DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A28EU
Revision 2
Futuroaereo Technology
F.15E
July 30, 2021

TYPE CERTIFICATE DATA SHEET NO. A28EU

This data sheet which is a part of type certificate No. A28EU 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	Futuroaereo Technology S.r.l. Via Pastrengo 14 20159 Milan Italy
Type Certificate Holder Record	FuturoAero Technology S.r.l. obtained TC A28EU from PROCAER Progetti Costruzioni Aeronautiche on February 20, 2019. (See Note 4)

I - Model F.15E, 4 PCLM (Normal and Utility Categories), Approved Jul 16, 1971

Engine	Continental IO-520-F	
Fuel	100/130 minimum grade aviation gasoline	
Engine limits	2850 r.p.m. at takeoff (300 hp) max. 5 minutes 2700 r.p.m. continuous (285 hp)	
Propeller and propeller limits	Hartzell HC-C2YF-1B/8475-6 Diameter: Maximum 78 in., Minimum allowable for repairs 77 in., No further reduction permitted. Pitch setting at 30 in. radius: Low 13°, High 30.7° Spinner: Hartzell 835-23 Governor: Woodward F 210452	
Airspeed limits (IAS)	Vne (Never exceed)	200 knots (230 mph)
	Vno (Max. structural cruising)	159 knots (183 mph)
	Vp (Maneuvering speed)	140 knots (161 mph)
	Vfe (Max. with flaps ext. at 20°)	120 knots (138 mph)
	Vfe (Max. with flaps ext. at 48°)	100 knots (115 mph)
	Vle (Max. l. g. ext.)	120 knots (138 mph)
	Vlo (Max. for l. g. operation)	120 knots (138 mph)
C.G. range	(+119) to (+122) at 3,000 lb. (Normal Category) (+116.6) to (+122) at 2,700 lb. (Utility Category) (+113) to (+122) at 2,140 lb. or less (Normal and Utility Categories) Straight line variation between points given.	
Empty weight C.G. range	None	
Datum	Plane 79.5 in. forward of firewall	
Leveling means	Longitudinal references on lower door sill, transverse references on the two doors lower sills.	

Maximum weight	Normal Category	Utiltiy Category
	Takeoff: 3,000 lb.	2,700 lb.
	Landing: 2,870 lb.	2,700 lb.

No. of seats	4 (2 at +118.2 at +155)
Maximum baggage	100 lbs. (+181)
Fuel capacity	84 U.S. gal. total (2 wing tanks of 23 gal. each at +132, and 2 tip tanks of 19 gal. each at +122; 79.0 gal. usable). See NOTE 1 for unusable fuel

Oil capacity	12 qt. total (+52) (6 qt. usable)				
Control surface movements	Wing flaps			Down	48 °± 2°
	Ailerons	Up	24° ± 1°	Down	14° ± 1°
	Elevator	Up	25° ± 1°	Down	14° ± 1°
	Elevator trim tab	Up	20° ± 1°	Down	23° ± 1°
	Rudder	Right	30° ± 1°	Left	30° ± 1°
Serial Nos. eligible	The Registro Aeronautico Italiano (R.A.I.) Certificate of Airworthiness endorsed as noted below under "Import Requirements" must be submitted for each individual aircraft for which application for certification is made.				
Certification basis	FAR 21.29 and FAR 23 effective 1 February 1965 including Amendments 23-1 through 23-6. Application for Type Certificate dated 7 August 1968. Type Certificate No. A28EU issued 16 July 1971.				
Import requirements	A U.S. Certificate of Airworthiness may be issued on the basis of a Certificate of Airworthiness for Export signed by representative of the Registro Aeronautico Italiano (R.A.I.) containing the following statement: "The airplane covered by this certificate has been examined and found to conform to the type design approved under FAA Type Certificate No. A28EU and is in condition for safe operation. 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 items of equipment are required: a) Pre-stall warning indicator, Safe Flight Instrument Corp. 164 R, or equivalent. b) R.A.I. approved Model F.15E Airplane Flight Manual, No. 88.123/T dated 6 November 1970 or a later RAI-approved revision.				

NOTE 1. Current weight and balance report including list of equipment in certificated empty weight, and loading instructions, must be provided for each aircraft at the time of original certification.

The certificated empty weight and corresponding center of gravity location must include undrainable oil (0 lb. at +52), and unusable fuel (6 lb. at +132 and 24 lb. at +122).

NOTE 2. The following placard must be displayed on the instrument panel in clear view of the pilot:

"THIS AIRPLANE MUST BE OPERATED AS A NORMAL OR UTILITY CATEGORY AIRPLANE IN COMPLIANCE WITH THE APPROVED AIRPLANE FLIGHT MANUAL. ALL MARKINGS AND PLACARDS ON THIS AIRPLANE APPLY TO ITS OPERATIONS AS A NORMAL CATEGORY AIRPLANE. FOR UTILITY CATEGORY OPERATIONS REFER TO THE AIRPLANE FLIGHT MANUAL. NO ACROBATIC MANEUVERS, INCLUDING SPINS, ARE APPROVED FOR NORMAL CATEGORY OPERATIONS."

In addition, all placards required in the approved Airplane Flight Manual must be installed in the appropriate locations.

NOTE 3. Each individual airplane will be supplied with a placard that specifies the kinds of operation such as VFR or IFR, Day or Night, to which the operation of the airplane is limited by the equipment installed.

NOTE 4. Per ENAC letter dated Feb 20, 2019, Futuroaereo Technology obtained the Italian TC No. A 425 on December 18, 2018 due to the original TC holder Procaer was no longer in existence. ENAC's letter requested FAA TC also be changed to reflect the new TC holder and to correct the model designation to F.15E. This airplane is an Annex I airplane that is under ENAC state of design.

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