TYPE-CERTIFICATE

DATA SHEET

NO. EASA.A.021

for
AT-3 Series

Type Certificate Holder
AERO AT Sp. z o.o.

ul. COP-u 2
39-300 Mielec
Poland

For models: AT-3R100
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SECTION A: AT-3R100

A.I. General

1. Type/ Model/ Variant
   1.1 Type: AT-3
   1.2 Model: AT-3R100
   1.3 Variant: AT-3R100

2. Airworthiness Category: Normal

3. Manufacturer: AERO AT Sp. z o.o.
   ul. COP-u 2
   39-300 Mielec
   Poland

4. EASA Type Certification Application Date: 11 March 2002
   Note: State of Design Authority certification application date for grandfathered products

5. State of Design Authority: Civil Aviation Office (Poland)

6. State of Design Authority Type Certificate Date: 12 February 2003; (TC No. BB-210/1)

7. EASA Type Certification Date: 21 January 2005

A.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements: 11 March 2002

   (Equivalent to JAR-VLA Issued 26 April 1990 including amendments up to VLA/92/1 dated 1 January 1992)

3. Special Conditions: CRI A-2 Night VFR

4. Exemptions: None

5. Deviations: None

6. Equivalent Safety Findings: None

7. Environmental Protection: ICAO, Annex 16, Volume 1, Chapter 10
   For further details see EASA TCDSN.A.021
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:**
   
   4.1 **Basic:**
   
   Span: 7.55 m  
   Length: 6.25 m  
   Height: 2.23 m  
   Wing Area: 9.30 m²

   4.2 **Optional (see Note 4):**
   
   Span: 8.35 m  
   Length: 6.25 m  
   Height: 2.23 m  
   Wing Area: 10.50 m²

5. **Engine:**
   
   5.1.1 **Model:** Bombardier- Rotax 912S2 or S4  
   5.1.2 **Type Certificate:** EASA No. E.121  
   5.1.3 **Limitations:** 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

5.2.1 **Model:** Bombardier- Rotax 912iSc Sport series  
5.2.2 **Type Certificate:** EASA. E.121  
5.2.3 **Limitations:** 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. **Load factors:**
   
   With wing flaps retracted: -1.5 to +3.8  
   With wing flaps extended: 0 to +2

7. **Propeller**
   
   7.1.1 **Model** GT ELICHE GT-2/173/VVR-FW101SRTC  
   7.1.2 **Type Certificate** EASA.P.108  
   7.1.3 **Number of blades** 2  
   7.1.4 **Diameter** 1730 mm  
   7.1.5 **Sense of Rotation** Clockwise (pilot’s view)
7.2.1 Model  ELPROP 3-1-1P
7.2.2 Type Certificate  EASA.P.009
7.2.3 Number of blades  3
7.2.4 Diameter  1 730 mm
7.2.5 Sense of Rotation  Clockwise (pilot’s view)

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

8.3 Coolant:  According to to AFM, Document. No. ATL3.03 or ATL3.04, Section 2

9. Fluid capacities

9.1.1 Basic:
Standard fuel tank:  Total:  68.5 litres
Usable: 65.0 litres
With additional fuel tank:
Total:  123.5 litres
Usable: 120.0 litres

Optional fuel tank:  Total:  78.5 litres
Usable: 75.0 litres
With additional fuel tank:
Total:  133.5 litres
Usable: 130.0 litres

Optional fuel tank:  (in the wings)  Total:  2 x 51.0 litres
Usable: 2 x 50.0 litres

9.1.2 Optional (see Note 4: Fuel tank (in the wings)  Total:  2 x 51.0 litres
Usable: 2 x 50.0 litres

9.2 Oil  Maximum:  3.5 litres
Minimum:  2.5 litres

9.3 Coolant system capacity  2.8 litres

10. Air Speeds

Design Manoeuvring Speed $V_A$:  109 kt (202 km/h) CAS
Flap Extended Speed $V_{FE}$:  85 kt (157 km/h) CAS
Maximum structural cruising speed $V_{NO}$  109 kt (202 km/h) CAS
Never exceed speed $V_{NE}$:  123 kt (228 km/h) CAS

11. Flight Envelope  Not defined maximum operating altitude

13. Maximum Masses:
   13.1 Basic:
       Take-off                        582 kg
       Landing                        582 kg

   13.2 Optional (see Note 4):
       Take-off                        630 kg
       Landing                        630 kg

14. Centre of Gravity Range:
   14.1 Basic:
       Forward limit: up to 480 kg 0.203 m behind Datum
       at 582 kg 0.267 m behind Datum
       Rear limit: for all masses 0.394 m behind Datum
       varying linearly with mass in between

   14.2 Optional (see Note 4):
       Forward limit: up to 530 kg 0.241 m behind Datum
       at 630 kg 0.292 m behind Datum
       Rear limit: for all masses 0.394 m behind Datum
       varying linearly with mass in between

15. Datum: Wing Leading Edge

16. Control surface deflections:
   Wing flaps:
       Retracted                      0° ±2°
       For takeoff                    15° ±2°
       For landing                    30° ±2°; 40° +5/-2°

   Slab tail:
       Trailing edge up               12° ±1°
       Trailing edge down             10° ±1°
       Rudder:                        30° ±2°

   16.1 Basic:
       Ailerons:                      Up  20° ±2°
                                       Down 15° ±2°

   16.2 Optional (see Note 4):
       Ailerons:                      Up  15° ±2°
                                       Down 10° ±2°

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. Baggage/ Cargo Compartments:
    Port Side Compartment max. 20 kg
    Starboard Side Compartment max. 10 kg

21. Wheels and Tyres:
    Nose Wheel Tyre Size: Normal 5.00 - 4 6ply Type III, or tubeless 5.00-5
    Main Wheel Tyre Size: Normal or tubeless 380x150/15x6.00–5 or 5.00-5

22. (Reserved)
A.IV. Operating and Service Instructions

1. Flight Manual
   Document No. ATL3.03, Polish Language version and ATL3.04, English Language version

   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. The airplane is approved for VFR-Night operation when the appropriate equipment is installed and operative.

3. MTOW 630 kg when Option No. 92 according to drawing AT3.00.092.0 is installed. Supplement No. 76 must be attached to the AFM and MM. Only the ELPROP propeller is used in this version of the aircraft.

SECTION ADMINISTRATIVE

I. Acronyms & Abbreviations

AFM  Aeroplane Flight Manual
AMM  Aeroplane Maintenance Manual
EASA  European Aviation Safety Agency
S/N  Aircraft Serial Number
VFR  Visual Flight Rules

II. Type Certificate Holder Record

to 2011  AERO Sp. z o.o.
   ul. Wał Miedzeszyński 844
   03-942 Warszawa
   Poland

since 2011  AERO AT Sp. z o.o.
   ul. COP-u 2
   39-300 Mielec
   Poland
### III. Change Record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issue 01</td>
<td>21 January 2005</td>
<td>Initial Issue</td>
</tr>
<tr>
<td>Issue 02</td>
<td>24 June 2005</td>
<td>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. 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.</td>
</tr>
<tr>
<td>Issue 03</td>
<td>17 February 2006</td>
<td>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.</td>
</tr>
<tr>
<td>Issue 04</td>
<td>24 July 2009</td>
<td>Clarification that the certification basis is CS-VLA, identical to JAR-VLA on the date of certification.</td>
</tr>
<tr>
<td>Issue 05</td>
<td>13 December 2010</td>
<td>Extension of the operational approval to the “Day &amp; Night VFR” conditions and extension of the CG forward limit in accordance with the approved TC changes.</td>
</tr>
<tr>
<td>Issue 06</td>
<td>19 April 2013</td>
<td>Change of usable fuel quantity. Administrative Change of the company name and address.</td>
</tr>
<tr>
<td>Issue 07</td>
<td>20 December 2017</td>
<td>Added: engine Rotax 912IS, fuel capacity, type and tire size.</td>
</tr>
<tr>
<td>Issue 08</td>
<td>05 April 2018</td>
<td>Added: new optional fuel tanks in the wings</td>
</tr>
<tr>
<td>Issue 09</td>
<td>17 April 2019</td>
<td>Added: new option MTOW 630 kg</td>
</tr>
<tr>
<td>Issue 10</td>
<td>10 May 2019</td>
<td>Editorial Changes: A.II.7; A.III.5.2.1; A.III.21; A.V.3 Canceled Notes A.V.2</td>
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