

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

A75EU Revision 3 General Avia F22B F22C F22R February 16, 2022
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TYPE CERTIFICATE DATA SHEET No. A75 EU

This data sheet, which is a part of Type Certificate No. A75EU, 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. GENERAL AVIA Costruzioni Aeronautiche
Via Ubaldo Comandini, 38
00173 Rome
Italy

Type Certificate Ownership Record

- (1) **This TC was considered not valid by the state of design on August 22, 2007, and has been replaced by European Aviation Safety Agency (EASA) Specific Airworthiness Specification (SAS) number EASA.SAS.A.053, issued August 22, 2007. Only standard airworthiness certificates issued prior March 1, 2012 are valid.**
- (2) **Future unsafe conditions existing in the aircraft may result in the revocation of the airworthiness certificates of the aircraft if there is no entity to comply with 14 CFR § 21.99(a), "Required design changes."**
- (3) **Replacement parts may not be available in the future.**

I. Model F22B (Acrobatic and Utility Category), approved May 9, 1994
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<u>Engine.</u>	1 Lycoming 0-320 D2A		
<u>Fuel.</u>	Avgas 100 LL		
<u>Engine Limits.</u>	2700 rpm maximum continuous (@ 160 HP)		
<u>Propeller and Propeller Limits.</u>	1 MT Propeller MT-180R-140-3D Diameter 70.8" (1.8 mt)		
<u>Airspeed Limits (IAS).</u>	Never exceed (VNE)	205 kts	
	Max. structural cruising (VNO)	163 kts	
	Maneuvering (VA) (Acrobatic Category)	143 kts	
	(Acrobatic Category)		
	Flaps operating and extended up to 20° (VFO)	110 kts	
	Flaps operating and extended up between 20° and 40° (VFE)	100 kts	
<u>C.G. Range.</u>	From 95.0" (2.414 mt) at 1674 lbs (760 Kg) to 98.7" (2.507 mt) at 1872 lbs (850 Kg)		

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From 96.6" (2.454 mt) to 99.8" (2.534 mt) at 1762 lbs (800 Kg)

From 98.7" (2.507 mt) to 100.8" (2.560 mt) at 1872 lbs (850 Kg)

Straight line variation between given points.

Datum. 56.9" (1.445 mt) forward of frame No. 1.

Maximum Weights. 1762 lbs (800 Kg) Acrobatic Category.
1872 lbs (850 Kg) Utility and Normal Categories.

Leveling Means. Two red screws on fuselage left side close to frame No. 2.

Number of Seats. 2 (at 100.4" / 2.55 mt)

Maximum Baggage. 66.0 lbs (30 Kg) at 120.1" (3.050 mt)

Fuel Capacity. 35.7 gal. (135 lt) total at 137.0" (3.480 mt)
Usable fuel: 35.3 (133.5 lt). See NOTE 1 for unusable fuel.

Oil Capacity. 8 qts (7.6 lt) at 30.9" (0.786 mt).
Usable oil: 6 qts (5.7 lt).

<u>Control Surface Movements.</u>		Wing flaps (Take-off)	Down	20° ± 2°
		Wing flaps (Landing)	Down	40° ± 2°
Ailerons	Up	20° ± 2°	Down	10° ± 2°
Elevator	Up	26° ± 2°	Down	16° ± 2°
Elevator trim tab	Up	23° ± 2°	Down	27° ± 2°
Rudder	Right	30° ± 2°	Left	30° ± 2°

Serial Number Eligible. Only those aircraft serials holding a standard airworthiness certificate issued prior to March 1, 2012 are eligible.

A Registro Aeronautico Italiano (RAI) Certificate of Airworthiness for Export as noted below under "Import Requirements" must be submitted for each individual aircraft for which an application for airworthiness certification is made.

Certification Basis. FAR 23 effective November 26, 1990 including Amendments 23-1 through 23-41 inclusive, and I.C.A.O. Annex 16 (Vol. 1, Ch. 10).
Application for Type Certificate dated May 10, 1991.
Type Certificate No. A75EU issued March 30, 1994

Import Requirements. None eligible after March 1, 2012.

Previous to this date:

An FAA Standard Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Italian RAI containing the following statement in the English language: "The airplane covered by this certificate has been examined, tested and found to conform to the type design approved under Type Certificate Number A75EU, and to be in condition for safe operation."

The United States Airworthiness Certification basis for the airplane is under FAR Section 21.29 and exported by Italy per FAR Section 21.183(c). The United States Airworthiness Certification Basis for the aircraft certified under FAR 21.29 exported from countries other than the country of manufacture (e.g., third party country) is FAR Section 21.183(d).

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.

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 item of equipment is required:
(a) RAI- approved Airplane Model F 22 Flight Manual, RAI-approval

No. GA-F22B-FM/E dated January 10, 1994 and later RAI approved revisions.

NOTES

NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at time of original certification. The certificated empty weight and corresponding center of gravity locations must include:

- Unusable fuel 2.4 lbs (1.08 Kg) at 137.0" (3.480 mt)
- Lubricating oil: 15.0 lbs (6.8 Kg) at 30.9" (0.786 mt)

NOTE 2. All of the placards required in RAI-approved Airplane Flight Manual must be in the English language and installed in the appropriate locations. Moreover the following placard must be displayed on the fuel tank top surface:

"BEWARE: THIS FUEL TANK TOP PANEL MUST NOT BE PAINTED ON."

NOTE 3. Kind of Operation: VFR - DAY

II. Model F 22 R (Acrobatic and Utility Categories). Approved October 31, 1994.

<u>Engine.</u>	1 Lycoming O-320 D1A		
<u>Fuel.</u>	Avgas 91/96 or 100/130		
<u>Engine Limits.</u>	2700 rpm maximum continuous (@ 160 Hp)		
<u>Propeller and</u>	1 Hartzell HC-2CYL - 1BF / F7663A - 4		
<u>Propeller Limits.</u>	Diameter	72.0" (1.83 mt)	No reduction allowed
<u>Airspeed Limits.</u>	Never exceed (V_{NE}) 216 Kts		
<u>(IAS)</u>	Max. structural cruising (V_{NO}) 169 Kts		
	Maneuvering (V_A) 149 Kts		
	Max. landing gear operating speed (V_{LO}) 90 Kts		
	Max. landing gear extended speed (V_{LE}) 100 Kts		
	Flaps operating and extended up to 20° (V_{FO}) 110 Kts		
	Flaps operating and extended up between 20° and 40° (V_{FE}) 100 Kts		
<u>C. G. Range.</u>	Forward Limit:		
	95.0" (2.414 mt) at 1806 lbs (820 Kg)		
	96.1" (2.441 mt) at 1872 lbs (850 Kg)		
	Rearward Limit:		
	100.8" (2.560 mt) at 1872 lbs (850 Kg)	(Utility and Normal Categories)	
	99.8" (2.534 mt) at 1872 lbs 9850 Kg)	(Acrobatic Category)	
	Straight line variation between given points.		
<u>Datum.</u>	56.9" (1.445 mt) forward of frame No. 1.		
<u>Maximum Weights.</u>	1872 lbs (850 Kg) Acrobatic Category.		
	1872 lbs (850 Kg) Utility and Normal Categories.		
<u>Leveling Means.</u>	Two red screws on fuselage left side close to frame No. 2.		

<u>Number of Seats.</u>	2 (at 100.4"/2.55 mt)																											
<u>Maximum Baggage.</u>	66.0 lbs (30 Kg) at 120.1" (3.050 mt)																											
<u>Fuel Capacity.</u>	35.7 gal. (135 lt) total at 137.0" (3.480 mt) Usable fuel: 35.3 (133.5 lt). See NOTE 1 for unusable fuel.																											
<u>Oil Capacity.</u>	8 qts (7.6 lt) at 30.9" (0.786 mt). Usable oil: 6 qts (5.7 lt).																											
<u>Control Surface.</u>	<table><tr><td>Wing flaps (Take off)</td><td></td><td>Down</td><td>20° ± 2°</td></tr><tr><td>Wing flaps (Landing)</td><td></td><td>Down</td><td>40° ± 2°</td></tr><tr><td>Ailerons</td><td>Up</td><td>20° ± 2°</td><td>Down 14° ± 2°</td></tr><tr><td>Elevator</td><td>Up</td><td>26° ± 2°</td><td>Down 16° ± 2°</td></tr><tr><td>Elevator trim tab</td><td>Up</td><td>20° ± 2°</td><td>Down 30° ± 2°</td></tr><tr><td>Rudder</td><td>Right</td><td>30° ± 2°</td><td>Left 30° ± 2°</td></tr></table>				Wing flaps (Take off)		Down	20° ± 2°	Wing flaps (Landing)		Down	40° ± 2°	Ailerons	Up	20° ± 2°	Down 14° ± 2°	Elevator	Up	26° ± 2°	Down 16° ± 2°	Elevator trim tab	Up	20° ± 2°	Down 30° ± 2°	Rudder	Right	30° ± 2°	Left 30° ± 2°
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Rudder	Right	30° ± 2°	Left 30° ± 2°																									
<u>Serial Number</u>	From Serial Number 002 and up																											
<u>Eligible</u>	Only those aircraft serials on the U.S. registry as of March 1, 2012 are eligible.																											
<u>Certification Basis.</u>	F.A.R. 23 effective November 26, 1990 including Amendments 23-1 through 23-41 inclusive, and I.C.A.O. Annex 16 (Vol. 1, Ch. 10). Application for Type Certificate dated May 10, 1991. Type Certificate No. A75EU issued October 31, 1994.																											
<u>Import Requirements.</u>	None eligible after March 1, 2012. Previous to this date: An FAA Standard Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Italian RAI containing the following statement in the English language: "The airplane covered by this certificate has been examined, tested and found to conform to the type design approved under Type Certificate A75EU, and to be in condition for safe operation". The United States Airworthiness Certification Basis for the airplane is under FAR Section 21.29 and exported by Italy per FAR Section 21.183(c). The United States Airworthiness Certification Basis for the aircraft certified under FAR 21.29 exported from countries other than the country of manufacture (e.g. third party country) is FAR Section 21.183(d). 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, <i>Airworthiness Certification of Aircraft</i> , for requirements for issuance of an <i>airworthiness certificate</i> for imported aircraft.																											
<u>Equipment.</u>	The basic required equipment as prescribed in the application airworthiness regulations (see certification basis) must be installed in the aircraft for certification. In addition the following equipment is required: a) R.A.I. - approved Airplane Model F22 R Flight Manual, R.A.I. - approval dated October 24, 1994 and later R.A.I. approved revisions.																											

NOTES

- NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at time of original certification.
The certificated empty weight and corresponding center of gravity locations must include:

- Unusable fuel 2.4 lbs (1.08 Kg) at 137.0" (3.480 mt)
- Lubricating oil: 15.0 lbs (6.8 Kg) at 30.9" (0.826 mt)

NOTE 2.

All of the placards required in RAI-approved Airplane Flight Manual must be in English and installed in the appropriate locations. Moreover the following placard must be displayed on the fuel tank top surface:

"BEWARE: THIS FUEL TANK TOP PANEL MUST NOT BE PAINTED ON."

NOTE 3.

Kind of Operation: VFR - DAY

III. Model F 22 C (Acrobatic and Utility Categories). Approved October 31, 1994.

<u>Engine.</u>	1 Lycoming O-360 A1A																										
<u>Fuel.</u>	Avgas 100 LL Avoid continuous operation between 2000 and 2250 r.p. (See Note 2.)																										
<u>Engine Limits.</u>	2700 rpm maximum continuous (@ 180 Hp)																										
<u>Propeller and</u>	1 Hartzell HC-2CYK - 1BF / F7663A - 4																										
<u>Propeller Limits.</u>	Diameter	72.0" (1.83 mt)	No reduction allowed																								
<u>Airspeed Limits.</u>	Never exceed (V_{NE}) 216 Kts																										
<u>(IAS)</u>	Max. structural cruising (V_{NO}) 169 Kts																										
	Maneuvering (V_A) 149 Kts																										
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	Flaps operating and extended up to 20° (V_{FO}) 110 Kts																										
	Flaps operating and extended up between 20° and 40° (V_{FE}) 100 Kts																										
<u>C. G. Range.</u>	Forward Limit: 95.0" (2.414 mt) at 1806 lbs (820 Kg) 97.9" (2.487 mt) at 1982 lbs (900 Kg) Rearward Limit: 100.8" (2.560 mt) at 1982 lbs (900 Kg) (Utility and Normal Categories) 99.8" (2.534 mt) at 1872 lbs (850 Kg) (Acrobatic Category) Straight line variation between given points.																										
<u>Datum.</u>	56.9" (1.445 mt) forward of frame No. 1.																										
<u>Maximum Weights.</u>	1872 lbs (850 Kg) Acrobatic Category. 1982 lbs (900 Kg) Utility and Normal Categories.																										
<u>Leveling Means.</u>	Two red screws on fuselage left side close to frame No. 2.																										
<u>Number of Seats.</u>	2 (at 100.4" / 2.55 mt)																										
<u>Maximum Baggage.</u>	66.0 lbs (30 Kg) at 120.1" (3.050 mt)																										
<u>Fuel Capacity.</u>	42.3 gal. (160 lt) total at 138.2" (3.511 mt) Usable fuel: 41.9 (158.5 lt). See NOTE 1 for unusable fuel.																										
<u>Oil Capacity.</u>	8 qts (7.6 lt) at 30.9" (0.817 mt). Usable oil: 6 qts (5.7 lt).																										
<u>Control Surface.</u>	<table> <tr> <td>Wing flaps (Take off)</td><td></td><td>Down</td><td>20° ± 2°</td></tr> <tr> <td>Wing flaps (Landing)</td><td></td><td>Down</td><td>40° ± 2°</td></tr> <tr> <td>Ailerons</td><td>Up</td><td>20° ± 2°</td><td>Down 14° ± 2°</td></tr> <tr> <td>Elevator</td><td>Up</td><td>26° ± 2°</td><td>Down 16° ± 2°</td></tr> <tr> <td>Elevator trim tab</td><td>Up</td><td>20° ± 2°</td><td>Down 30° ± 2°</td></tr> <tr> <td>Rudder</td><td>Right</td><td>30° ± 2°</td><td>Left 30° ± 2°</td></tr> </table>			Wing flaps (Take off)		Down	20° ± 2°	Wing flaps (Landing)		Down	40° ± 2°	Ailerons	Up	20° ± 2°	Down 14° ± 2°	Elevator	Up	26° ± 2°	Down 16° ± 2°	Elevator trim tab	Up	20° ± 2°	Down 30° ± 2°	Rudder	Right	30° ± 2°	Left 30° ± 2°
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Rudder	Right	30° ± 2°	Left 30° ± 2°																								

<u>Serial Numbers Eligible</u>	<p>From Serial Number 005 and up. Only those aircraft serials on the U.S. registry as of March 1, 2012 are eligible.</p>
<u>Certification Basis.</u>	<p>F.A.R. 23 effective November 26, 1990 including Amendments 23-1 through 23-41 inclusive, and I.C.A.O. Annex 16 (Vol. 1, Ch. 10). Application for Type Certificate dated May 10, 1991. Type Certificate No. A75EU issued October 31, 1994.</p>
<u>Import Requirements.</u>	<p>None eligible after March 1, 2012.</p> <p>Previous to this date:</p> <p>An FAA Standard Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Italian RAI containing the following statement in the English language: "The airplane covered by this certificate has been examined, tested and found to conform to the type design approved under Type Certificate Number A75EU, and to be in condition for safe operation".</p> <p>The United States Airworthiness Certification Basis for the airplane is under FAR Section 21.29 and exported by Italy per FAR Section 21.183(c). The United States Airworthiness Certification basis for the aircraft certified under FAR 21.29 exported from countries other than the country of manufacture (e.g. third party country) is FAR Section 21.183(d).</p> <p>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, <i>Airworthiness Certification of Aircraft</i>, for requirements for issuance of an <i>airworthiness certificate</i> for imported aircraft.</p>
<u>Equipment.</u>	<p>The basic required equipment as prescribed in the application airworthiness regulations (see certification basis) must be installed in the aircraft for certification. In addition the following equipment is required:</p> <p>a) R.A.I. - approved Airplane Model F22 C Flight Manual, R.A.I. - approval dated October 24, 1994 and later R.A.I. approved revisions.</p>
<u>NOTES</u>	
NOTE 1.	<p>Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be provided for each aircraft at time of original certification. The certificated empty weight and corresponding center of gravity locations must include:</p> <ul style="list-style-type: none"> - Unusable fuel 2.4 lbs (1.08 Kg) at 138.2" (3.511 mt) - Lubricating oil: 15.0 lbs (6.8 Kg) at 30.9" (0.817 mt)
NOTE 2.	<p>All of the placards required in RAI-approved Airplane Flight Manual must be in English and installed in the appropriate locations. Moreover the following placard must be displayed on the fuel tank top surface:</p> <p>"BEWARE: THIS FUEL TANK TOP PANEL MUST NOT BE PAINTED ON."</p> <p>The following placard must be displayed on the Instrument panel: "Avoid continuous operation between 2000 and 2250 R.P.M."</p>
NOTE 3.	<p>Kind of Operation: VFR - DAY</p>