

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

A63CE  
Revision 0  
OMA SUD SPA Sky Technologies  
SKYCAR  
March 14, 2011

**TYPE CERTIFICATE DATA SHEET No. A63CE**

This Data Sheet, which is part of Type Certificate No. A63CE, 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

OMA SUD SPA  
Sky Technologies  
Via Marra Loc. Silvagni  
81043 Capua (CE)  
Italy

I - Model SKYCAR (Normal Category), Approved March 14, 2011

Engines Two Textron Lycoming IO-360-C1E6 (TC 1E10)

Fuel AVGAS 100 LL

Engine Limits Max take-off rotational speed 2700 r.p.m.  
Max continuous rotational speed 2700 r.p.m

Propeller and Propeller Limits Two Hartzell HC-C2YR-2CLUF/FLC7666A-4 (TC P-920)  
(see EASA list ref. FAA TCDS nr. P-920)  
Maximum Diameter 1880 mm (74 in)  
Minimum Diameter 1829 mm (72 in)

Oil Oils conforming to spec. SAE J1899 / MIL-L-22851  
For more details see AFM, SKC-00-38-01, Section 1

Airspeed Limits

V <sub>MC</sub> (Minimum Control Speed):		69 KIAS	(69 KCAS)
V <sub>A</sub> (Design Manoeuvring Speed):		134 KIAS	(132 KCAS)
V <sub>FE</sub> (Flap Extended Speed):	Flap setting: 15°	140 KIAS	(140 KCAS)
	Flap setting: 35°	109 KIAS	(110 KCAS)
V <sub>NO</sub> (Maximum structural cruising speed):		152 KIAS	(150 KCAS)
V <sub>NE</sub> (Never exceed speed):		168 KIAS	(168 KCAS)
V <sub>LE</sub> (Maximum Landing Gear Extended Speed)		130 KIAS	(130 KCAS)
V <sub>LO</sub> (Maximum Landing Gear Operating Speed)		130 KIAS	(130 KCAS)

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## Center of Gravity (C.G.) Range

## Forward limit:

- 0.336 m (13.23 inches) equivalent to 24% of MAC, aft of datum at MTOW;
  - 0.308 m (12.13 inches) equivalent to 22% of MAC aft of datum at 1825 kg (4023 lbs) or less.
- Straight line variation points indicated.

## Rear limit:

- 0.504 m (19.84 inches) equivalent to 36% of MAC, aft of datum at MTOW;

Empty Weight C.G. Range      None

Datum                              The datum line is located at wing leading edge.

Levelling Means                Pilot or Co-Pilot seat tracks

Maximum Weight                1995 kg (4398 lb)

Minimum Crew                  1 (Pilot)

Number of Seats                5 (see note 5)

Maximum Compartments Weights      334 kg (735 lb)  
See note 6

Fuel Capacity	Total:	2x250 litres	(2x66 US Gallons)
	Usable:	2x236 litres	(2x62 US Gallons)

Oil Capacity (each engine)	Maximum:	7.58 litres	(2 US Gallons)
	Minimum:	1.90 litres	(0.5 US Gallons)

Control Surface Movements (*)	Stabilator	6° TEU(**) - 11° TED (***)	
	Stabilator trim tab	3° TEU(**) - 16° TED (***)	
	Rudder	25° RH - 25° LH	
	Rudder trim	30° RH - 30° LH	
	Ailerons	30° TEU(**) - 17° TED (***)	
	Flaps	15° TED (***)	(Take-off position)
		35° TED (***)	(Landing position)

(\*) Nominal values

(\*\*) Trailing edge up

(\*\*\*) Trailing edge down

Applicable Serial Numbers      From S/N 001 onward

Import Requirements

a) A U.S. airworthiness certificate may be issued on the basis of an NAA Export Certificate of Airworthiness ( Export of C of A) signed by a representative of the Ente Nazionale per l'Aviazione Civile (ENAC) on behalf of the European Community. The Export C of A should contain the following statement "The aircraft covered by this certificate has been examined, tested, and found to comply with U.S. Type Certificate No. A63CE and to be in a condition for safe operation."

b) The U.S. airworthiness certification basis for aircraft type certificated under 14 CFR part 21, section 21.29 and exported

Certification Basis                Type Certification under 14 CFR Section 21.29 including the following requirements:

14 CFR Part 23 effective February 1, 1965 including amdt 23-1 through 23-57  
 14 CFR Part 36 effective December 1, 1969 including amdt 36-1 through 36-28

Equivalent levels of safety (ELOS):

Equivalent levels of safety finding made per the provisions of 14 CFR Part 21.21(b)(1) for:

- (a) FAA ELOS Memorandum Number ACE-11-02: 14 CFR part 23, 23.1353(h), Storage Battery Design and Installation, in the event of a complete loss of the primary electrical generating system.
- (b) FAA ELOS Memorandum Number ELOS ACE-02-14: 14 CFR part 23, 23.1321 (d)(4)- Chelton PFD for CAPSTONE Program – Heading Indicator Location.

Approved Kinds of Operation Day and Night, Visual Flight Rules (VFR) and Instrument Flight Rules (IFR)

Prohibited Kinds of Operation Flight into known icing conditions

Type Certificate No. A63CE was issued March 14, 2011.

Date of Application for FAA Type Certificate was June 22, 2007.

The European Aviation Safety Agency (EASA) originally type certified this aircraft under its type certificate number A.563.

Maximum Operating Altitude 18000 ft

Equipment The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane for certification. Such equipment is listed in the current FAA approved Airplane Flight Manual: SKC 00-38-01 rev.4 or later approved revisions.

Service Information Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA):

- Service bulletins,
- Structural repair manuals,
- Vendor manuals,
- Aircraft flight manuals, and
- Overhaul and maintenance manuals.

The FAA accepts such documents and considers them FAA-approved for type design data only unless one of the following conditions exists:

- The documents change the limitations, performance, or procedures of the FAA approved manuals; or
- The documents make an acoustical or emissions changes to this product's U.S. type certificate as defined in 14 CFR § 21.93.

The FAA uses the post type validation procedures to approve these documents. The FAA may delegate on case-by-case to EASA to approve on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.

**Each airplane is provided with the following approved documents:**

- a) POH and AFM doc. SKC 00-38-01 rev.4 or later FAA approved revision.

- b) Airplane Maintenance Manual doc. SKC 00-39-01 issue 2, or later FAA approved revision, including Chap. 4: "Airworthiness Limitations" and Chap. 5: "Time Limits/ Maintenance Check"
- c) The appropriate Lycoming Operator's Manual Doc No. 60297-12.
- d) The appropriate Hartzell Propeller Owner's Manual Doc No. 115N.

NOTES:

## NOTE 1

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

The certificated empty weight and corresponding center of gravity location must include:

Unusable fuel	28 lt (7 US gal)	at 0.68 m (26.77 in.)	aft of datum
Full oil	7.58 litres (2 US Gallons)	at 1.461 m (57.52 in.)	aft of datum

## NOTE 2

Airplane operation must be in accordance with the EASA approved Airplane Flight Manual listed above. All placards listed in Section 2 must be displayed.

## NOTE 3

Airworthiness Limitations are specified in the Section 2 LIMITATIONS of the Flight Manual and Chapter 4 of the Instructions for Continued Airworthiness (Maintenance Manual) and are approved by the EASA and the FAA. These LIMITATIONS specify mandatory replacement times, and operating limitations, and may not be changed without FAA approval.

Revisions to the Airworthiness Limitations must be approved by the FAA. The inspections, maintenance, repair and painting must be accomplished according to the Maintenance Manual or other procedures acceptable to the FAA.

## NOTE 4

Information essential for the proper operation, maintenance and inspection of the airplane is contained in the "SKYCAR Pilot's Operating Handbook and Airplane Flight Manual" and "SKYCAR Maintenance Manual".

## NOTE 5

Number of seats is 4, when SKC.03/2010 "Rear Three Seats Bench Installation" is not included.

## NOTE 6

The baggage compartment is divided in two areas.  
 Zone A behind rear seats Max. allowable Load 200 kg (440 lb)  
 Zone B behind rear seats Max. allowable Load 134 kg (295 lb)

## NOTE 7

Engine cowling change (SKC.11/2011) is part of the US type design and must be installed to comply with the U.S. Type Certificate.

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