TYPE-CERTIFICATE

DATA SHEET

NO. EASA.A.370

for
CAP10

Type Certificate Holder
CEAPR

1 route de Troyes
21121 DAROIS
FRANCE

For models: CAP10
CAP10B

Issue 08: 09 July 2020

SECTION A: CAP10

CAP10 was the first denomination in 1970
CAP10 was retrofited to become a CAP10B.
There is no remaining CAP10.

SECTION B: CAP10B

B.I. General

1. a) Type:	CAP10
b) Model:	CAP10B
c) Variant:	
2. Airworthiness Category:	
3. Manufacturer:	Utility and Aerobatic
4. Type Certification Application Date:	1 January 1970 *Note: State of Design Authority certification application date for grandfathered products*
7. Type Certification Date	21 March 1972 *Note: The EASA Type Certificate replaces DGAC-France Type Certificate N°55.*

B.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements:	01/01/1970
2. Airworthiness Requirements:	France AIR2052 amendment November 11th 1969
3. Special Conditions:	None
4. Exemptions:	None
5. Deviations:	None
6. Equivalent Safety Findings:	None
7. Environmental Protection:	None

B.III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Documents:
   - 1002700 (Drawing Ata format)
   - 1002701 (Drawing nomenclature)

2. Description: Single-engine, two-seat, low-wing airplane, wood construction, fixed conventional landing gear.

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

4. Dimensions:

Span	8.06 m	(26.4 ft)
Length	7.00 m	(23.0 ft)
Height	1.76 m	(5.8 ft)
Wing Area	10.9 m²	(117.3 ft²)

5. Engine:

   5.1.1 Model: Lycoming IO-360-B2F equipped with CHRISTEN system
   Lycoming AEIO-360-B2F

   5.1.2 Type Certificate: FAA 1E10

   5.1.3 Limitations: For power-plant limits refer to AFM latest revision

6. Load factors:

CATEGORY U :	
Flaps retracted positive n	+4.4
Flaps retracted negative n	-1.8
Flaps extended positive n	+2
Flaps extended negative n	-1.8
CATEGORY A :	
Flaps retracted positive n	+6
Flaps retracted negative n	-4.5
Flaps extended positive n	+2
Flaps extended negative n	-2

7. Propeller:

   7.1 Model: Hoffmann. P/N HO 29 HM-180-170
   EVRA. P/N CAP 3. 180-170-H5.F
   EVRA. P/N CAP. 180-170-H5.I
   SENSENICH. P/N 76 EM 8S5.0.64

   7.2 Type Certificate:

   7.3 Number of blades: 2 for each model

   7.4 Diameter:

Hoffmann. P/N HO 29 HM-180-170	1.80m
EVRA. P/N CAP 3. 180-170-H5.F	1.80m
EVRA. P/N CAP. 180-170-H5.I	1.80m
SENSENICH. P/N 76 EM 8S5.0.64	1.93m

7.5 Sense of Rotation: clockwise

8. Fluids:

8.1 Fuel: Minimum Grade 91/96 or 100/130

8.2 Oil: Refers to AFMs

8.3 Coolant: Not Applicable

9. Fluid capacities:

9.1 Fuel:

Front Fuel Tank

Total:	75 liters
Usable:	72 liters for Utility Category
	For Aerobatic Category refer to AFM

Aft Fuel Tank

Total:	79 liters
Usable:	78 liters for Utility Category only
	forbidden in A Category
	The 10 latest liters are usable in horizontal flight only

9.2 Oil:

Category U :		
Maximum:	7.6 liters	8.0 qts
Minimum:	1.9 liters	2.0 qts
Category A :		
Maximum:	5.7 liters	6.0 qts
Minimum:	1.9 liters	2.0 qts

9.3 Coolant system capacity: Not Applicable

10. Air Speeds:

Never Exceed Speed V_{NE}	340 km/h (IAS)
Maximum normal operation Speed V_{NO}	300 km/h (IAS)
Maximum full deflection speed in CAT U V_A	200 km/h (IAS)
Maximum full deflection speed in CAT A V_A	235 km/h (IAS)
Maximum speed for snap maneuvers V_{AD}	160 km/h (IAS)
Maximum Flap Extension Speed V_{FE}	160 km/h (IAS)

11. Flight envelope: Maximum Operating Altitude 5000 m (16 404 ft)

12. Approved Operations Capability: VFR Day. Flight in known icing conditions is forbidden

13. Maximum Masses:

CATEGORY U :

Manoeuvering	830 kg (1829 lbs)
Take-Off	830 kg (1829 lbs)
Landing	800 kg (1763 lbs)

CATEGORY A :

Manoeuvring	760 kg (1675 lbs)
Take-Off	760 kg (1675 lbs)
Landing	760 kg (1675 lbs)

14. Centre of Gravity Range:

CATEGORY U :

Forward Limits:	0.27 m (0.88ft) aft of datum
Aft Limits:	0.45 m (1.47ft) aft of datum

CATEGORY A :

Forward Limits:	0.3 m (0.98ft) aft of datum
Aft Limits:	0.39 m (1.27ft) aft of datum

15. Datum:

Wing leading edge located at 1.30 m (4.26ft) from fuselage centre line

Cord length at reference section : 1.50 m (4.92ft)

16. Control surface deflections:

Elevator :

Up :	25° ±2°
Down :	25° ±2°

Rudder :

Left and Right :	±18° ±2°

automatic tab : left staggered neutral position 1° $\pm^{2^\circ}_{0^\circ}$

Ailerons :

Up :	25° ±2°
Down :	15° ±2°

Trim tab elevator (manual) :

Up :	24° ±2°
Down :	14° ±2°

Trim tab elevator (electrical) :

Up :	17° ±2°
Down :	17° ±2°

Flaps :

1st notch	15° ±2°
2nd notch	40° ±2°

17. Levelling Means: Spirit Level: canopy rail

18. Minimum Flight Crew: 1 (Pilot) at 0.55 m (1.8ft) to 0.65 m (2.13ft) aft of datum

19. Maximum Passenger Seating Capacity: 1 at 0.55 m (1.8ft) to 0.65 m (2.13ft) aft of datum

20. Baggage/Cargo Compartments: 50 kg between 1.2 m (3.4ft) and 1.8 m (5.9ft) aft of datum, shelf behind seats

21. Wheels and Tyres:

Main gear :

Width	2.06 m (6.75ft)
Main Wheel Tire Size	380 x 150
Tire pressure	2 bars
Oleo strut pressure	
CAARP type SEFAC / AEROLOUVOIS	19 bars
CAARP type SAB T10 or T10A (*)	8 bars
AMC 32.11.01 (*)	8 bars

Auxiliary gear :

Auxiliary Tire Size	6 x 200

(*) The oleo strut type T10A is used in series from aircraft number 55 (by major change design number 6). The oleo strut type AMC 32.11.01 is used in series from aircraft number 269 (by major change design number 17).

22. (Reserved):

B.IV. Operating and Service Instructions

1. Flight Manual:

Reference	Airplanes	Language
1002610	Equipped with design change 000302	French
1002610GB	Equipped with design change 000302	English
1000976	1 ≤ Serial Number < 240 not retrofitted with design change 000302	French
1000977	240 ≤ SN ≤ 282 not retrofitted with design change 000302	French
1000977GB	1 ≤ SN ≤ 282 not retrofitted with design change 000302	English

2. Maintenance Manual:

Reference	Airplanes	Language
1001418	All SN	French

3. Maintenance Schedule:

Reference	Airplanes	Language
1000923GB	All SN	English
1000923FR	All SN	French
1000830GB	All equipped with design change 000302	English
1000830	All equipped with design change 000302	French

4. Spare Parts Catalogue:

Reference	Airplanes	Language
1001811	All SN	French/English

6. Instruments and aggregates:

Reference	Airplanes	Language
1000651	All SN	French

B.V. Notes:

Major Change 000302, Wing change, approved February 27th 2002.

Commercial name CAP10C

Incorporated as standard design beginning with aircraft serial 300, and as retrofit.
Same as model CAP10B except:

1. Wing structure modified to include pre-cured carbon fibre in the spar caps, and different aileron shape and actuation.

2. Airplane Flight Manual (AFM) (French) document n°1002610 and (English) 1002610gb

3. Certification basis: for the wing only JAR-23, Change 1, dated 11-Mar-1994
   EASA Special Conditions: recording G-meter: PGM 1212

   The aircraft must be equipped with a PGM1212 or any other approved G indicating and recording system.

4. Maximum Masses :

CATEGORY A	Maneuvering	780 kg (1719 lbs)
	Take-Off	780 kg (1719 lbs)
	Landing	780 kg (1719 lbs)

5. Centre of Gravity Range :

   CATEGORY U :

   Forward Limits: 0.3 m (0.98ft) aft of datum at 830 kg (1829 lbs)

6. Wheels and Tires

   Main gear : Apex Aircraft (*)

   Oleo strut pressure 8 bars

   (*) The main gear type Apex Aircraft is used in series from aircraft number 300 (by major change design number 000302).

7. Control surface movements

   Ailerons : Down : 25° ±2°

   Flaps (electrical)

8. Propellers : only the HOFFMANN and EVRA propellers can be installed.

9. Maintenance Program (French) 1000830, latest revision

   (English) 1000830GB, latest revision

ADMINISTRATIVE SECTION

I. Acronyms

II. Type Certificate Holder Record
Avions Mudry and Cie
Akrotech Europe
CAP Aviation
Apex Aircraft
Dyn'Aviation
AUPA DYN'AERO
AERODIF
CEAPR

III. Change Record

Issue	Date	Changes
Issue 01	28 march 2008	Initial issue to replace DGAC TCDS No 55
Issue 02	11 June 2010	Change of TC holder from Apex Industries to Dyn'Aviation
Issue 03	28 September 2010	Correction to B.III, 5.1.1 and 5.1.2 to add Lycoming AEIO-360-B2F and FAA TCDS numbers, inadvertently omitted from Issue 2
Issue 04	06 December 2012	Change of TC holder from Dyn'Aviation to AUPA DYN'AERO
Issue 05	13 March 2014	Change of TC holder from AUPA DYN'AERO to AERODIFF and minor editorial changes
Issue 06	21 September 2015	Change of TC holder from AERODIF to CEAPR
Issue 07	15 September 2016	Revision of flight manual, maintenance manual, parts catalogue references and other references according CEAPR intern process
Issue 08	09 July 2020	Modification of §B.5.5 to add the following remark: "The aircraft must be equipped with a PGM1212 or any other approved G indicating and recording system." Updated TCDS format.

