



TYPE CERTIFICATE DATASHEET REMOS G3/600  
certificated as US-LSA

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**I. General**

Model ..... : REMOS  
Type ..... : G3/600

Manufacturer ..... : REMOS Aircraft GmbH Flugzeugbau  
Franzfelde 31  
17309 Pasewalk  
G E R M A N Y

TC Holder :..... : REMOS AG  
Franzfelde 31  
17309 Pasewalk  
G E R M A N Y

Certification Standard ..... : ASTM F2245

Document Number ..... : G3-8 RE OA 1030 R08



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**II. Description and Limitations**

1. Basic Specification

Construction Method ..... : Composite  
 Wing ..... : High Wing Airplane, braced  
 Type of Empennage ..... : Rear Cruziform  
 Landing Gear ..... : Nose Landing Gear, non-retractable  
 Powerplant Arrangement ..... : Tractor  
 Occupants ..... : 2  
 Crew ..... : 1

2. Dimensions

Wingspan ..... : 9.80 m (32 ft 2 in)  
 Wing Area ..... : 12.04 m<sup>2</sup> (130 sqft)  
 Wing Aspect Ratio..... : 7.98

Length ..... : 6.47 m (21 ft 4 in)  
 Height ..... : 2.28 m ( 7 ft 6 in)

Wheel Track ..... : 1.38 m ( 4 ft 6 in)  
 Wheel Base ..... : 2.10 m ( 6 ft 11 in)

3. Control Throws

Aileron Neutral Position ..... : in shape of airfoil  
 upward deflection ..... : 21 deg +/- 1 deg  
 downward deflection .... : 12 deg +/- 1 deg

Rudder Neutral Position ..... : in shape of airfoil  
 left deflection ..... : 28 deg +/- 2 deg  
 right deflection ..... : 28 deg +/- 2 deg

Elevator Neutral Position ..... : in shape of airfoil  
 upward deflection ..... : 29 deg +/- 1 deg  
 downward deflection .... : 19 deg +/- 1 deg

Elevator Tab Neutral Position .... : in shape of airfoil  
 upward deflection ... : 15 deg +/- 1 deg  
 downward deflection . : 25 deg +/- 1 deg

Flaps Neutral Position ..... : in shape of airfoil  
 upward deflection ..... : 0 deg  
 downward deflection .... : 40 deg +0 deg / - 1 deg

4. Reference Speeds

never exceed speed ..... : 246 km/h = 153 mph = 133 kts  
 normal operate speed ..... : 198 km/h = 123 mph = 107 kts  
 manoeuvring speed ..... : 157 km/h = 98 mph = 85 kts  
 maximum flap speed ..... : 131 km/h = 81 mph = 71 kts  
 stall speed clean ..... : 78 km/h = 49 mph = 42 kts  
 stall speed flaps down ..... : 72 km/h = 45 mph = 39 kts

**TYPE CERTIFICATE DATASHEET REMOS G3/600**  
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Maximum Take-Off Weight..... : 600 kg = 1,320 lb

6. Center of Gravity

Reference ..... : Wing Leading Edge at Fuselage  
Aircraft Attitude ..... : Wing Chord at Rectangular Portion in Level  
front C.G. .... : 245 mm = 9.6 in aft of Reference  
aft C.G. .... : 415 mm = 16.3 in aft of Reference




**TYPE CERTIFICATE DATASHEET REMOS G3/600**  
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2. Approved Propellers

Manufacturer ..... : F.lli Tonini  
 Model ..... : GT-2  
 Number and Type of Blades ..... : 2, Wood, Fixed Pitch  
 Max. Diameter ..... : 1.69 m = 66 in  
 Pitch ..... : 21.5 deg @ 19.7 in  
 Full Power Engine Speed on Ground : 5,350 min-1  
 Noise Level ..... : 57.7 dB(A) acc. to LS-UL 96

Manufacturer ..... : Woodcomp  
 Model ..... : SR38+1  
 Number and Type of Blades ..... : 2, Wood, Fixed Pitch  
 Max. Diameter ..... : 1.69 m = 66 in  
 Pitch ..... : 21,5 deg @ 19.7 in  
 Full Power Engine Speed on Ground : 5,350 min-1  
 Noise Level ..... : 57.7 dB(A) acc. to LS-UL 96

Manufacturer ..... : Sensenich  
 Model ..... : 2A0-R5R70-EN  
 Number and Type of Blades ..... : 2, Composite, Ground Adjustable  
 Max. Diameter ..... : 1.77 m = 70 in  
 Pitch ..... : 23.0 deg @ 26.0 in  
 Full Power Engine Speed on Ground : 4,900 min-1  
 Noise Level ..... : 59.9 dB(A) acc. to LVL 2004

Manufacturer ..... : Neuform  
 Model ..... : CR3-65-47-101,6  
 Number and Type of Blades ..... : 3, Composite, Ground Adjustable  
 Max. Diameter ..... : 1.65 m = 65 in  
 Pitch ..... : 23.0 deg @ R = 0.62m (24.4in)  
 Full Power Engine Speed on Ground : 4,900 min-1  
 Noise Level ..... : 59.4 dB(A) acc. to LVL 2004

3. Fuelsystem and Approved Types of Fuel

total Fuel Capacity ..... : 84ltr (22 USgal)  
 usable Fuel Quantity ..... : 80ltr (21 USgal)  
 Min. Fuel Pressure ..... : 0.15 bar = 2.1 psi  
 Max. Fuel Pressure ..... : 0.40 bar = 5.7 psi  
 Approved Types of Fuel ..... : Fuel as per ROTAX Operating Manual and  
 SI-912-016 (actual revision).

up to 10% ethanol is permitted as per  
 REMOS Notification NOT-001, see [www.remos.com](http://www.remos.com)  
 see ROTAX SI-912-016 (actual revision)

**TYPE CERTIFICATE DATASHEET REMOS G3/600**  
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**IV. Standard and Optional Equipment**1. Standard Equipment

- Airspeed Indicator ..... : airspeed indicator, scale to at least 300km/h = 160kts = 180mph. Markings acc. to Reference Speeds.
- Altimeter ..... : three pointer altimeter calibrated to min. 20,000ft. Altitude indication in feet. Barometric pressure in inHg or mbar.
- Compass with Compass Card ..... : Panel or top of panel mounted compass with lighting.
- Safety Belts ..... : Manufactured by REMOS, or 8-6830Z0Z0Z22-(xx) by Schroth/BAe Systems (both sides) with (xx) defining colour code
- Aircraft Battery Capacity ..... : For Day-VFR operations install min. 13Ah or min. 5Ah when electric retrofit kit acc. to G3-8 MA CP 0020 is installed. For aircraft with electrical equipment exceeding Day-VFR min. equipment list or equipped acc. to min. equipment list for Night-VFR operations install min. 16Ah or min. 6Ah when electric retrofit kit acc. to G3-8 MA CP 0020 is installed. Installation of battery with higher capacity than min. specified is acceptable.
- Aircraft Battery Type ..... : Only lead acid (AGM type preferred) and LiFePO4 batteries are approved. LiFePO4 battery require SCHICKE voltage regulator and SCHICKE overvoltage protection. LiFePO4 batteries should preferably have an integrated battery management system for balancing, overload protection and deep-discharge protection. LiFePO4 battery must comply with UN Manual of Test and Criteria, Part III, Subsection 38.3 (abbreviated: UNT38.3).



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2. Engine Indication Instruments

ROTAX FLYDAT, or DYNON D120, or DYNON D180, or DYNON EMS D-10, or DYNON SV D-700 with SV-EMS-220 module and/or analogue instruments indicating engine Speed, cylinder head temperature, oil temperature and oil pressure (Manufacturer ROTAX, VDO or equivalent). Fuel quantity may be displayed in the instruments mentioned before, but the main source of information for fuel quantity is the sight tube on the fuel tank behind the copilot seat.

3. Approved Flight Instrumentation

DYNON Equipment ..... : DYNON EFIS D100  
 DYNON EMS D120  
 DYNON FlightDEK D180  
 DYNON EMS D-10  
 DYNON HS-34  
 DYNON EDC D-10A

Equipment w/o defined Manufacturer: electric artificial horizon  
 electric turn coordinator  
 electric directional gyro  
 CDI 106A w/ GS

4. Approved NAV/COMM/XPDR/Audio Equipment

GARMIN Equipment ..... : GARMIN SL30  
 GARMIN SL40  
 GARMIN GTR200  
 GARMIN GTR225 or GTR225/A  
 GARMIN GNC255 or GNC255/A  
 GARMIN GMA-240/245  
 GARMIN GMA-340  
 GARMIN GTX 327/328/330  
 GARMIN GPS 295/296  
 GARMIN GPS 395/396  
 GARMIN GPS 495/496  
 GARMIN GPS 695/696  
 GARMIN aera500/510  
 GARMIN aera550/560  
 GARMIN aera660  
 GARMIN aera795/796  
 GARMIN GDL-39 \*)

ps-engineering ..... : PM1000/1000II/3000 \*\*)  
 PMA8000BT/BTi  
 PAR200A

TRIG ..... : TY91 and TY92  
 TY96 and TY96A  
 TY97 and TY97A

\*) may be permanently installed and wired, power supply taken from XPDR circuit

\*\*) GPS audio signal may be hard wired to music-in, isolation switch recommended



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5. Approved Autopilots

DYNON Equipment ..... : DYNON AP-74  
 DYNON SV-32

TruTRAK Equipment ..... : TruTrak Digiflight II VS  
 TruTrak Servos

6. Emergency Location Transmitter

121 MHz ..... : ACK E-01

406 MHz ..... : ACK E-04  
 ARTEX ME406  
 KANNAD 406-AF Compact  
 KANNAD 406-AF Integra  
 remote switch for ELT activation required in  
 the panel in direct access of the pilot

7. Landing Gear

Nose Landing Gear GFRP Version... : Tire 4.00-4, 4 ply or higher.  
 Fairing non-detachable

Main Landing Gear GFRP Version... : Tire 4.00-6, 4 ply or higher  
 Fairing non-detachable

Nose Landing Gear Steel Version . : Tire 4.00-4, 4 ply or higher  
 to be used with or without fairings

Main Landing Gear Steel Version . : Tire 4.00-6, 4 ply or higher  
 To be used with or without wheel fairings.  
 Leg fairing or interference fairings between  
 leg and wheel may be taken off partly or  
 completely. If used with interference  
 fairings, but without wheel fairings,  
 fixation bracket for interference fairing is  
 required. Fuselage belly fairing may be taken  
 off

Main Landing Gear Steel Version . : Tire 15 x 6.00-6, 4 ply or higher  
 To be used without wheel fairings only.  
 Leg fairing or interference fairings between  
 leg and wheel may be taken off partly or  
 completely. If used with interference  
 fairings, but without wheel fairings,  
 fixation bracket for interference fairing is  
 required. Fuselage belly fairing may be taken  
 off.



**TYPE CERTIFICATE DATASHEET REMOS G3/600**  
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Landing Light ..... : REMOS Light, AeroLEDs AEROSUN and MICROSUN series installed on lower side of the cowling

Position Lights ..... : REMOS D-VFR, REMOS N-VFR

Anti Collision Light ..... : Thiessen ACL, Thiessen ACL-3, Wheelen

Taillight ..... : AeroLEDs SUNTAIL, Kunzleman, Wheelen, Thiessen

Instrument Lighting ..... : REMOS

Recovery System ..... : Magnum 601, installed in accordance with Parachute Installation Manual G3-8 RE RS 080  
BRS-6-1350, installed in accordance with Parachute Installation Manual G3-8 RE RS 210  
BRS-7-LSA, installed in accordance with Parachute Installation Manual G3-8 RE RS 310

Engine Preheating System ..... : Tanis Rotax Preheat System

misc. Equipment ..... : Electronics International Fuel Flow F-PL5  
TOST tow release clutch type E85  
REMOS Mounting Frame for Tow Release Clutch  
Yellow Colored Release Handle  
Rear View Mirror on Main Spar Carrythrough  
IN-Pro OAT and Time Module  
Luggage Pocket Net  
SKYDRIVE analogue Fuel Pressure Gauge  
B&C external Alternator attached to Gearbox  
AIRGizmo GPS adaptors (angled and straight)  
regulator by SCHICKE or DUCATI  
overvoltage protection by SCHICKE  
REMOS sunvisors  
REMOS trim tabs



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**V. Approved Practices for Maintenance, Modifications and Repairs**

1. Approved Practices for Repairs

REMOS has released a Maintenance Manual, describing standard maintenance and repair events. REMOS hereby approves the acceptable methods, techniques and practices for inspection, repair and alterations set forth in FAA AC 43.13 without further need for a Letter of Approval. Nevertheless, such an event must be signed off in the aircraft's logbook by an LSA repairman, an A&P mechanic or a Part 145 MRO Organization.

2. Modifications / Change of Equipment

Equipment listed in this document may be changed without further need for a Letter of Approval. This document is valid as a general Letter of Approval. Nevertheless, such an event must be signed off in the aircraft's logbook by an LSA repairman, an A&P mechanic or a Part 145 MRO Organization. Any equipment not listed in this document may not be installed on the aircraft without REMOS to issue a Letter of Approval. The Weight-and-Balance sheet as well as the aircraft's equipment list must always be kept up to date.

Equipment must be installed in accordance with the installation instructions of the manufacturer of the equipment to be installed and the relevant drawings and instructions of REMOS AG. This documentation must be kept indefinitely in the records of the individual aircraft as permanent attachment to the aircraft's maintenance manual.

3. Maintenance

REMOS provides a Service and Maintenance Checklist that comes with every aircraft in the maintenance manual. As technical knowledge and equipment rises quicker than the maintenance manual can be updated an up to date version of the maintenance checklist is provided on the website [www.remos.com](http://www.remos.com). This checklist has shown to be very useful and standardizes the maintenance for the REMOS aircraft. It is recommended to use this maintenance checklist only.

4. Annual Condition Inspection

REMOS provides an inspection list for the annual condition inspection. This checklist has shown to be very useful and standardizes the inspection for the REMOS aircraft. An up to date version of the checklist for the annual condition inspection is provided on the website [www.remos.com](http://www.remos.com). It is recommended to use this checklist only.

5. Authorized Personnel

Preventative Maintenance ..... : Owner and/or Operator with Sport Pilot Certificate or higher, or LSA Repairman, or A&P Mechanic, or Part 145 Repair Station with appropriate ratings

Line Maintenance ..... : Owner and/or Operator with Sport Pilot Certificate or higher, or LSA Repairman, or A&P Mechanic, or Part 145 Repair Station with appropriate ratings



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- Heavy Maintenance ..... : LSA Repairman, or A&P Mechanic, or Part 145  
Repair Station with appropriate ratings
  
- Repairs ..... : LSA Repairman, or A&P Mechanic, or Part 145  
Repair Station with appropriate ratings
  
- Modifications ..... : Owner and/or Operator with Sport Pilot  
Certificate or higher, or LSA Repairman, or  
A&P Mechanic, or Part 145 Repair Station with  
appropriate ratings



**TYPE CERTIFICATE DATASHEET REMOS G3/600**  
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Engine ROTAX 912 UL-S  
Silencer  
Airbox  
Propeller  
Carburettor Heating System  
analogue Compass with Compass Card  
analogue Altimeter  
analogue Airspeed Indicator  
Safety Belts  
ELT  
electrical System including Circuit breakers  
Master, Avionics and Engine Kill (Ignition) Switch  
Engine Instruments  
electrical artificial Horizon, or DYNON EFIS D-100 or DYNON FlightDEK D-180  
Landing Light  
Position Lights  
Taillight  
Anti Collision Light  
Instrument Panel Lighting  
Navigation radio and DYNON HS-34 or analogue CDI with glideslope  
Transponder  
Audio Panel GARMIN GMA-340 including marker antenna

5. Minimum Towing Equipment List

Engine ROTAX 912 UL-S  
Silencer  
Airbox  
Propeller  
Carburettor Heating System  
analogue Compass with Compass Card  
analogue Altimeter  
analogue Airspeed Indicator  
Safety Belts  
ELT  
electrical System including Circuit breakers  
Master, Avionics and Engine Kill (Ignition) Switch  
Engine Instruments  
TOST tow release clutch type E85  
REMOS Mounting Frame for Tow Release Clutch  
Yellow Colored Release Handle  
Rear View Mirror Placed on Main Spar Carrythrough  
Towing Rope 100...200 ft with Ring Connector  
Weak Link in Tow Rope of 300dN

6. Operability of Equipment

Without further approval issued by REMOS AG any item of the minimum equipment list applicable for the individual flight must be operational. Any other item of equipment is regarded to be optional and may be inoperational.

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**VII. Lifetime Limits**1. Airframe

The airframe is not lifetime limited.  
The aircraft is operated on condition.

2. Control Systems

The control systems are not lifetime limited.  
The aircraft is operated on condition.

3. Engine

For commercial use the engines with SN lower than 4.427.532 have a TBO of 1,200h or 10 Years, whatever comes first. Engines with SN between 4.427.533 and 6.775.789 have a TBO of 1,500h or 12 years, whatever comes first. Engines with SN 6.775.790 and higher have a TBO of 2,000h or 15 years, whatever comes first. Engines with SN lower than 6.775.790 may be modified according to ROTAX Service Bulletins so that a TBO of 2,000h/15yrs applies. See individual modification standard and engine documentation.

For private use the engine is operated on condition if maintained according to engine manufacturer's maintenance manual.

4. Propeller

Neither for commercial use nor for private use a TBO is defined for the different types of propellers, inspections acc. to manual apply.

5. Safety Belts

The safety belts are not lifetime limited.  
The aircraft is operated on condition.

6. Tubes and Hoses

Tubes and hoses are not lifetime limited.  
The aircraft is operated on condition.

7. Towing Equipment

For commercial use the release clutch has a TBO of 4 years, or 2,000 take-offs, or 10,000 operations, whatever comes first.

For private use the clutch is operated on condition if maintained according to clutch manufacturer's maintenance manual.

7. misc. Equipment and Subsystems

Misc. equipment and subsystems are not lifetime limited.  
The aircraft is operated on condition.

**TYPE CERTIFICATE DATASHEET REMOS G3/600  
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**VIII. Flight Operations and Limitations**1. Pilot's Seat

The REMOS G3 is certified to be operated with a minimum of 1 occupant (the pilot in command) and a maximum of 2 occupants. If not otherwise defined by regulations or by the owner/operator, the pilot in command is seated on the left.

2. Flight Training

The aircraft is approved to be used for flight training, both private and commercial. National regulations may apply for minimum instrumentation. The aircraft may be used for following training segments:

- ab-initio training with instructor on board
- enroute VFR training with instructor on board
- solo flights of the student with or without instructor on board
- handling of the aircraft including training of unusual attitudes
- emergency training
- night VFR training
- IFR training in VMC
- glider towing
- banner towing

In case the aircraft is used for flight training the instructor seat is on the right and the student seat is on the left.

3. Glider Towing

Glider Towing is permitted in case the aircraft is equipped according to the Minimum Towing Equipment List. Towing gliders is permitted in visual meteorological conditions only, operated under day VFR rules.

Permissible glider MTOW 550 kg = 1,210 lb in combination with Tonini or Woodcomp Prop. Permissible glider MTOW 720 kg = 1,580 lb in combination with Neuform or Sensenich Propeller.

While towing gliders the aircraft may be operated single seated only. Only in case of training the aircraft may be operated with both seats occupied. In this case the total weight of REMOS G3/600 and the glider to be towed may not exceed 1,100 kg = 2,425 lbs.

4. Flying Without Doors

The aircraft is approved to be flown without doors. Either one or two doors may be taken off. A speed limitation of 180 km/h = 100 kts applies in case one or two doors are taken off.

The aircraft may not be used for glider or banner towing with one or two doors removed. The aircraft may be used for flight training with or without doors.

Doors may not be opened in flight.

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**IX. Continued Airworthiness**

REMOS AG publishes several types of documents on demand:

- Safety Alert
- Service Bulletin
- Notification
- Pilot Operating Handbook
- Maintenance Manual
- Maintenance Checklist
- Annual Condition Inspection Checklist
- Customer Feedback Form

All these documents are published on the website [www.remos.com](http://www.remos.com), which is the central means of communication of REMOS AG to its customers.

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**X. Approval Note**

REMOS AG hereby certifies the content of this Type Certificate Datasheet (TCDS). In some areas this TCDS supersedes the scope and content of the Maintenance Manual. In these cases this TCDS serves as general Letter of Approval and shall therefore be kept as indefinite attachment to the Maintenance Manual of the aircraft.

released on January 30<sup>th</sup>, 2018

prepared Christian Majunke  
REMOS, Design Engineer

checked Paul Foltz  
REMOS, Certification Verification Engineer

released Daniel Browne  
REMOS, Head of Office of Airworthiness