



Issued on behalf of the UK CAA by the BMAA, UK CAA organisation approval ref. DAI/8909/84

TYPE: **JA-400 Skyleader 400**

- (1) MANUFACTURER: Air Operation Technologies A.S., Hruskove Dvory 139, 58601
Jihlava, Czech Republic.
Approval Ref: DAI/9987/24
- (2) UK IMPORTER: Inditu Air Services Ltd. trading as Skyleader UK
- (3) CERTIFICATION: BCAR Section S Issue 8
- (4) DEFINITION OF BASIC STANDARD: AOT01-2025-JA4.PE Definition basic standard of the JA-400 Skyleader 400 for UK market.
Drawing Number: 400 800 03/01/2025
- (5) COMPLIANCE WITH THE MICROLIGHT DEFINITION
- | | |
|--|--|
| (a) MTOW | 600 kg |
| (b) No. Seats | 2 |
| (c) Maximum Wing Loading | 53.18 kg/m ² |
| (d) V _{so} | 42 knots CAS |
| (e) Permitted range of pilot weights | 0-120 kg (each)
(min cockpit load 55kg) |
| (f) Typical Empty Weight (ZFW) | 355 kg |
| (g) ZFW + 200 kg crew + 1 hr fuel | 573 kg |
| (h) ZFW + 100 kg pilot + full fuel
(120 litres / 84 kg) | 539 kg |
| (i) Max ZFW at initial permit issue | 382 kg |

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(6) POWER PLANTS

Designation	JA-400 Skyleader 400	JA-400 Skyleader 400
Engine Type	Rotax 912 ULS	Rotax 912 ULS
Reduction Gear	2.43:1	2.43:1
Exhaust System	Air Operation Technologies	Air Operation Technologies
Intake System	Airbox air intake	Airbox air intake
Propeller Type	E-Props DUR-3-170-C4-T 3 blade	E-Props GLORIEUSE 3-175-C8-T 3 blade, (CS) variable pitch
Propeller Dia x Pitch	1700mm x 27 deg Using E-props pitch tool	1750mm Pitch Range 16° Constant speed controller
Maximum static rpm	5500 rpm	5750 rpm
Noise Type Cert No.	N/A	N/A
AAN approving configuration	AAN BMAA-1141	AAN BMAA-1149

(7) MANDATORY LIMITATIONS:

- | | | |
|-----|------------------------------|--|
| (a) | Max Take-Off Weight | 600 kg |
| (b) | CG Limits | Aft limit 506 mm aft of datum
FWD Limit 351 mm aft of datum |
| (c) | CG datum | Wing Leading Edge |
| (d) | Cockpit Loadings | Total
Min (occupant only) 55 kg
Max (occupants only) 120 kg Each
Max Cockpit Load 240kg |
| (e) | Never Exceed Speed, V_{NE} | 153 knots IAS |
| (f) | Manoeuvring Speed, V_A | 92 knots IAS |
| (g) | Flap Limiting Speed V_{FE} | 73 knots IAS |
| (g) | Permitted Manoeuvres | Maximum bank angle 60°
Non Aerobatic
Normal acceleration limits, +4g / -2g |
| (h) | Fuel Contents (Max Usable) | 120 litres 117 litres (Max Usable) |

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(I) Power Plant See Table

Engine	Rotax 912 ULS
Max RPM	5800 (5 min)
Max Continuous RPM	5500 (continuous)
MAX Coolant	120°C
MAX EGT	880°C
Fuel Spec	95 RON minimum unleaded to EN 228 Normal, Super or Super Plus, AVGAS 100LL, UL91. (Unleaded preferred – see engine manual)
Engine Oil Spec	RON 424, SAE 10 W-40 (See engine manual)
Oil Pressure	Normal 2-5 bar above 3500rpm Min 0.8 bar below 3500rpm Max 7 bar
Oil Temperature	50°C -130°C
Fuel Pressure	0.15 - 0.5bar with fuel pump S/N 11.0036 or later

(8) INSTRUMENTS REQUIRED:

ASI	Altimeter	RPM	Coolant Temp	Oil temp	Oil Pressure	Slip Ball	Audible Stall Warner	Fuel Gauge
0 to 160 knots (min)	Required	0-6000 rpm min	Required	Required	Required	Required	Required	1 per tank

BPRS, Angle of Attack indicator/Stall Warner and a cockpit Electronic CO detector are Mandatory.

A Manifold Pressure gauge is required if a variable pitch propeller is fitted.

A voltmeter and compass are recommended.

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(9) CONTROL DEFLECTIONS

Ailerons UP	$24^{\circ} \pm 1^{\circ}$	Rudder Left	$28^{\circ} \pm 2^{\circ}$
Ailerons Down	$16^{\circ} \pm 1^{\circ}$	Rudder Right	$28^{\circ} \pm 2^{\circ}$
Slotted Flap Take-Off	$10^{\circ} \pm 2^{\circ}$	Trim Up	$43\text{mm} \pm 1$
Slotted Flap Landing	$35^{\circ} \pm 2^{\circ}$	Trim Down	$49\text{mm} \pm 1$
Elevator Up	$33^{\circ} \pm 2^{\circ}$		
Elevator Down	$28^{\circ} \pm 2^{\circ}$		

(10) PILOT'S NOTES, MAINTENANCE MANUALS REFERENCES:

10.1 Manuals approved for use with this aircraft.

- | | | |
|-----|-----------------------------|---|
| (a) | Pilot's Operating Handbook: | JA-400 Skyleader 400 Pilot Operating Handbook 02/2025 or later issues. |
| (b) | Maintenance Manual | JA-400 Skyleader 400 Maintenance Manual 04/2024 or later issues. |
| (c) | GLORIEUSE Propeller | JA-400 Skyleader 400 Pilot Operating Handbook 02/2025 Rev. 02 or later issues.
EP-IMM-glorieuse-ID1891 Rev. 00 (propeller),
EP-IMM-glorieuse-ID1893 Rev. 00 (governor),
EP-IMM-glorieuse-ID1895 Rev. 00 (control unit),
or later approved issues. |

Engine, propeller, parachute system (if fitted) and other fitted equipment manufacturer's Operating and Maintenance Manuals as appropriate to fitted powerplant and equipment, at their current issues.

10.2 The following placards are to be fitted:

- (a) Flight Limitations Placard (to be visible to pilot)
Contains airspeed, manoeuvring and loading limitations. See Operator's Manual.
- (b) Engine Limitations Placard (to be located near to engine instruments)
A placard showing the limitations for all indicated engine parameters is to be mounted close to the engine instruments. Also, main limitations are to be shown as coloured markers (red for danger, amber for caution) on the instrument displays. See Operator's Manual.
- (c) Occupant Warning Placard (to be visible to both occupants)
See Operator's Manual.
- (d) Fuel Filler Placard (to be located adjacent to the fuel filler cap)
A placard is to be fitted showing fuel capacity and fuel types. See Operator's Manual.



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- (e) Fuel Load Vs Cockpit Load (to be visible to both occupants)
If MTOW can be exceeded with full fuel and 200kg cockpit weight, the fuel loads at MTOW for cockpit weights of 200kg, 190kg, 180kg etc. at 10kg intervals down to the maximum fuel load. See Operator's Manual.
- (f) Parachute Warning Placards (to be located on the exterior of the aircraft)
If an Airframe Mounted Total Recovery Parachute System (AMTRPS) is fitted, placards complying with BCAR Section S Issue 8 must be fitted. See Operator's Manual.
- (g) Secondary Control Markings
Choke, cabin heat, trim, flaps, fuel shut-off: see Operator's Manual. Other secondary controls are to be placarded as per the associated Operator's Manual or normal aviation practice (if not detailed in associated Operator's Manual).
- (h) ASI Markings
See Operator's Manual.
- (i) Switches
All switches are to be marked with function and sense (up=on, down=off).
- (j) Fuses and Circuit Breakers
All fuses and circuit breakers are to be marked with function and rating.
- (k) Fireproof Metal Plate
Showing the aircraft nationality and registration marks (e.g. G-ABCD) to be mounted in a prominent position on the engine side firewall.

(11) MANDATORY MODIFICATIONS / SERVICE BULLETINS / AIRWORTHINESS DIRECTIVES ETC:

See Annex A for required modifications.

(12) MINIMUM PERFORMANCE AT MAX TAKE-OFF WEIGHT

Rate of Climb: 666 fpm at 60 knots **IAS**. Rotax 912 ULS

| Rate of Climb: 850 fpm at 60 knots **IAS**. Rotax 912 ULS, Glorieuse propeller

Stall or Minimum Flying Speed: 41 knots **IAS** at MTOW / idle / full flap.

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION (BMAA)

MICROLIGHT TYPE APPROVAL DATA SHEET (TADS)

NO: BM-103 ISSUE: 2



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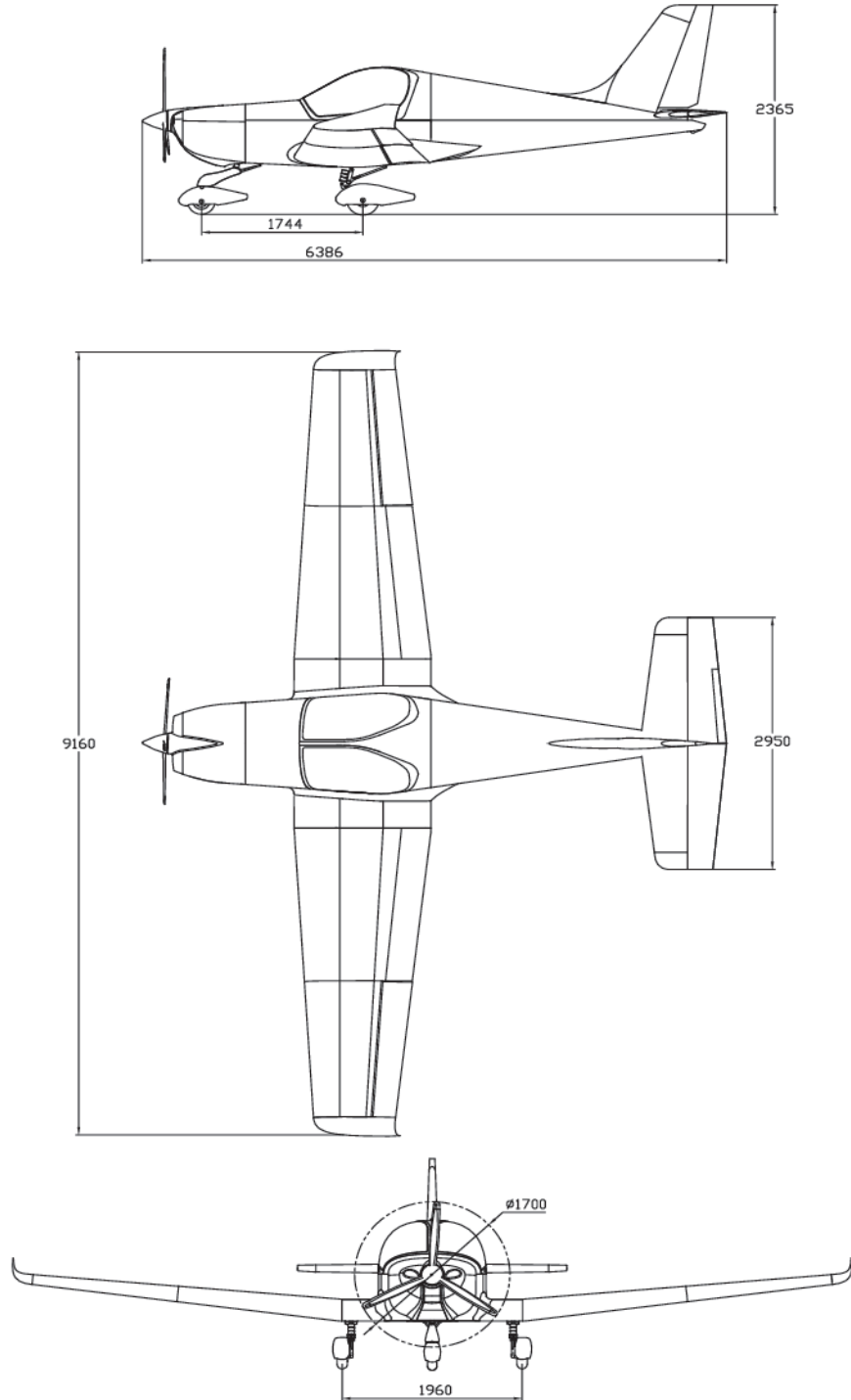
Issue History

<u>Issue</u>	<u>Date</u>	<u>Reason and Signatory</u>
1	13 March 2025	Initial issue.
2	28 October 2025	Addition of optional mod 20 E-Props Glorieuse constant speed propeller. Approved for issue by R Mott BMAA CTO.

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Illustration of Aircraft - 3 View



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Illustration of Aircraft – Photograph



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ANNEX A – MANDATORY MODIFICATIONS/SERVICE BULLETINS/AIRWORTHINESS DIRECTIVES ETC.

Mandatory Options

- Galaxy GRS 6/600 SD Speedy BPRS
- Wing Stall Strips (one each inboard L/E)
- Stall Warner Dynon AOA/Pitot or uAvionix AV-20S or equivalent

For Latest Bulletins

<https://www.skyleader.cz/zakaznicky-servis?lang=en>

ANNEX B - APPROVED OPTIONAL MODIFICATIONS

The installation of all optional modifications is to be inspected by an inspector from an Organisation approved by the CAA for the purpose and an entry made in the appropriate logbook(s). Note that other approved modifications may exist which are not listed here.

Modification No. Description:

1	Interior style CLUB/SPORT (The main difference between throttle and choke control)
2	Toe brakes (standard on SPORT option)
3	Modifying the aircraft for 1-handed control (modifying throttle control to control stick)
4	Garmin Autopilot
5	Dynon Autopilot
6	Kanardia autopilot
7	Leather seats
8	Flarm Collision Avoidance System
9	Cabin heater, electronic CO monitor required
10	Dynon Skyview 10"
11	Garmin GDU 450 7" G3X
12	Kanardia HORIS & DIGI (EMS)
13	Analogue Instrument Fit
14	Panel Mount Transceiver (CAA/EASA Approved Types)
15	Panel Mount Transponder (CAA/EASA Approved Types)

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16	Panel mount for iPad or similar
17	Increased luggage space
18	Carburettor heat
19	Wooden control lever grips
20	E-Props GLORIEUSE 3-175-C8-T CS/VP Propeller

ANNEX C - WEIGHING INFORMATION

1. CG Datum: Wing Leading Edge
2. Weighing attitude: Underside of canopy frame/side rivet line level
3. Main wheel moment arm: 750 mm aft from datum, typical*
4. Nose wheel moment arm: -1010mm fwd from datum, typical*
5. Fuel moment arm: 282.6 mm aft of datum
6. Crew moment arm: 710 mm aft of datum
7. Baggage moment arm: 1381 mm aft of datum
8. Crew weights: Minimum 55 kg / maximum 120 kg per seat
9. Max baggage weight: 30 kg
10. Aft CG Limit: 506 mm aft of datum
11. Fwd CG Limit: 351 mm aft of datum

*See factory measurement for actual aircraft figure when new.

ANNEX D – POINTS FOR SPECIAL ATTENTION

None at this issue