

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

TG00004AT
Revision 5
Aeromot
AMT-100
AMT-200
AMT-300
AMT-200S

May 19, 2010

TYPE CERTIFICATE DATA SHEET NO. TG00004AT

This data sheet, which is part of Type Certificate No. TG00004AT prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations (FAR).

Type Certificate Holder Aeromot-Indústria Mecânico-Metalúrgica Ltda
Av. das Indústrias, 1290-Bairro Anchieta
Caixa Postal 8031
90200-290-Porto Alegre-RS
Brazil

1. Model AMT-100 (Ximango)(Utility Category), Approved December 29, 1993

Engine Limbach Motorenbau Model L2000 E 01

Fuel Aviation gasoline 100/130 LL

Lubricating Oil For selection of suitable oil, consult the AFM or AMM
Quantity: 0.66 U.S. gal or 2.64 quarts (2.5 liters)

Engine Limits Takeoff: 3400 rpm (76.4 hp/57kw), limited to 5 minutes.
Max. Continuous Power: 3000 rpm (69hp/51kw)

Propeller and Propeller Limits Hoffman HO-V62R/L 160 BT
Diameter 63.0 in ± 2.0 in (1600 ± 50 mm)
Blade angle settings have 3 positions: takeoff, cruise, and feather.

C.G. Range +51.5 inches to +52.7 inches (1308 mm to 1340 mm) at 1764 lbs (800 kg).
+51.5 inches to +54.0 inches (1308 mm to 1372 mm) at 1499 lbs (680 kg) or less.
Straight line variation between given points. See Note 5.

Empty Weight C.G. Range None.

Maximum Weight 1764 lbs (800 kg)

Fuel Capacity 2 Wing tanks, 11.62 U.S. gal. (45 liters) each at +48.8 in (1240 mm) of the reference plane.

Oil Capacity 0.66 U.S. gal (2.5 liters)

Serial Nos. Eligible 100.001 and up. See note 7.

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2. Model AMT-200 (SuperXimango)(Utility Category), approved December 29, 1993.

<u>Engine</u>	Bombardier-ROTAX GMBH Model 912 A2
<u>Fuel</u>	Aviation gasoline 100LL
<u>Engine Lubricating Oil</u>	For selection of suitable oil, consult the AFM and/or Rotax Service Instruction SI-912-016 / SI-914-019, latest edition. Quantity: Maximum: 0.79 U.S. gal or 3.17 quarts (3 liters) Minimum 0.66 U.S. gal or 2.64 quarts (2.5 liters) Maximum per hour: 0.02 U.S. gal or 0.06 quart (0.06 liter)
<u>Engine Coolant</u>	See Note 9.
<u>Engine Limits</u>	Max. RPM: 5800, limited to 3 minutes Max. Continuous RPM: 5500 Max. Takeoff Power: 79.9 hp (59.6 kW) at 5500 RPM Max. Continuous Power: 77.8 hp (58 kW) at 5500 RPM
<u>Propeller and Propeller Limits</u>	Hoffmann HO-V62R/170 FA; Hoffmann HO-V62R-1/170 FA (installed on Rotax 912 A2 engines s/n 4.380.600 and up) Diameter 67 in (1700 mm) Blade angle settings have 3 positions: takeoff, cruise, and feather.
<u>C.G. Range</u>	+50.8 inches to +52.2 inches (1290 to 1326 mm) at 1874 lbs (850 kg). +50.8 inches to +54.0 inches (1290 to 1372 mm) at 1499 lbs (680 kg) or less. Straight line variation between given points.
<u>Empty Weight C.G. Range</u>	None.
<u>Maximum Weight</u>	1874 lbs (850 kg)
<u>Fuel Capacity</u>	2 Wing tanks, 11.62 U.S. gal. (45 liters) each at +48.8 in (1240mm) of the reference plane.
<u>Oil Capacity</u>	Max. 0.79 U.S. gallons or 3.17 quarts (3 liters)
<u>Serial Nos. Eligible</u>	200.040 and up. See Note 7.

3. Model AMT-300 (Turbo Ximango Shark) (Utility Category), approved July 19, 1999.

<u>Engine</u>	Bombardier-Rotax GMBH Model 914 F3
<u>Fuel</u>	Aviation gasoline 100 LL
<u>Engine Lubricating Oil</u>	For selection of suitable oil, consult the AFM and/or Rotax Service Instruction SI-912-016 / SI-914-019. Quantity: Maximum: 0.79 U.S. gal or 3.17 quarts (3 liters) Minimum 0.66 U.S. gal or 2.64 quarts (2.5 liters) Maximum per hour: 0.02 U.S. gal or 0.06 quart (0.06 liter)
<u>Engine Coolant</u>	See Note 9.
<u>Engine Limits</u>	Max RPM: 5800, limited to 5 minutes Max. Continuous RPM: 5500 Max. Takeoff Power: 113.3 hp (84.5 kW) at 5800 RPM, 38.4 in Hg manifold pressure Max. Continuous Power: 98.5 hp (73.5 kW) at 5500 RPM, 34.0 in Hg manifold pressure

<u>Propeller and Propeller Limits</u>	MT-Propeller Model MTV-21-ACF/CF 165-05 Diameter 65 in + 0,-5.9 in (1650 mm + 0,-150 mm) Variable pitch, Woodward, McCauley or MT-Propeller governor: Low pitch: 16.5 deg. \pm 0.2 deg. High pitch: 83.0 deg. \pm 1.0 deg.
<u>C. G. Range</u>	+50.8 inches to +52.2 inches (1290 to 1326 mm) at 1874 lbs (850 kg). +50.8 inches to +54.0 inches (1290 to 1372 mm) at 1499 lbs (680 kg) or less. Straight line variation between given points.
<u>Empty Weight C.G. Range</u>	None
<u>Maximum Weight</u>	1874 lbs (850kg)
<u>Fuel Capacity</u>	2 Wing tanks, 11.62 U.S. gal. (45 liters) each at +48.8 in (1240mm) of the reference plane.
<u>Oil Capacity</u>	0.79 U.S. gallons or 3.17 quarts (3 liters)
<u>Serial Nos. Eligible</u>	300.106 and up. See Note 7.

4. **Model AMT-200S Super Ximango (Utility Category), approved August 25, 2000**

<u>Engine</u>	Bombardier-Rotax GMBH Model 912 S4, 912 S2* and 912 S3** * Installed on motorglider S/N 200.168 and subsequent. ** Installed on motorglider S/N 200.177 and subsequent of same configuration (AMT-200S Optional Version)
<u>Fuel</u>	Aviation gasoline 100 LL in accordance with ASTM D91 0.
<u>Lubricating Oil</u>	For selection of suitable oil, consult the AFM and/or Rotax Service Instruction SI-912-016 / SI-914-019 latest revision. Quantity: Maximum: 0.79 U.S. gal or 3.17 quarts (3 liters) Minimum 0.66 U.S. gal or 2.64 quarts (2.5 liters) Maximum per hour: 0.02 U.S. gal or 0.06 quart (0.06 liter)
<u>Engine Coolant</u>	See Note 9
<u>Engine Limits</u>	Max RPM: 5800, limited to 5 minutes Max. Continuous RPM: 5500 Max. Takeoff Power: 99 hp (73.5 kW) at 5800 RPM Max. Continuous Power: 93 hp (69.4 kW) at 5500 RPM
<u>Propeller and Propeller Limits</u>	Hoffmann Propeller Rosenhein Model HO-V62R-1/170 FA* * Installed on motorglider S/N 200.119 and subsequent. Diameter 67 in (1700 mm) Type: two wood blades coated with fiberglass Blade angle settings (3 positions): takeoff, cruise and feather MT-Propeller Entwicklung GmbH & Co. KG Model MTV-21-A-C-F/CF 170-05** ** Installed on motorglider S/N 200.177 and subsequent of same configuration (AMT-200S Optional Version). Diameter: 67 in (1700 mm) Type: Variable pitch, Woodward, McCauley or MT-Propeller governor.
<u>C. G. Range</u>	+50.8 inches to +52.2 inches (1290 to 1326 mm) at 1874 lbs (850 kg). +50.8 inches to +54.0 inches (1290 to 1372 mm) at 1499 lbs (680 kg) or less. Straight line variation between given points.

<u>Empty Weight C.G. Range</u>	None
<u>Maximum Weight</u>	1874 lbs (850kg)
<u>Fuel Capacity</u>	2 Wing tanks, 11.89 U.S. gal. (45 liters) each at +48.8 in (1240mm) of the reference Plane.
<u>Oil Capacity</u>	0.79 U.S. gallons or 3.17 quarts (3 liters)
<u>Serial Nos. Eligible</u>	200.119 and up. See Note 7.

DATA PERTINENT TO ALL MODELSControl Surface Movements:

<u>Aileron:</u>	<u>Degrees</u>	<u>In (mm) (*)</u>
Up:	15 ± 1	2.91 ± 0.16 in (74 ± 4mm)
Down:	15 ± 1	2.91 ± 0.16 in (74 ± 4mm)
Neutral Pos. (**)	3 ± 1/3 (AMT-100/200)	0.59 ± 0.08 in (15 ± 2mm)
	0 ± 1/3 (AMT-300/200S)	0.00 ± 0.08 in (0 ± 2 mm)

(*) Measured at 10.83 in (275mm) from the aileron hingeline to the aileron trailing edge at the first aileron rib.

(**) Measured down from the aligned position on the wing.

<u>Elevator:</u>	<u>Degrees</u>	<u>In (mm)</u>
Up:	21 ± 2	2.72 ± 0.24 in (69 ± 6mm)
Down:	23 ± 2	2.99 ± 0.24 in (76 ± 6mm)

Neutral Position: Control surface aligned with the stabilizer profile.

Measurement is made at 7.09 in (180mm) from the hinge line.

<u>Rudder:</u>	<u>Degrees</u>	<u>In (mm)</u>
Left	28 ± 2	7.32 ± 0.47 in (186 ± 12mm)
Right	28 ± 2	7.32 ± 0.47 in (186 ± 12mm)

Neutral Position: Control surface aligned with the vertical fin profile.

Measurement is made at 13.78 in (350mm) from the hinge line.

<u>Elevator Trim Tab (AMT-100 and AMT-200 only):</u>	<u>Degrees</u>	<u>In (mm)</u>
Down:	43 ± 4	2.80 ± 0.20 in (71 ± 5mm)
Up:	36 ± 4	2.17 ± 0.20 in (55 ± 5mm)

Neutral Position: Control surface aligned with elevator profile.

Measurement is made at 2.99 in (76mm) from the hinge line.

<u>Airspeed Limits (CAS)</u>		<u>kts</u>	<u>mph</u>	<u>km/h</u>
V _{NE}	(Never exceed)	132	152	245
V _B	(Rough Air)	97	112	180
V _A	(Maneuvering)	97	112	180
V _{LE}	(Landing gear extended)	81	93	150
V _{LO}	(Landing gear operating)	81	93	150
V _{SB}	(Speed brakes extended)	132	152	245

<u>Datum</u>	Front surface of engine firewall.																																										
<u>Leveling Means</u>	Wedge of 19.7 x 0.96 in (500 x 24.5 mm) placed on canopy trail (see AFM).																																										
<u>Minimum Crew</u>	One pilot.																																										
<u>No. of Seats</u>	Two side-by-side at 41.3 in (1050mm) from datum for AMT-100 S/Ns 100.001 to 100.021 and all AMT-200, AMT-200S and AMT-300, and 38.8 in (985mm) from datum for AMT-100, S/N 100.022 and on.																																										
<u>Maximum Baggage</u>	11.0 lbs (5kg) at +71.6 in (1.82m) for solo flight. 22.0 lbs (10kg) at 71.6 in (1.82m) for two occupants.																																										
<u>Certification Basis</u>	Code of Federal Regulations (CFR), 14 CFR 21, Effective February 1, 1965, Amendments 21-1 through 21-68, Sections 21.17, 21.29, and 21.50; For the model AMT-100 and model AMT-200: Joint Airworthiness Requirements for Sailplanes and Powered Sailplanes, JAR-22 Amendment 2, effective September 13, 1982; Plus the following paragraphs of JAR-22, Change 4: <table> <tr> <td>22.1,</td> <td>Applicability, Amdt. 22/85/1, eff. Dec. 12, 1985,</td> </tr> <tr> <td>22.175,</td> <td>Demo. of static long. stab. Amdt. 22/85/1, eff. Dec. 12, 1985,</td> </tr> <tr> <td>22.395,</td> <td>Control system loads, Amdt. 22/85/1, eff. Dec. 12, 1985,</td> </tr> <tr> <td>22.397,</td> <td>Loads-limit pilot forces, Amdt. 22/85/1, eff. Dec. 12, 1985,</td> </tr> <tr> <td>22.411,</td> <td>Control sys. stiffness and stretch, Amdt. 22/84/1, eff. Dec. 14, 1984,</td> </tr> <tr> <td>22.441,</td> <td>Maneuvering Load, Amdt. 22/86/1, eff. Oct. 22, 1986,</td> </tr> <tr> <td>22.443,</td> <td>Gust Loads, Amdt. 22/86/1, eff. Oct. 22, 1986,</td> </tr> <tr> <td>22.477,</td> <td>Landing gear arrangement, Amdt. 22/86/1, eff. Oct. 22, 1986,</td> </tr> <tr> <td>22.483,</td> <td>One-wheel landing, Amdt. 22/86/1, eff. Oct. 22, 1986,</td> </tr> <tr> <td>22.591,</td> <td>Rigging/de-rigging loads, Amdt. 22/86/1, eff. Oct. 22, 1986,</td> </tr> <tr> <td>22.785,</td> <td>Seats and safety harnesses, Amdt. 22/86/1, eff. Oct. 22, 1986,</td> </tr> <tr> <td>22.786,</td> <td>Protection from injury, Amdt. 22/86/1, eff. Oct. 22, 1986,</td> </tr> <tr> <td>22.857,</td> <td>Elect. bonding, Amdt. 22/86/1, eff. Oct. 22, 1986,</td> </tr> <tr> <td>22.1581,</td> <td>Flt. manual-general, Amdt. 22/86/1, eff. Oct. 22, 1986;</td> </tr> </table> Plus the following paragraphs to be incorporated in Change 5: <table> <tr> <td>22.221,</td> <td>Spinning-general, Amdt. 22/90/1, eff. June 30, 1990,</td> </tr> <tr> <td>22.779,</td> <td>Motion and effect of cockpit controls, Amdt. 22/90/1, eff. June 30, 1990;</td> </tr> </table> For the model AMT-300: Joint Airworthiness Requirements for Sailplanes and Powered Sailplanes, JAR-22 Change 5, effective October 28, 1995; For the model AMT-200S: Joint Airworthiness Requirements for Sailplanes and Powered Sailplanes, JAR-22 Amendment 2, effective September 13, 1982; Plus the following paragraphs of JAR-22, Change 4, effective May 7, 1987: <table> <tr> <td>22.1,</td> <td>Applicability, Amdt. 22/85/1, eff. Dec. 12, 1985,</td> </tr> <tr> <td>22.175,</td> <td>Demo. of static long. stab. Amdt. 22/85/1, eff. Dec. 12, 1985,</td> </tr> <tr> <td>22.395,</td> <td>Control system loads, Amdt. 22/85/1, eff. Dec. 12, 1985,</td> </tr> <tr> <td>22.397,</td> <td>Loads-limit pilot forces, Amdt. 22/85/1, eff. Dec. 12, 1985,</td> </tr> <tr> <td>22.411,</td> <td>Control sys. stiffness and stretch, Amdt. 22/84/1, eff. Dec. 14, 1984,</td> </tr> </table>	22.1,	Applicability, Amdt. 22/85/1, eff. Dec. 12, 1985,	22.175,	Demo. of static long. stab. Amdt. 22/85/1, eff. Dec. 12, 1985,	22.395,	Control system loads, Amdt. 22/85/1, eff. Dec. 12, 1985,	22.397,	Loads-limit pilot forces, Amdt. 22/85/1, eff. Dec. 12, 1985,	22.411,	Control sys. stiffness and stretch, Amdt. 22/84/1, eff. Dec. 14, 1984,	22.441,	Maneuvering Load, Amdt. 22/86/1, eff. Oct. 22, 1986,	22.443,	Gust Loads, Amdt. 22/86/1, eff. Oct. 22, 1986,	22.477,	Landing gear arrangement, Amdt. 22/86/1, eff. Oct. 22, 1986,	22.483,	One-wheel landing, Amdt. 22/86/1, eff. Oct. 22, 1986,	22.591,	Rigging/de-rigging loads, Amdt. 22/86/1, eff. Oct. 22, 1986,	22.785,	Seats and safety harnesses, Amdt. 22/86/1, eff. Oct. 22, 1986,	22.786,	Protection from injury, Amdt. 22/86/1, eff. Oct. 22, 1986,	22.857,	Elect. bonding, Amdt. 22/86/1, eff. Oct. 22, 1986,	22.1581,	Flt. manual-general, Amdt. 22/86/1, eff. Oct. 22, 1986;	22.221,	Spinning-general, Amdt. 22/90/1, eff. June 30, 1990,	22.779,	Motion and effect of cockpit controls, Amdt. 22/90/1, eff. June 30, 1990;	22.1,	Applicability, Amdt. 22/85/1, eff. Dec. 12, 1985,	22.175,	Demo. of static long. stab. Amdt. 22/85/1, eff. Dec. 12, 1985,	22.395,	Control system loads, Amdt. 22/85/1, eff. Dec. 12, 1985,	22.397,	Loads-limit pilot forces, Amdt. 22/85/1, eff. Dec. 12, 1985,	22.411,	Control sys. stiffness and stretch, Amdt. 22/84/1, eff. Dec. 14, 1984,
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 22.786, Protection from injury, Amdt. 22/86/1, eff. Oct. 22, 1986,
 22.857, Elect. bonding, Amdt. 22/86/1, eff. Oct. 22, 1986,
 22.925, Propeller clearance, Amdt. 22/85/1, eff. Dec. 12, 1985,
 22.1529, Maintenance manual, Amdt. 22/84/1, eff. Dec. 14, 1984
 22.1581, Flt. manual-general, Amdt. 22/86/1, eff. Oct. 22, 1986;

Plus the following paragraphs incorporated in JAR 22 Change 5, effective on October 28, 1995:

22.221, Spinning-general, Amdt. 22/90/1, eff. June 30, 1990,
 22.779, Motion and effect of cockpit controls, Amdt. 22/90/1, eff. June 30, 1990;

In addition, the following applies:

RBHA/RBAC 91, Amdt. 91-05, paragraph 91.205, effective March 01, 1999,
 applicable to AMT-200S Optional Version.

For all models:

Plus the following means of compliance from FAA Advisory Circular 21.17-2, dated July 13, 1989:

JAR 22.177(b), including AC 21.17-2 par. 6.c. (6)(i)(A), (B), (C), and (D),
 JAR 22.777, including AC 21.17-2 par. 6.c. (7)(i)(A), (B), (C), and (D),
 JAR 22.903(b), including AC 21.17-2 par. 6.c. (7)(iii),
 JAR 22.1093, including AC 21.17-2 par. 6.c. (7)(iv),
 FAR 23.1153, including AC 21.17-2 par. 6.c. (7)(vi),
 JAR 22.1555, including AC 21.17-2 par. 6.c. (7)(vii);

Plus the special condition established in letter No. 54085 SFAT/TC, dated October 15, 1984 (established by the DGAC, airworthiness authority in France, to provide additional requirements for composites - high temperatures and an increased safety margin to account for aging of the structure).

Exemption from FAR 45.11 (a) and (d) as specified in Exemption No. 4988 (external marking of gliders).

Date of application for Type Certificate September 4, 1990. Type Certificate No. TG00004AT issued December 29, 1993.

Import Requirements

A U.S. Standard Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Agencia Nacional de Aviação Civil (ANAC), containing the following statement: "The powered glider covered by this certificate has been examined, tested and found to conform to the type design approved under FAA Type Certificate No. TG00004AT and is in condition for safe operation."

Modifications pre-dating the issuance of this type certificate and not included in paragraph 1 of this note and modifications dated after the issuance of this type certificate not covered by note contained in the Service Information paragraph of this type certificate must be assumed not to be approved under this type certificate.

The following AEROMOT Service Bulletin must be incorporated in Models AMT-100 or AMT-200 prior to issuance of a U.S. Airworthiness Certificate:

<u>Service Bulletin</u>	<u>Date</u>	<u>Subject</u>	<u>S/N's Affected</u>
100-11-001 Rev. 2	Sep 10, '93	Placards	100.001-100.007
100-24-003 Rev. 1	Sep 10, '93	Landing Gear Warning	100.001-100.009
100-24-005 Rev. 1	Sep 10, '93	Alternator Control	100.001-100.013
100-24-011 Rev. 2	Oct 8, '93	Fusebox Cover	100.001-100.012
100-24-012 Rev. 2	Sep 10, '93	Starter Button	100.001-100.015
100-25-025 Rev. 1	Sep 10, '93	Baggage Retaining Net	100.001-100.039, 100.041-100.044, 100.046, 200.040
100-27-024 Rev. 1	Sep 10, '93	Elev Trim Tab Cable Connection	100.001-100.039, 100.041-100.044, 100.046, 200.040
100-28-002 Rev. 1	Sep 10, '93	Fuel Filter	100.001-100.008
100-28-027 No Rev.	Dec 17, '93	Placard-Fuel Gage	100.001-100.039, 100.041-100.044, 100.046, 200.040
100-32-004 Rev. 3	Sep 10, '93	Landing Gear Bolts	100.003-100.006
100-32-015 Rev. 1	Sep 10, '93	Landing Gear Locking Pin	100.001-100.029
100-32-016 Rev. 2	Sep 10, '93	Landing Gear Strut Spring	100.001-100.032
100-32-017 Rev. 3	Oct 8, '93	Landing Gear Additional Locking Device	100.001-100.034
100-52-006 Rev. 1	Sep 10, '93	Placard-Canopy Locking	100.001-100.013

100-52-018 Rev. 3	Sep 10, '93	Canopy Latches	100.001- 100.034
100-52-026 Rev. 1	Oct 8, '93	Canopy Latches	100.035- 100.039, 100.041- 100.044, 100.046, 200.040, 200.045
100-55-001 Rev. 2	Sep 10, '93	Elevator Interference	100.002, 100.005- 100.007
100-57-23 Rev. 2	Sep 10, '93	Wing Drain Holes	100.001- 100.039, 100.041- 100.044, 100.046, 200.040, 200.045
100-57-028 No Rev.	Dec 17, '93	Wing Red Mark and Guide Trim	100.001- 100.039, 100.041- 100.044, 100.046, 200.040
100-76-001 Rev. 1	Sep 10, '93	Throttle Jam	100.001- 100.015

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the powered glider for certification. In addition, the following items of equipment are required:

1. Basic equipment and instruments
 - a) airspeed indicator (illuminated on AMT-200S Optional Version)
 - b) altimeter (illuminated on AMT-200S Optional Version)
 - c) magnetic compass (illuminated on AMT-200S Optional Version)
 - d) variometer (illuminated on AMT-200S Optional Version)
 - e) slip-skid indicator (illuminated on AMT-200S Optional Version)
 - f) tachometer (illuminated on AMT-200S Optional Version)
 - g) double fuel quantity indicator (illuminated on AMT-200S Optional Version)
 - h) oil temperature indicator (illuminated on AMT-200S Optional Version)
 - i) oil pressure indicator (illuminated on AMT-200S Optional Version)
 - j) hourmeter
 - k) cylinder head temperature (AMT 200, AMT-200S and AMT 300; illuminated on AMT-200S Optional Version)
 - l) manifold pressure indicator (AMT 300; illuminated on AMT-200S Optional Version)
 - m) attitude gyro indicator (AMT 200S Optional Version)
 - n) navigation/communication equipment (AMT 200S Optional Version)
 - o) emergency locator transmitter (AMT 200S Optional Version)
 - p) landing gear position indicator
 - q) safety belt (including shoulder harness)
 - r) navigation lights (AMT 200S Optional Version)
 - s) anti-collision light (AMT 200S Optional Version)
 - t) landing light (AMT 200S Optional Version)
 - u) spare set of fuses
 - v) fire extinguisher (AMT-200S Optional Version)
2. Operations Manual (containing Flight Manual, Repair and Maintenance Manual) approved by ANAC.

Service Information

Service bulletins, structural repair manuals, vendor manuals, aircraft flight manuals, and overhaul and maintenance manuals, which contain a statement that the document is ANAC approved are accepted by the FAA and are considered FAA approved. These approvals pertain to the type design only.

Available documents for AMT-100:

Flight Manual No. 100-04, Issued December 29, 1993, and subsequent revisions, ANAC approved.

Maintenance Manual 100-10, September 1993.

Parts Catalog 100-02, September 1993.

Engine Manual Limbach L2000 and Series

Hoffman Owner's Manual No. E0107.72

Available documents for AMT-200:

Flight Manual No. 200-07, Issued December 29, 1993, and subsequent revisions, ANAC approved.

Maintenance Manual 200-13, September 1993.

Parts Catalog 100-02, September 1993.

ROTAX Operator's Manual, approved by Austria Federal Office of Civil Aviation.

Available documents for AMT-300:

Flight Manual No. 300-20, issued July 19, 1999, and subsequent revisions, ANAC approved.

Maintenance Manual 300-22, March 1, 1999.

Parts Catalog 300-23, April, 1999.

ROTAX Operator's Manual, approved by Austria Federal Office of Civil Aviation.

MT Propeller Operation and Installation Manual E-124

Available documents for AMT-200S:

Flight Manual No. 200-24, issued June 26, 2000, and subsequent revisions, ANAC approved. For the AMT-200S Optional Version, "Operating Supplement – 01" must be included in the flight manual.

Maintenance Manual 200-25, Revision 1, dated June 26, 2000, or later revisions.

Parts Catalog 200-26, April 10, 2000.

ROTAX Operator's Manual, approved by Austria Federal Office of Civil Aviation.

Hoffman Owner's Manual No. E0107.72

NOTES:

- NOTE 1** Current weight and balance report including the list of equipment included in the certified empty weight, and loading instructions, when necessary, must be provided for each motorglider at the time of original certification. The certificated empty weight and corresponding center of gravity locations must include the following: total motorglider unusable fuel of 0.52 U.S. gal at +48.8 in.
- NOTE 2** The placards listed in the Flight Manual must be displayed. A complete listing of all placards is shown in the applicable Maintenance Manuals.
- NOTE 3** The inspections, maintenance, repair and painting must be accomplished according to the Maintenance Manual. Major structural repairs can only be accomplished by the manufacturer.
- NOTE 4** All external surfaces of the motorglider exposed to the sunlight must be painted white, except for areas provided for registration marking and anticollision paint.
- NOTE 5** A variable ballast weight attached to the engine firewall of each aircraft is required to keep the cg range of the loaded aircraft within limits. (AMT-100 only).
- NOTE 6** The motorglider life limit may be extended from 3000 to 6000 hours, in steps of 1000 hours, if the Extension Life Limit Program specified in Service Bulletin No. 100-10-021, Rev. 1, September 10, 1993, or later ANAC approved revision, has been complied with. A copy of the inspection results must be sent to the FAA, Atlanta Aircraft Certification Office.
- NOTE 7** The Model AMT-200, AMT-200S and AMT-300 serial numbers will follow the sequence of the Model AMT-100, changing only the prefix. The last three digits of the serial number refer to the production sequence. The first three digits mean: 100, model AMT-100; 200, models AMT-200 and AMT-200S; 300, model AMT-300.
- NOTE 8** The following Master Drawing Lists, or later ANAC approved revisions, apply:
AMT-100 Master Drawing List No. LP-10000, Rev C, dated 08 April 1994.
AMT-200 Master Drawing List No. LP-20000, Rev F, dated 21 September 1995.
AMT-300 Master Drawing List No. 06000-3, Rev A, dated 24 February 1999.
AMT-200S Master Drawing List No. 06000-4, Rev A, dated 02 May 2000.
- NOTE 9** For models imported after December 13, 2006, conventional coolant with 50% water content as described in Rotax Service Bulletin SB-912-043 R2 / SB-914-029 R2, dated November 10, 2006, must be incorporated prior to issuance of a U.S. Airworthiness Certificate. An approved selection of operating fluids is found in Rotax Service Instruction SI-912-016 / SI-914-019.
- NOTE 10** Night visual flight rule (VFR) operation is only authorized for the AMT-200S Optional Version. To conduct this kind of operation, it is mandatory that these motorgliders have the specified required equipment installed and all instruments (airspeed indicator, altimeter, magnetic compass, variometer, slip and skid indicator, tachometer, fuel quantity indicator, oil temperature indicator, oil pressure indicator, cylinder head temperature indicator, manifold pressure manometer) and radio navigation equipment must have illuminating devices.

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