

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

A00059SE  
Revision 3  
Epic Aircraft, LLC  
E1000  
August 24, 2021

**TYPE CERTIFICATE DATA SHEET A00059SE**

This data sheet, which is part of Type Certificate No. A00059SE, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

TC Holder: Epic Aircraft, LLC  
22590 Nelson Road  
Bend, Oregon 97701

**Model E1000 (Utility Category), Approved November 6, 2019**

Engine: Engine Manufacturer: Pratt and Whitney Canada, Corp.  
Number of Engines: One (1)  
Engine TC Number: E26NE  
Engine Model Designation: PT6A-67A

Fuel: Primary Fuel: Jet A  
Alternate Fuels: JP-8, Any other fuel which complies with the latest revision of Pratt & Whitney Service Bulletin 14004

Engine Limits: Maximum Takeoff Power: 1,200 horsepower at 1,700 rpm, subject to ambient temperature and pressure conditions  
*See the latest approved revision of the E1000 "Pilots Operating Handbook and FAA Approved Flight Manual", SK05000001 (Serial Numbers (SN) K003-K010), or SK05001001 (SN K011 and on, or SN K003-K010 with Epic SB-0017 incorporated) and Engine TC Data Sheet E26NE for additional details and limitations*

Propeller and Propeller Limits: Propeller Manufacturer: Hartzell  
Number of Propellers: One (1)  
Propeller TC Number: P10NE  
Propeller Model Designation: HC-E4A-3D/E10477SK/D-5500-1P  
Diameter Limits: 104" minimum, 105" maximum  
High Pitch Angle:  $79.6^{\circ} \pm 0.5^{\circ}$   
Low Pitch Angle:  $19.0^{\circ} \pm 0.2^{\circ}$   
Reverse Pitch Angle:  $-17.5^{\circ} \pm 0.5^{\circ}$   
Static RPM Limits: Stabilized operation on the ground between 350 and 950 RPM is prohibited  
*See Propeller TC Data Sheet P10NE for additional details and limitations*

**(5-Blade Modification)**

Propeller Manufacturer: Hartzell  
Number of Propellers: One (1)  
Propeller TC Number: P20NE  
Propeller Model Designation: HC-E5A-3A/NC10245B()/105820()  
Diameter Limits: 104" minimum, 105" maximum  
High Pitch Angle:  $80.0^{\circ} \pm 0.5^{\circ}$   
Low Pitch Angle:  $14.7^{\circ} \pm 0.2^{\circ}$   
Reverse Pitch Angle:  $-17.5^{\circ} \pm 0.5^{\circ}$   
Static RPM Limits: Stabilized operation on the ground between 400 and 900 RPM is prohibited  
*See Propeller TC Data Sheet P20NE for additional details and limitations.*

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Airspeed Limits:	M <sub>MO</sub> :	0.6 Mach		
	V <sub>MO</sub> :	270 kcas		
	V <sub>O</sub> :	170 kcas		
	V <sub>FE</sub> (T/O):	180 kcas		
	V <sub>FE</sub> (FULL):	130 kcas		
	V <sub>LO</sub> :	150 kcas		
	V <sub>LE</sub> :	150 kcas		
Minimum speed with Autopilot Engaged:	Flaps UP:	120 kcas		
	Flaps T/O:	110 kcas		
	Flaps FULL:	105 kcas		
Airframe Life Limits:	See section 4 in E1000 “ <i>Airplane Maintenance Manual</i> ”, SK05000000, or other FAA approved data.			
Center of Gravity (C.G.) Range:	Aft Limits:	173.5" aft of datum at 8,000 lbs		
		172.0" aft of datum at 5,700 lbs		
		169.9” aft of datum at 5,000 lbs		
	Forward Limits:	172.8" aft of datum at 8,000 lbs		
		169.4" aft of datum at 7,600 lbs		
163.0" aft of datum (5,700 lb to 5,000 lbs)				
	<i>Straight-line variation between points</i>			
Empty Weight C.G. Range:	None			
Datum:	107.62 inches forward of the forward face of the firewall			
Leveling Means:	Place a calibrated level between the middle row seats oriented longitudinally in the airplane. <i>See the latest approved revision of the E1000 “Pilots Operating Handbook and FAA Approved Flight Manual”, SK05000001 (SN K003-K010), or SK05001001 (SN K011 and on, or SN K003-K010 with Epic SB-0017 incorporated), for additional details.</i>			
Maximum Weights:	Maximum Takeoff:	8,000 lb		
	Maximum Landing:	7,600 lb		
Minimum Crew:	1 Pilot			
Number of Seats:	Up to 6 seats total in accordance with latest approved revision of the E1000 “ <i>Pilots Operating Handbook and FAA Approved Flight Manual</i> ”, SK05000001 (SN K003-K010), or SK05001001 (SN K011 and on, or SN K003-K010 with Epic SB-0017 incorporated).			
Maximum Compartment Weights:	As defined in latest approved revision of the E1000 “ <i>Pilots Operating Handbook and FAA Approved Flight Manual</i> ”, SK05000001 (SN K003-K010), or SK05001001 (SN K011 and on, or SNK003-K010 with Epic SB-0017 incorporated).			
Fuel Capacity:	One 139 US gal tank in each wing at 180.9" aft of datum when full and 178.0” aft of datum when empty; (278 US gal total; 264 gal usable, 14 gal unusable). <i>Note: add weight of unusable fuel to the certificated empty weight</i>			
Oil Capacity:	Maximum System Capacity 3 US gal (11.35 L), Usable Capacity 2.5 US gal (9.4 L) <i>Any oil conforming to MIL-PRF-23699G, Type II (5cSt) and as specified in the latest revision of Pratt and Whitney Service Bulletin 14001. Note: add weight of unusable oil to the certificated empty weight.</i>			
Maximum Operating Altitude:	FL340			
Control Surface Movements:	Wing Flaps:	Up:	0° ±0.6°	Takeoff: 12° ±2° Full: 42.8° - 43.4°
	Ailerons:	Up:	20° ±2°	Down: 15.5° ±0.5°
	Aileron Trim Tab:	Up:	17° ±2°	Down: 17° ±2°
	Elevator:	Up:	25.5°-25.8°	Down: 13.5° ±2°

Elevator trim tab:	Up:	7.5° ±1°	Down:	19.5° ±0.5°
Rudder:	Left:	18°-19°	Right:	18°-19.5°
Rudder trim tab:	Left:	20° ±0.5°	Right:	5°±1°
Rudder Limiter:	Left:	5.5°-6.5°		

See the latest FAA approved revision of the E1000 "Airplane Maintenance Manual", SK05000000, or other FAA approved data, for flap rigging instructions and setting Flaps up (0°) configuration.

Manufacturer's  
Serial Numbers:

K003 and on

Certification Basis:

14 Code of Federal Regulations (CFR) Part 23 effective February 1, 1965, as amended by 23-1 through 23-62.  
14 CFR Part 36 as amended through 36-30.

Equivalent Level of  
Safety Finding:

14 CFR Part 23.221 Spinning by installing a stick pusher/shaker in accordance with ELOS Memo No. TC11773SE-A-F-1  
14 CFR Part 23 Amendment 23-62 errors with ELOS Memo TC11773SE-A-F-2

TC Number:

A00059SE

TC Issuance Date: November 6, 2019

TC Application Date: October 10, 2015

Operational Restrictions:

As defined in latest approved revision of the E1000 "Pilots Operating Handbook and FAA Approved Flight Manual", SK05000001 (SN K003-K010), or SK05001001 (SN K011 and on, or SN K003-K010 with Epic SB-0017 incorporated).

Production Basis:

PC 733NM

Equipment:

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for airworthiness certification.

Additional Equipment  
Necessary for Type  
Certification:

The latest FAA Approved Revision of the E1000 "Pilots Operating Handbook and FAA Approved Flight Manual", SK05000001 (SN K003-K010), or SK05001001 (SN K011 and on, or SN K003-K010 with Epic SB-0017 incorporated).

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 aircraft at the time of original certification. This is in accordance with 14 CFR 23.23, 23.25, and 23.29.

NOTE 2:

All placards required by either FAA Approved Airplane Flight Manual, the applicable operating rules, or the Certification Basis must be installed in the airplane. The required approved placards are specified in the latest FAA approved revision of the E1000 "Pilots Operating Handbook and FAA Approved Flight Manual", SK05000001 (SN K003-K010), or SK05001001 (SN K011 and on, or SN K003-K010 with Epic SB-0017 incorporated).

NOTE 3:

The airplane must be subsequently maintained in accordance with the Instructions for Continued Airworthiness, and Airworthiness Limitations section, as contained in the latest FAA approved revision of the E1000 "Airplane Maintenance Manual", SK05000000, or other FAA approved data.

NOTE 4:

The airplane shall be manufactured in accordance with the latest FAA approved revision of the E1000 "Master Drawing List", CK00000127, or other FAA approved data.

NOTE 5:

Exterior colors are limited to those specified in the latest FAA approved revision or Epic Aircraft "Process Specification: Paint", Document No. SX51200003, or other FAA approved data.

NOTE 6:

Major structural repairs must be accomplished at FAA certified repair stations rated for composite aircraft structure work, in accordance with FAA approved Epic Aircraft, LLC repair methods contained in "Airplane Maintenance Manual", SK05000000, or other methods approved by the FAA.

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