



# European Aviation Safety Agency

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**EASA**

**TYPE-CERTIFICATE  
DATA SHEET**

## **AT-3 Series**

**Type Certificate Holder:**

**AERO Sp.z o.o.**

ul. Wał Miedzeszyński 844

03-942 Warszawa

Poland

For models:

AT-3 R100

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**A: AT-3 R100**

**A.I. General**

Data Sheet No.: A.021	Issue: 05 Date: 13 December 2010
1. a) Type:	AT-3
b) Variant:	AT-3 R100
2. Airworthiness Category:	Normal
3. Type Certificate Holder:	AERO Sp. z o.o. Wał Miedzeszyński 844 03-942 Warszawa Poland
4. Manufacturer:	AERO Sp. z o.o. Wał Miedzeszyński 844 03-942 Warszawa Poland
5. Certification Application Date:	24 <sup>th</sup> September 2003
6. CAIB Certification Date:	12 <sup>th</sup> February 2003
7. EASA Certification Date:	21 January 2005

**A.II. Certification Basis**

1. Reference Date for determining the applicable requirements:	11 <sup>th</sup> March 2002
2. (Reserved)	
3. (Reserved)	
4. Certification Basis:	As defined in CRI A-01, latest Issue
5. Airworthiness Requirements:	EASA CS-VLA dated 14 November 2003 (Equivalent to JAR-VLA Issued 26 April 1990 including amendments up to VLA/92/1 dated 1 January 1992)
6. Requirements elected to comply:	None
7. EASA Special Conditions:	CRI A-2 Night VFR
8. EASA Exemptions:	None
9. EASA Equivalent Safety Findings:	None
10. EASA Environmental Standards:	ICAO, Annex 16, Volume 1, Chapter 10

### **A.III. Technical Characteristics and Operational Limitations**

1. Type Design Definition: Master Drawing List, Document No. ATS3.02 dated 03.02.2003, Amendment 5 dated 16.05.2005 and subsequent
2. Description: Single engine, two-seater cantilever low wing aeroplane, all metal construction, fixed tricycle landing gear
3. Equipment: Equipment list, AFM, Document No. ATL3.03 or ATL3.04, Section 2 and 6
4. Dimensions:

Span	7.55 m
Length	6.25 m
Height	2.23 m
Wing Area	9.30 m <sup>2</sup>
5. Engine: Bombardier-Rotax 912S2 or S4
  - 5.1 Engine Limits:

Max take-off rotational speed	5800 r.p.m
Max continuous rotational speed	5500 r.p.m

For other engine limits refer to AFM, Document. No. ATL3.03 or ATL3.04, Section 2
6. (Reserved)
7. Propeller
  - 7.1 Type GT ELICHE GT-2/173/VVR-FW101SRTC

7.1.1 Diameter	1 730 mm
7.1.2 Kind	Two-blade, wooden, constant pitch
7.1.3 Propeller configuration	Tractor propeller
  - 7.2 Type ELPROP 3-1-1P

7.2.1 Diameter	1 730 mm
7.2.2 Kind	Three-blade ground adjustable propeller with composite blades and metal hub
7.2.3 Propeller configuration	Tractor propeller
7.2.4 Blade angle of incidence	21.5° ±0.5°
8. Fluids:
  - 8.1 Fuel: Minimum 95 Grade Unleaded Automotive Gasoline or AVGAS 100 LL if other fuel is not available
  - 8.2 Oil: Oils conforming to API classification marked SF or SG  
For more details see AFM, Document No. ATL3.03 or ATL3.04, Section 2
9. Fluid capacities:
  - 9.1 Fuel:

Total:	73.5 litres
Usable:	70.0 litres

9.2 Oil:	Maximum: 3.5 litres Minimum: 2.5 litres
10. Air Speeds:	
Design Manoeuvring Speed $V_A$ :	112 kt IAS
Flap Extended Speed $V_{FE}$ :	85 kt IAS
Maximum structural cruising speed $V_{NO}$ :	112 kt IAS
Never exceed speed $V_{NE}$ :	127 kt IAS
11. Maximum Operating Altitude:	Not defined
12. All Weather Capability:	Day & Night VFR - See: Note 3
13. Maximum Masses:	
Take-off	582 kg
Landing	582 kg
14. Centre of Gravity Range:	
Forward limit	up to 480 kg   0.203 m behind Datum at 582 kg    0.267 m behind Datum varying linearly with mass in between
Rear limit:	for all masses       0.394 m behind Datum
15. Datum:	Wing Leading Edge
16. (reserved)	
17. Levelling Means:	Spirit Level on the cockpit side rail with canopy open
18. Minimum Flight Crew:	1 (Pilot)
19. Maximum Passenger Seating Capacity:	1
20. (Reserved)	
21. Baggage / Cargo Compartments	
Location	Max. allowable Load
Port Side Compartment	20 kg
Starboard Side Compartment	10 kg
22. Wheels and Tyres	
Nose Wheel Tyre Size	5.00 - 4 6ply Type III
Main Wheel Tyre Size	380x150/15x6.00 - 5

#### **A.IV. Operating and Service Instructions**

Aeroplane Flight Manual (AFM)	Document No. ATL3.03, Polish Language version and ATL3.04, English Language version
Aeroplane Maintenance Manual (AMM)	Document No. ATT3.02, Polish Language version and ATT3.03, English Language version (incl. Airworthiness Limitations)

## **A.V. Notes**

1. This certification applies to:
  - Serial numbers AT3-008 and AT3-011 and subsequent,
  - Serial numbers from AT3-001 to AT3-005 and AT3-010 modernized according to the Remark No1 in the Master Drawing List, Document No ATS3.02 dated 03.02.2003, Amendment 5 dated 16.05.2005
  
2. Approved Noise Levels in accordance with:
 

ICAO Annex 16, Volume 1, Chapter 10: 66.6 dB(A)
  
3. The airplane is approved for VFR-Night operation when the appropriate equipment is installed and operative.

## **ADMINISTRATIVE SECTION**

### I. Acronyms

N/A

### II. Type Certificate Holder Record

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Poland

### III. Change Record

<b>Issue</b>	<b>Date</b>	<b>Changes</b>	<b>TC Issue No. &amp; Date</b>
1	21 January 2005	Initial issue.	21 January 2005
2	24 June 2005	<p>AT-3R100 airplanes S/N AT3-001 to 005 and 010 differ from airplanes S/N AT3-008 and 011 and subsequent only in standard equipment; that the part of optional equipment of these airplanes (S/N AT3-001 to 005 and 010) became standard equipment on airplanes S/N AT3-008 and 011 and subsequent. Accordingly, their Airplane Flight Manual have been changed. Additionally, the AFM of the airplanes S/N AT3-008 and 011 and subsequent took into account Imperial units.</p> <p>Modification of the airplanes S/N AT3-001 to 005 and 010 to the standard of the airplanes S/N AT3-008 and 011 and subsequent includes an installation on these airplanes of optional equipment which constitutes standard equipment on airplanes S/N AT3-008 and 011 and subsequent. It also includes the change in the AFM.</p>	
3	17 February 2006	Addition of alternative ELPROP 3-1-1P three-blade ground adjustable propeller with composite blades and metal hub, approved as a major change by EASA approval EASA.A.C.01865 dated 11 October 2005.	

4	24 July 2009	Clarification that the certification basis is CS-VLA, identical to JAR-VLA on the date of certification.	
5	13 December 2010	Extension of the operational approval to the "Day & Night VFR" conditions and extension of the CG forward limit in accordance with the approved TC changes.	