

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

A30CE Revision 6 Beechcraft Corporation 77 January 15, 2013

TYPE CERTIFICATE DATA SHEET A30CE

This data sheet which is a part of Type Certificate No. A30CE prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder	Beechcraft Corporation 10511 East Central Wichita, KS 67206
Type Certificate Holder Record:	Beech Aircraft Company transferred to Raytheon Aircraft Company on April 15, 1996 Raytheon Aircraft Company transferred to Hawker Beechcraft Corporation on March 26, 2007 Hawker Beechcraft Corporation transferred to Beechcraft Corporation on April 12, 2013

I. Model 77, Skipper, 2 PCLM (Utility Category), Approved March 19, 1979

Engine	Lycoming O-235-L2C
Fuel	100 (green) minimum grade aviation fuel or 100 low lead (blue)
Oil	First 50 hours MIL-L-6082C - thereafter MIL-L-22851
Engine limits	For all operations, 2700 r.p.m. (115 hp.)
Propeller and propeller limits	(a) Sensenich 72CK512-0-52 propeller Static r.p.m. at maximum permissible throttle setting: not over 2375, not under 2275 Diameter: 72 in., nominal. Minimum allowed for repair 70 in., no further reduction permitted (b) Beech spinner assembly 108-910033-1
Airspeed limits (IAS)	Never exceed 143 knots (165 m.p.h.) Maximum structural cruising 119 knots (137 m.p.h.) Maneuvering 109 knots (125 m.p.h.) Flaps extended (30°) 90 knots (104 m.p.h.)
C.G. range	<u>Utility Category</u> (+85.8) to (+88.9) at 1675 lb. (+85.0) to (+88.9) at 1470 lb. and less Straight line variation between points given
Empty weight C.G. range	None
Maximum weight	Ramp 1680 lb. Takeoff 1675 lb. Landing 1675 lb.

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I. Model 77 (cont'd)

No. of seats 2 maximum (at +89 forward to +97 aft position)

Maximum baggage 120 lb. (+119.0)

Fuel capacity

<u>Tank</u>	<u>Total Capacity Gal.</u>	<u>Total Usable Gal.</u>	<u>Arm</u>
L&R main (15 gal. ea.)	30	29	+81.5

See NOTE 1 for data on unusable fuel.

Oil capacity

<u>Capacity Qt.</u>	<u>Arm</u>
6	+37.8

See NOTE 1 for data on undrainable oil.

Control Surface
Movements

Wing flaps		Down 30° ± 1°
Aileron	Up 27° ± 1°	Down 14° ± 1°
Rudder	Right 25° ± 1°	Left 25° ± 1°
Elevator	Up 20° ± 1°	Down 15° ± 1°
Elevator tab with elevator neutral)	Up 5° ± ½	Down 15° ± ½

Serial Nos. eligible WA-3 and up

Datum 74.55 inches forward of wing leading edge (constant chord section)

Leveling means Baggage compartment floor

Certification basis Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by 23-1 through 23-16 and FAR 36 as amended by 36-1 through 36--10. Equivalent safety findings: FAR 23.621, 23.1545(a), and 23.1583(a).

Application for type certificate dated October 18, 1976. Type Certificate No. A30CE issued March 19, 1979, obtained by the manufacturer under delegation option procedures.

Production basis Production Certificate No. 8. Delegation Option Manufacturer No. CE- 2 authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations.

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

NOTE 1. Current weight and balance data, loading information, and a list of equipment included in basic empty weight must be provided for each aircraft at the time of original certification.

a. Basic empty weight includes unusable fuel of 7.7 lb. at +85.3, with 1.7 lb. at +84.9 being undrainable.

b. Basic empty weight includes engine oil of 12.4 lb. at +38.5, with 0.8 lb. being undrainable.

NOTE 2. All placards required in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual must be installed in the appropriate locations.

NOTE 3. Mandatory retirement times for all structural components are contained in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual (P/N 108-590000-5) Limitations Section. These limitations may not be changed without FAA Engineering approval.

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