116.7) at 6175 lb. or less (+110.7) to (+116.7) at 7720 lb. Straight line variation between points given. Landing gear retraction moment (1002 in.lb.) (moves the C.G. aft)	
Maximum weight	Take-off : 7720 lb. Landing : 6960 lb.	
Fuel capacity	(370 U.S. gal.) total Main tank (246 U.S. gal.) (+120) 2 wing tip tanks (62 U.S. gal.) each (+110)	

III - Model M.S. 760 B (Paris II) - (Utility Category), Approved December 22, 1965

(Same as M.S. 760 except for engine installation, reinforced landing gear, new wheels and brakes, leading edge fuel tanks, main tank fuel dump system, reinforcement of fuselage nose structure, and increase in thickness of center-wing skin.)

Engines	2 Turbomeca Marbore VI C turbojets	
Fuel	Aviation Kerosene or JP.1 or JP.4 or JP.5 or Aviation Gasoline 100/130 and 80/87	
Engine limits	For all operations, 21,500 rpm (1060 lb. sea level static thrust)	
Airspeed limits (CAS)	Vne (Never exceed) (tips tanks empty)	403 mph (350 knots)
	(tips tanks not empty)	345 mph (300 knots)
	Vno (Max. structural cruising)	345 mph (300 knots)
	Vp (Maneuvering)	258 mph (215 knots)
	Vfe (Flaps down 0° to 20°)	184 mph (160 knots)
	Vfe (Flaps down 20° to 55°)	161 mph (140 knots)
	Vle (Landing gear extended)	184 mph (160 knots)
	Vmc (minimum control)	115 mph (100 knots)
	For values of never exceed speed at other altitudes (never exceed Mach number Mne = 0.70) see Approved Flight Manual	

III - Model M.S. 760 B (Paris II) (cont'd)

C.G. range (landing gear extended)	(+109.2) to (+116.7) at 6175 lb. or less (+110.7) to (+116.7) at 8650 lb. Straight line variation between points given. Landing gear retraction moment (1002 in.lb.) (moves the C.G. aft)		
Maximum weight	Take-off : 8650 lb. Landing : 6960 lb.		
Fuel capacity	(485 U.S. gal.) total Main tank (246 U.S. gal.) (+120) 2 wing tip tanks (leading edge) (57 U.S. gal.) each (+110) 2 wing tip tanks (62 U.S. gal.) each (+110)		

IV - SPECIFICATIONS PERTINENT TO ALL MODELS

Maximum operating altitude	25,000 ft.																																		
Empty weight C.G. range	None																																		
Number of seats	Four. 2 at (+45.9), 2 at (+78.5)																																		
Maximum baggage	Forward compartment under rear seats 33 lb. (+81) Rearward compartment rear fuselage baggage box 66 lb. (+206)																																		
Datum	Forward face of the front bulkhead of the pressurized cabin, forward of rudder pedals.																																		
Leveling means	Level from red painted rivets and nine rivnuts (three on the bottom of the fuselage, four on the lower surface of the wing, two on the horizontal tailplane). Use plumb bob. Three level points on the floor of the fuselage nose may be used for a level-gauge.																																		
Oil capacity	1.85 U.S. gal, each engine (+150) (total: 3.7 U.S. gal.)																																		
Control surface movements	<table> <tr> <td>Flaps</td><td></td><td>Down</td><td>55°</td></tr> <tr> <td>Elevator (stab. at -2°30')</td><td>Up 13°</td><td>Down</td><td>12°</td></tr> <tr> <td>Aileron</td><td>Up 15°</td><td>Down</td><td>9°</td></tr> <tr> <td>Rudder</td><td>Left 20°</td><td>Right</td><td>20°</td></tr> <tr> <td>Aileron Trim Tab</td><td>Up 10°</td><td>Down</td><td>10°</td></tr> <tr> <td>Stabilizer M.S.760, M.S.760A</td><td>Up 2°30'</td><td>Down</td><td>2°30'</td></tr> <tr> <td>M.S.760B</td><td>Up 3°</td><td>Down</td><td>2°30'</td></tr> <tr> <td>Air brakes</td><td>Upper 59°30'</td><td>Lower</td><td>65°45'</td></tr> </table>			Flaps		Down	55°	Elevator (stab. at -2°30')	Up 13°	Down	12°	Aileron	Up 15°	Down	9°	Rudder	Left 20°	Right	20°	Aileron Trim Tab	Up 10°	Down	10°	Stabilizer M.S.760, M.S.760A	Up 2°30'	Down	2°30'	M.S.760B	Up 3°	Down	2°30'	Air brakes	Upper 59°30'	Lower	65°45'
Flaps		Down	55°																																
Elevator (stab. at -2°30')	Up 13°	Down	12°																																
Aileron	Up 15°	Down	9°																																
Rudder	Left 20°	Right	20°																																
Aileron Trim Tab	Up 10°	Down	10°																																
Stabilizer M.S.760, M.S.760A	Up 2°30'	Down	2°30'																																
M.S.760B	Up 3°	Down	2°30'																																
Air brakes	Upper 59°30'	Lower	65°45'																																
Serial numbers eligible	A Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for U.S. certification is made.																																		
Certification basis	CAR 10, dated March 1955. CAR 3 November 1, 1949 including amendments 3-1 through 3-12, and Special Requirements notified to the Government of France by the Government of the United States of America. Type Certificate Number 7A3 issued July 3, 1958. Date of Application for Type Certificate, July 19, 1955.																																		

The Direction Générale de l'Aviation Civile (DGAC) originally type certificated this aircraft under its type certificate Number TC 3. The FAA validated this product under U.S. Type Certificate Number 7A3. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of France.

Import requirements	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 Générale 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 U.S. airworthiness regulations Civil Air Regulation Part 3 dated November 1, 1949, including amendments 3-1 through 3-12 approved under U.S. Type Certificate No. 7A3 and to be in a condition for safe operation.'																												
Equipment	<p>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 items of equipment are required:</p> <table><tr><td>1. Fire detection</td><td></td><td></td></tr><tr><td>two installations A.B.G. Edison</td><td></td><td>1 lb. (+10.5)</td></tr><tr><td>2. Oxygen system</td><td></td><td></td></tr><tr><td>(a) one oxygen bottle 264 U.S. gal. capacity (1.75 U.S. gal. under 2175 psi) SMG 40</td><td></td><td>17 lb. (-18)</td></tr><tr><td>(b) two oxygen regulator (front seats) Bronzavia 331 or 335 or 337</td><td></td><td>1.5 lb. (+23)</td></tr><tr><td>(c) two oxygen regulators (rear seats) Bronzavia 331 or 335, or 337</td><td></td><td>1 lb. (+62)</td></tr><tr><td>(d) four masks - Ulmer 16 M.</td><td>1 lb. each 2 at (+45)</td><td>at (+57)</td></tr><tr><td>3. Stall warning indicator</td><td></td><td></td></tr><tr><td>Safe Flight Instrument M.S. 760</td><td></td><td>4 lb. (+36)</td></tr></table>		1. Fire detection			two installations A.B.G. Edison		1 lb. (+10.5)	2. Oxygen system			(a) one oxygen bottle 264 U.S. gal. capacity (1.75 U.S. gal. under 2175 psi) SMG 40		17 lb. (-18)	(b) two oxygen regulator (front seats) Bronzavia 331 or 335 or 337		1.5 lb. (+23)	(c) two oxygen regulators (rear seats) Bronzavia 331 or 335, or 337		1 lb. (+62)	(d) four masks - Ulmer 16 M.	1 lb. each 2 at (+45)	at (+57)	3. Stall warning indicator			Safe Flight Instrument M.S. 760		4 lb. (+36)
1. Fire detection																													
two installations A.B.G. Edison		1 lb. (+10.5)																											
2. Oxygen system																													
(a) one oxygen bottle 264 U.S. gal. capacity (1.75 U.S. gal. under 2175 psi) SMG 40		17 lb. (-18)																											
(b) two oxygen regulator (front seats) Bronzavia 331 or 335 or 337		1.5 lb. (+23)																											
(c) two oxygen regulators (rear seats) Bronzavia 331 or 335, or 337		1 lb. (+62)																											
(d) four masks - Ulmer 16 M.	1 lb. each 2 at (+45)	at (+57)																											
3. Stall warning indicator																													
Safe Flight Instrument M.S. 760		4 lb. (+36)																											
Service Information	<p>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 Générale de l'Aviation Civile (DGAC).</p> <ul style="list-style-type: none">• Service bulletins,• Structural repair manuals,• Vendor manuals,• Aircraft flight manuals, and• Overhaul and maintenance manuals. <p>The FAA accepts such documents and considers them FAA-approved unless one of the following conditions exists:</p> <ul style="list-style-type: none">• 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. <p>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.</p>																												
NOTE 1.	Current weight and balance report, including list of equipment in certificated empty weight, and loading instructions when necessary, must be in each aircraft at the time of original certification and at all times thereafter (except in the case of operators having an approved weight control system).																												
NOTE 2.	The following placards must be displayed on the instrument panel in full view of the pilot:																												

- (a) THIS AIRPLANE MUST BE OPERATED AS A UTILITY CATEGORY AIRPLANE IN COMPLIANCE WITH THE APPROVED AIRPLANE FLIGHT MANUAL. ACROBATIC MANEUVERS, INCLUDING SPINS, ARE PROHIBITED EXCEPT THE FOLLOWING: LAZY EIGHTS, STEEP TURNS, CHANDELLES.

- (b) C.A.S.
- | | |
|---|-----------|
| Minimum control speed, one engine inoperative | 100 knots |
| Max. speed flaps extended 0 to 20° | 160 knots |
| 20 to 55° | 140 knots |
| Max. speed gear extended | 160 knots |
| Max. speed rough air | 300 knots |

(c) Never Exceed Speed

Altitude	C.A.S. Knots		
	M.S. 760	M.S. 760A and B	
		Empty	Tip Tanks With any Fuel
SL to 16,000 feet	350	350	300
20,000 feet	325	325	300
23,000 feet	305	305	300
25,000 feet	295	295	295

Max operating altitude 25,000 feet.

Never exceed Mach Number 0.70

NOTE 3. The M.S. 760 can be converted to the M.S. 760A by installation of Marbore VI engine in accordance with the approved MORANE-SAULNIER modifications No. 4573, 4600, 4607 and 4639. Approved M.S. 760A Flight Manual must be used.

NOTE 4. The M.S. 760 can be converted to the M.S. 760B by installation of the Marbore VI engine in accordance with the approved MORANE-SAULNIER modifications No. 4572, 4573, 4591, 4592, 4595, 4600, 4607, 4617, 4639. Approved M.S. 760B Flight Manual must be used.

.....END.....