

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

A55CE Beriev Aircraft Company Revision 1 Original Issue Be-103 March 8, 2022

TYPE CERTIFICATE DATA SHEET No. A55CE

This data sheet, which is part of Type Certificate No. A55CE, 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: Beriev Aircraft Company
1, Aviatorov sq.,
Taganrog, 347923
Russia

I. Model Be-103, Twin-engine airplane, (Normal Category), approved July 11, 2003

Engines 2 (ea) Teledyne Continental Motors, Model IO-360ES4

Fuel Aviation gasoline octane grade 100, 100LL ASTM D910-76
MIL-G-5572
Russian aviation grade fuel B-95/130 GOST 1012-72
100/130 AVGAS 100 - Japan

Engine Limits 210 shaft horsepower, 2800 r.p.m.

Propeller and Propeller Limits MTV-12-D-C-F-(R)/CFR183-17
Propeller speed: 2800 r.p.m.
Constant speed, hydraulically actuated, feathering

<u>Airspeed Limits (IAS)</u>	V _{NE} (Never Exceed)	130 knots	240 km/h
	V _{NO} (Structural cruising)	130 knots	240 km/h
	V _A (Maneuvering)	116 knots	215 km/h
	V _{LE} max. landing gear extension speed	99 knots	183 km/h
	V _{MC} single engine minimum control speed	62 knots	115 km/h

C.G. Range 17% - 22% MAC
From 198.6 in. (5.045 m) to 203.7 in. (5.173 m) aft of datum

Empty Weight C.G. Weight and (theoretical) 209.5 in. (5.321 m) See Flight Manual (Record of
Balance) for actual.

Datum Datum station line 830 mm (32.7 in.) aft of frame No. 2

Leveling Means Ref: Section 008.10.00 Maintenance Manual

Maximum Weight 4998 lbs (2270 kg)

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<u>No. of Seats</u>	6 (including pilot)
<u>Maximum Baggage</u>	110 lbs (50 kg) 238.6 in. (6.06 m) from datum.
<u>Fuel Capacity</u>	Total: 86.6 U.S. gal, 540 lbs (245 kg)
<u>Oil Capacity</u>	8 qts. (7.52 liters) per engine
<u>Control Surface Movements</u>	<p>Aileron: Up $25^{\circ}\pm 1^{\circ}$ Down $25^{\circ}\pm 1^{\circ}$</p> <p>Rudder: $27^{\circ}\pm 1^{\circ}$ right, $27^{\circ}\pm 1^{\circ}$ left</p> <p>Rudder trim tab: trailing edge piece Left $15^{\circ}\pm 1^{\circ}$ trailing edge piece Right $15^{\circ}\pm 1^{\circ}$</p> <p>Horizontal tail movement relative to the neutral position: Trailing edge piece Up $14^{\circ}\pm 1^{\circ}$ Down $6^{\circ}\pm 1^{\circ}$</p>
<u>Operational Limitations</u>	<p>Outside temperature at start and take-off:</p> <p>Land operations: from -22°F (-30°C) to 105°F (40°C) Water operations: from 41°F (5°C) to 105°F (40°C)</p> <p>Load Factor: Positive +3.45g Negative -1.45g</p> <p>Under fuel system steady operation conditions near-zero accelerations and negative accelerations up to 5 seconds are allowed.</p> <p>Maximum allowed flight altitude without O₂ equipment: 10,000 ft. (3000 m)</p> <p>Maximum Take-off Field Elevation: 3000 ft. (900 m.)</p>
<u>Service Life Limits</u>	15000 flight hours, or 20 years, whichever comes first.
<u>Serial Nos. Eligible</u>	Airplanes serial numbers 3301 and on, are eligible for import into the United States.
<u>Certification Basis</u>	<p>The regulations (unless otherwise stated) are Title 14 of the Code of Federal Regulations (14CFR):</p> <ol style="list-style-type: none">1) 14 CFR Part 21.29, 21.183(c), and 21.50 effective February 1, 1965 including Amendment 21-1 through 21- 78.2) 14 CFR Part 23 effective February 1, 1965, including Amendments 23-1 through 23-54.3) 14 CFR Part 36 effective November 18, 1969 , including Amendments 36-1 through Amendment 36-24. <p>Date of Application for U.S. Type Certificate, October 8, 2001.</p> <p>AVIATION REGISTER issued Russian Type Certificate No. CT-204-Be-103, dated December 26, 2001, as described in Aviation Register TCDS No. CT-204-Be-103.</p>

Validation Basis

The applicable airworthiness requirements for a U.S. certification under 14 CFR 21 section 21.29 identified above were established considering the airworthiness requirements applied by the responsible exporting Russian civil aviation authority under the Implementation Procedures authorized by the Agreement between the Government of the Russian Federation and the Government of the United States of America for Promotion of Aviation Safety, dated September 2, 1998.

This Type Certificate was issued pursuant to the certification by the Aviation Register that the Beriev Model Be-103 complies with the above requirements.

Import Requirements

When eligible, a U.S. Standard Airworthiness Certificate may be issued on the basis of an Export Certificate of Airworthiness signed by a representative of the AVIATION REGISTER containing the following statement:

"The Beriev Model Be-103 aircraft covered by this certificate has been examined, tested, and found to conform to the type design approved under FAA Type Certificate A55CE and is found to be in a condition for safe operation."

Model Be-103 airplane serial numbers No. 3301 and on are eligible for a U.S. Standard Airworthiness Certificate.

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 airplane for certification. Such equipment is listed in the current Aviation Register approved Airplane Flight Manual dated June 18, 2003, or later approved revisions.

Service Information

Service bulletins, structural repair manuals, vendor manuals, and overhaul and maintenance manuals, which contain a statement that the document is AVIATION REGISTER approved, are accepted by the FAA.

Aircraft Flight Manuals, which contain a statement that the document is AVIATION REGISTER approved, are considered to be approved by the FAA.

According to the List of Operation and Maintenance, No. A103.1.0000.000D64, the following documents pertain to the Be-103 airplane:

Airplane Flight Manual, dated June 18, 2003, or later Aviation Register approved revisions.

Instructions for Continued Airworthiness (Maintenance Manual, original version dated February 22, 2003 or later AVIATION REGISTER approved revisions)

Engine manual: Maintenance and Operator's Manual, Teledyne Continental Motors Model IO-360 Series, FAA accepted January 1994.

Propeller manual: Propeller Owners Manual and Log Book No. E-504, Revision 13, JAA/LBA accepted April 12, 2000, and propeller governor P-480-() Manual Revision 5, JAA/LBA accepted March 24, 1999.

NOTES:

- NOTE 1. Current weight and balance data including 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, and remain with the airplane at all times thereafter. The certificated empty weight and corresponding center of gravity locations must include the following:
- Unusable fuel of 8.8 lbs (4 kg), 1.5 U.S. gal (5.70 liters)
- NOTE 2. Airplane operation must be in accordance with the Aviation Register approved Airplane Flight Manual listed above. All placards listed in Section 2 must be displayed in clear view of the pilot.
- NOTE 3. Airworthiness Limitations are specified in the OPERATING LIMITATIONS section of the Flight Manual and Chapter 4 of the Instructions for Continued Airworthiness (Maintenance Manual) and are approved by the Aviation Register and the FAA. These LIMITATIONS specify mandatory replacement times, and operating limitations, and may not be changed without FAA approval.
- Revisions to the Airworthiness Limitations must be approved by the FAA. The inspections, maintenance, repair and painting must be accomplished according to the Maintenance Manual or other procedures acceptable to the FAA.
- NOTE 4. Information essential for the proper operation, maintenance and inspection of the airplane is contained in the Model Be-103 Flight Manual and Maintenance Manual.
- NOTE 5. All avionics installed in this aircraft must meet the applicable FAA Technical Standard Order (TSO) and/or equivalent FAA approved safety requirements.

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