**DEPARTMENT OF TRANSPORTATION**
**FEDERAL AVIATION ADMINISTRATION**

R00005RD
Revision 2
Hélicoptères Guimbal
CABRI G2

July 19, 2021

# TYPE CERTIFICATE DATA SHEET No. R00005RD

This data sheet which is part of Type Certificate No. R00005RD 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**

Hélicoptères Guimbal
1070, rue du Lieutenant Parayre
Aérodrome d'Aix-en-Provence
13290 Les Milles
France

## I. Model Cabri G2 (Normal Category) Helicopter, Approved January 30, 2015

Engine.

One Lycoming O360-J2A piston engine
(FAA TCDS E 286)
with Hélicoptères Guimbal modification design definition as per J45-002
(STC EASA.E.S.01001, FAA STC No. SE03495NY)

Fuel.

See Rotorcraft Flight Manual

Installed Engine Limits.

145 shp or full throttle : 100% on MLI (Multiple Limit Indicator)

See Rotorcraft Flight Manual for other limitations

Transmission Torque Limits.

100% MLI (Multiple Limit Indicator)

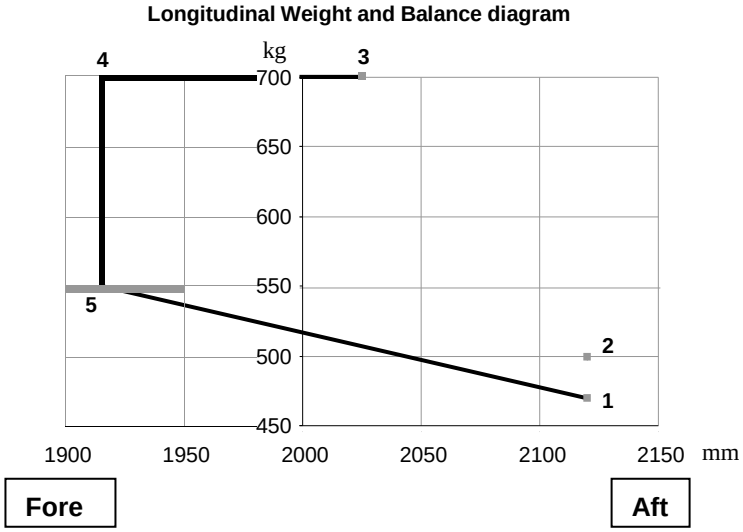
Rotor Limits.

| | | |
|---|---|---|
| Min. (power on) | 515 RPM | Low NR aural warning: 466 RPM |
| Max. (power on) | 540 RPM | High NR aural warning: 594 RPM |
| Minimum transient (power-off) | 410 RPM | |
| Minimum (power off) | 450 RPM | |
| Maximum (power off) | 610 RPM | |

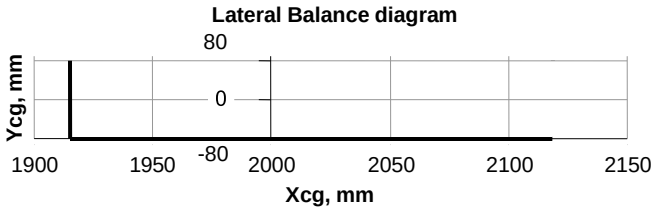
Airspeed Limits (IAS).

Max. $V_{NE}$ (power on) = 130 kias at Zp= 0 ft – 2 kias / 1000 ft Zp
Max. $V_{NE}$ (power off) = 110 kias at Zp= 0 ft – 2 kias / 1000 ft Zp

C.G. Range.




| | | |
|---|---|---|
| Point 1 | **470 kg** | **2120 mm** |
| Point 2 | **500 kg** | **2120 mm** |
| Point 3 | **700 kg** | **2025 mm** |
| Point 4 | **700 kg** | **1915 mm** |
| Point 5 | **550 kg** | **1915 mm** |



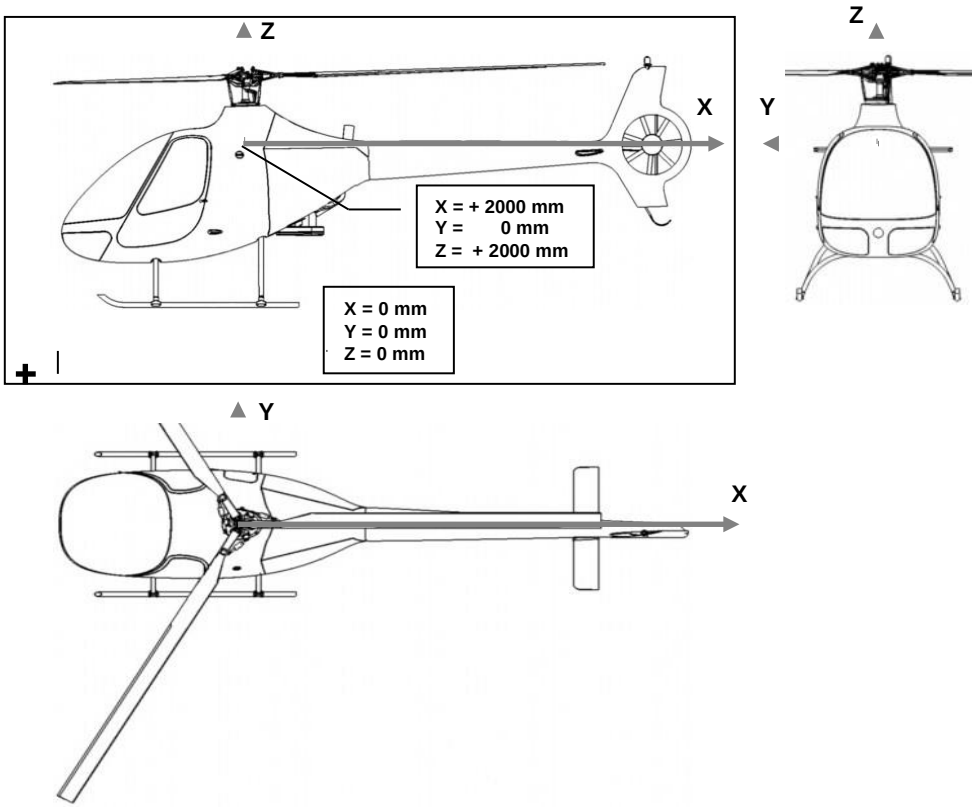

| | |
|---|---|
| Max. Weight. | 700 kg (1543 lb) |
| Min. Crew. | One pilot on the right seat |
| Passengers. | One, on the left |
| Max.Baggage/Cargo Loads. | Main luggage compartment : 40 kg, 2kg / $cm^2$<br>Cabin luggage compartment : 5 kg |
| Fuel Capacity. | Total: 170 liters (45 US gal.). Unusable fuel : 1.5 liters (0.4 US gal.) |
| Oil Capacity. | Maximum engine oil capacity: 5.7 liters (6 Qt) |
| Max. Operating Altitude. | 3,962 m (13,000 ft) pressure altitude |

Rotorblade and Control Movements. For rigging information refer to the Cabri G2 Maintenance Manual.

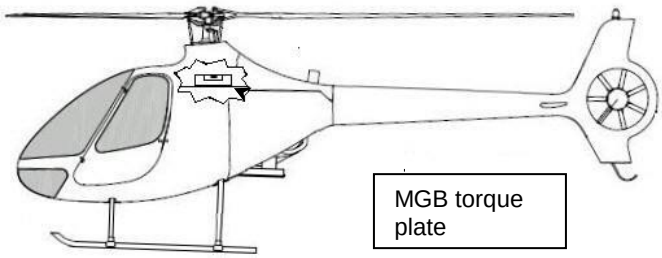
Datum.

Datum is defined such that main gearbox center coordinates are:

**X = + 2000 mm**
**Y = 0 mm**
**Z = + 2000 mm**




Leveling Means.



Serial Nos. Eligible.

1003 and subsequent. A French (DGAC) Certificate of Airworthiness endorsed as noted below under "Import Requirements" must be submitted for each individual rotorcraft for which application for FAA certification is made.

Serial Nos. Ineligible

N/A

Certification Basis.

- FAR 27 - Amendment 27-42
- FAR 36 - Amendment 36-30, Appendix J

EASA originally type certificated this rotorcraft under its type certificate R.145. The FAA validated this product under U.S. Type Certificate Number R00005RD.

Import Requirements.

The following changes need to be applied, if not already installed:
MOD14-010 (Firewall design),
MOD13-050 (Reinforced fan ring),
MOD14-039 (Reinforced H rotating scissors link).
Limitations as per Maintenance Manual Issue 05 or subsequent issue

With regard to new aircraft :

The FAA can issue a U.S. airworthiness certificate based on a National Aviation Authority (NAA) Export Certificate of Airworthiness (Export C of A) signed by a representative of the French Generale 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 the type design approved under U.S. Type Certificate Number R00005RD and to be in a condition for safe operation."

With regard to used aircraft:

The FAA can issue a U.S. airworthiness certificate based on:

- a NAA Export C of A signed by a representative of the exporting NAA, and
- a statement, signed by a representative of the French DGAC on behalf of the European Community, about conformity of the aircraft to U.S. Type Certificate at time of production. Wording of this statement must be as indicated here above for new aircraft.

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 minimum required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the respective helicopter for certification.

EASA-approved Cabri G2 Flight Manual, dated December 4, 2014, Issue 08, or later approved revision, as required, with FAA only pages as per log of pages.

Service Information.

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or Manufacturer Design Organization Approval (DOA21J.211). Any such documents are accepted by the FAA and are considered FAA approved.

- Service Bulletins,
- Illustrated Parts Catalog,
- Flight manual and supplement, and
- Overhaul and maintenance manuals.

This applies only to the acceptance of the type design data.

NOTES

NOTE 1. A current weight and balance report, including a list of equipment included in the certificated empty weight and loading instrructions when necessary, must be provided for each aircraft at the time of original certification.

NOTE 2. All placards required by either FAA Approved Rotorcraft Flight Manual, the applicable operating rules, or the Certification Basis must be installed in the rotorcraft.

NOTE 3. Any alteration to the type design of this aircraft may require instructions for Continued Airworthiness. These instructions must be submitted and accepted by the Fort Worth Aircraft Evaluation Group Office prior to approval for return to service.

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