TYPE: Thruster T600N 450 JAB

(1) MANUFACTURER: Thruster Aircraft (UK)
Continued Support: Thruster Aircraft LLP
North Hanger
Wickenby Airfield
Langworth, Lincs
LN3 5AX

(2) UK IMPORTER: N/A

(3) CERTIFICATION: BCAR Section S Issue 2

(4) DEFINITION OF BASIC STANDARD:
Mod TAS001 Issue 1 dated 18 April 1995. Master Drawing List form F20 [450] Issue 1 dated 1st May 2000, Mod TAS 020 and Mod TAS 022

(5) COMPLIANCE WITH THE MICROLIGHT DEFINITION
(a) MTOW 450 kg
(b) No. Seats 2
(c) Maximum Wing Loading 28.68 kg/m²
(d) Vso 31.5 kn CAS
(e) Permitted range of seat loading* 55-90 kg per seat
(f) Typical Empty Weight (ZFW) 262 kg
(g) Max ZFW + 172 kg crew + 1 hr fuel (21litres /15 kg) 450 kg
(h) Max ZFW + 86 kg pilot + full fuel (21litres /15 kg) 389 kg
(i) Max ZFW at initial permit issue 267 kg

*Note: It is the Pilot’s responsibility that the aircraft is not flown outside the permitted MTOW
(6) POWER PLANTS

<table>
<thead>
<tr>
<th>Designation</th>
<th>T600N [450]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Type</td>
<td>Jabiru</td>
</tr>
<tr>
<td>Reduction Gear</td>
<td>None</td>
</tr>
<tr>
<td>Exhaust System</td>
<td>Jabiru</td>
</tr>
<tr>
<td>Intake System</td>
<td>Single Air Filter</td>
</tr>
<tr>
<td>Propeller Type</td>
<td>Warp-Drive 2 Blade</td>
</tr>
<tr>
<td>Propeller Dia x Pitch</td>
<td>64&quot; @ 8.5 deg at tip</td>
</tr>
<tr>
<td>Noise Type Cert No.</td>
<td>44m Issue 17</td>
</tr>
<tr>
<td>AAN approving configuration</td>
<td>AAN27393</td>
</tr>
</tbody>
</table>

(7) MANDATORY LIMITATIONS:

(a) Max Take-Off Weight 450 kg
(b) CG Limits
   Aft Limit: 501mm Aft of datum
   FWD Limit: 415mm Aft of datum @ MTOW 450kg
(c) CG datum
   Front Leading Edge Spar
(d) Cockpit Loadings
   Min: 55 kg  Either Seat 55 kg
   Max: 86 kg  86 kg  180 kg
(e) Never Exceed Speed 102 KIAS
(f) Manoeuvring Speed 71 KIAS
(g) Permitted Manoeuvres
   30° Nose up / 30° nose down
   Non Aerobatic
   Normal acceleration limits, +4 / -2g
(h) Fuel Contents (Max Useable) 49.7 Litres
(i) Power Plant (see Table below)
### Engine
- **Jabiru 2200A 4 Stroke**

### Max RPM
- 3300 RPM

### MAX CHT
- 175\(\text{deg}C\)
- 348\(\text{deg}F\)

### MAX EGT
- Not Fitted

### Fuel Spec
- AVGAS 100 LL & AVGAS UL91 & 100/130
  - Leaded and Unleaded Automotive Gas above 95 Octane Ron

### Engine Oil Spec
- See Manual

### Gearbox oil spec
- N/A

### Fuel/Oil Mix
- Fuel Only

### Coolant Temperature
- Air Cooled

### Oil Pressure
- Min 31psi
- Max 76 psi

### Oil Temperature
- Min 15\(\text{deg}C\) (59\(\text{deg}F\))
- Max 118\(\text{deg}C\) (224\(\text{deg}F\))

### Fuel Pressure
- N/A

### INSTRUMENTS REQUIRED:

<table>
<thead>
<tr>
<th>Instrument</th>
<th>Required/Optional</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASI</td>
<td>Required</td>
</tr>
<tr>
<td>Altimeter</td>
<td>0-20,000ft</td>
</tr>
<tr>
<td>RPM</td>
<td>0-4000</td>
</tr>
<tr>
<td>CHT / EGT</td>
<td>0-700(\text{deg}F) 0-370(\text{deg}C)</td>
</tr>
<tr>
<td>Compass</td>
<td>Optional</td>
</tr>
<tr>
<td>Oil Temp</td>
<td>Require 0-150(\text{deg}C) 0-327(\text{deg}F)</td>
</tr>
<tr>
<td>Oil Pressure</td>
<td>Require 0-10 Bar 0-140psi</td>
</tr>
<tr>
<td>VSI</td>
<td>Optional</td>
</tr>
<tr>
<td>Slip ball</td>
<td>Optional</td>
</tr>
</tbody>
</table>

### CONTROL DEFINITIONS:

<table>
<thead>
<tr>
<th>Control</th>
<th>Deflection</th>
<th>Tailplane trim</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elevator UP</td>
<td>30(\text{deg}) ± 2(\text{deg})</td>
<td>N/A</td>
</tr>
<tr>
<td>Elevator DOWN</td>
<td>30(\text{deg}) ± 2(\text{deg})</td>
<td>N/A</td>
</tr>
<tr>
<td>Ailerons* UP</td>
<td>40(\text{deg}) ± 2(\text{deg})</td>
<td>Rudder LEFT: 25(\text{deg}) ± 2(\text{deg})</td>
</tr>
<tr>
<td>Ailerons* Down</td>
<td>30(\text{deg}) ± 2(\text{deg})</td>
<td>Rudder RIGHT: 25(\text{deg}) ± 2(\text{deg})</td>
</tr>
</tbody>
</table>
(10) PILOT'S NOTES, MAINTENANCE MANUALS REFERENCES:

10.1 Manuals approved for use with this aircraft.

   (a) POH 210-074, Jabiru 2200 Instruction and maintenance manual

10.2 The following placards are to be fitted:-

   (a) Flight Limitations Placard (to be visible to pilot)
       See Annex D.

   (b) Engine Limitations Placard (to be located near to engine instruments)
       See Annex D.

   (c) Fuel Limitations Placard (to be located near to filler cap)

       A placard is to be fitted showing fuel capacity (litres), fuel type(s), fuel:oil ratio (if relevant) and if MTOW can be exceeded with full fuel and maximum cockpit weight, the fuel loads at MTOW for cockpit weights of 180kg / 170kg / 160kg etc. at 10kg intervals down to the maximum fuel load. An example is shown at Annex D.

   (d) Switches
       See Annex D.

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

See Annex A for required modifications.

Annual Bettsometer test is to be carried out to 1320 grammes with wing sails fitted and tensioned to flight. Test must be to both upper and lower surfaces.

(12) MINIMUM PERFORMANCE AT MAX TAKE-OFF WEIGHT

Rate of Climb: 658 fpm at 55 IAS.

Stall or Minimum Flying Speed: 37 IAS at MTOW / idle.
Issue History

<table>
<thead>
<tr>
<th>Issue No.</th>
<th>Date</th>
<th>Reason and Signatory</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>18/05/2000</td>
<td>Initial Issue</td>
</tr>
<tr>
<td>2</td>
<td>05/11/2007</td>
<td>Editorial Corrections</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A J Maxwell</td>
</tr>
<tr>
<td>3</td>
<td>30/10/2010</td>
<td>Editorial Corrections, Corrections to Cockpit Loading, Control Deflections, AAIB Safety action addition of “Area Of Special Attention” ANNEX E</td>
</tr>
</tbody>
</table>

Illustration of Aircraft - 3 View

Illustration of Aircraft – Photograph
ANNEX A - MANDATORY MODIFICATIONS

1. None

NB: A definitive list of Mandatory actions is to be obtained by reference to CAA published Mandatory Permit Directories. The list on this TADS is not necessarily up-to-date. Also see Thruster website @ www.thruster.co.uk for latest information.

ANNEX B - APPROVED OPTIONAL MODIFICATIONS

The installation of all optional modifications is to be inspected by a BMAA inspector and an entry made in the appropriate logbook(s). Note that other approved modifications may exist which are not listed here. Also see Thruster website @ www.thruster.co.uk for latest information.

<table>
<thead>
<tr>
<th>Thruster Mod</th>
<th>Date</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAL 03-3</td>
<td>12/02/1992</td>
<td>Rotax Exhaust After Muffler</td>
</tr>
<tr>
<td>TAL 03-9</td>
<td>12/02/1992</td>
<td>GRP Wheel Spats</td>
</tr>
<tr>
<td>TAS 010</td>
<td>10/07/1997</td>
<td>Ultralam Wing Skins</td>
</tr>
<tr>
<td>TAS 013</td>
<td>02/12/1997</td>
<td>Ivo Prop Installation</td>
</tr>
<tr>
<td>TAS 018</td>
<td>29/09/1997</td>
<td>Disabled Person Mod “Crip Kit”</td>
</tr>
<tr>
<td>TAS 026</td>
<td>01/03/2004</td>
<td>Lever for existing Bungee Trim System</td>
</tr>
<tr>
<td>TAS 030</td>
<td>01/03/2004</td>
<td>Carburettor Inlet Heater</td>
</tr>
<tr>
<td>TAS 031</td>
<td>01/03/2004</td>
<td>Wing Strobe Lights</td>
</tr>
<tr>
<td>TAS 033</td>
<td>01/03/2004</td>
<td>Roll Trim Bias</td>
</tr>
<tr>
<td>TAS 034</td>
<td>01/03/2004</td>
<td>Battery Isolator Switch</td>
</tr>
<tr>
<td>TAS 035</td>
<td>01/03/2004</td>
<td>Extended Control Column Stick (Training Aid)</td>
</tr>
<tr>
<td>TAS 037</td>
<td>01/03/2004</td>
<td>Wider Nose Wheel</td>
</tr>
</tbody>
</table>
ANNEX C
WEIGHING INFORMATION

1. CG Datum: Front of Leading Edge Spar Tube
2. Weighing attitude: Wings Level Fuse Tube Horizontal
3. Mainwheel moment arm: 767.5mm Aft of datum
4. Tailwheel moment arm: 750mm Fwd of datum
5. Fuel moment arm: 1030 mm Aft of datum
6. Crew moment arm: a) 423 mm Aft of datum (Forward Seat Position)  
                  b) 448 mm Aft of datum (Mid Seat Position)  
                  c) 473 mm Aft of datum (Rear Seat Position)
7. Crew weights: Minimum 55 kg / maximum 90 kg  
                (maximum reducible, not below 86 kg, if required)
8. Aft CG Limit: 501 mm Aft of datum
9. Fwd CG Limit: 415 mm Aft of datum

ANNEX D
EXAMPLE PLACARDS

1. On cockpit fascia

   ![Operational Limitations Placard]

   OPERATIONAL LIMITATIONS
   THE AIRCRAFT MUST BE OPERATED IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARD MARKINGS AND MANUALS. NO AEROBATIC MANOEUVRES INCLUDING SPINS ARE PERMITTED

2. Adjacent to fuel cock

   ![Fuel Switch]

3. Adjacent to master switch on Instrument panel

   ![Master Switch]

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4. On cockpit fascia adjacent to A.S.I.

\[ V_{a} \text{ 71Kias} / V_{NE} \text{ 102Kias} \]

5. Adjacent to Fuel pump switch on Instrument panel

\[
\begin{array}{c}
\text{FUEL} \\
\text{PUMP} \\
\text{ON} \\
\uparrow \\
\downarrow \\
\text{OFF}
\end{array}
\]

6. On Keeltube at rear of Engine [Port and Starboard]

**WARNING**

IT IS THE RESPONSIBILITY OF THE PILOT IN COMMAND TO ENSURE THAT THE C OF G AND MTOW ARE WITHIN OPERATIONAL LIMITS

**C of G LIMITS**

0.389m TO 0.501m AOD  
COCKPIT LOADING  
MAX 172KG  
MTOW 450KG

7. On roof Panel adjacent to Trim Cord

\[
\begin{array}{c}
\text{ELEVATOR TRIM} \\
\text{PULL} \leftarrow \rightarrow \text{NOSE UP}
\end{array}
\]

8. On cockpit fascia adjacent to RPM gauge

**MAX RPM 3300**

9. On cockpit fascia

**WARNING**

IT IS THE RESPONSIBILITY OF THE PILOT IN COMMAND TO ENSURE THAT THE C OF G AND MTOW ARE WITHIN OPERATIONAL LIMITS

10. On cockpit fascia
11. On cockpit fascia

<table>
<thead>
<tr>
<th>COCKPIT LOAD (kg)</th>
<th>ALLOWABLE FUEL (LITRES)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

[Note: This Placard is completed by Thruster Air Services for each individual Aircraft prior to its release.]

12. On cockpit fascia

![COCKPIT FUEL LOAD](image)

13. Adjacent to Oil Pressure gauge on Instrument panel *

| MAX OIL PRESSURE 76 PSI |
| MIN OIL PRESSURE 31 PSI |

14. Adjacent to CHT gauge on Instrument panel

![MAX CHT 175 deg C](image)

15. Adjacent to Oil Temp. gauge on Instrument panel

![MIN OIL TEMP 15deg C MAX OIL TEMP 118deg C](image)

* The Placard displayed will be either Metric or Imperial units dependant on the scaling of the Gauge fitted.

16. On cockpit fascia

![CLASSIFICATION](image)

17. On Fuel Tank adjacent to filler cap

| FUEL AVGAS 100LL & AVGAS 100/130 Leaded and Unleaded Automotive Gasoline Above 95 Octane Ron CAPACITY 49.7 LITRES USABLE |
18. On seat rail adjacent to Throttle lever both Port and Starboard.


20. On cockpit fascia adjacent to Key Start Switch

ANNEX E

Areas for Special Attention During Inspections

1. Carburettor Heating System to minimise risk of Carburettor Icing. An accident caused by Carburettor Icing has been reported which was due in part to the Electric Carburettor Heating system being fitted on the inlet of the Carburettor rather than the outlet in the vicinity of the butterfly valve. Check that the installation is correct and operational.
MANDATORY PERMIT DIRECTIVE

The following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

MPD: 2001-005 THRUSTER AIR SERVICES

Subject: Warp Drive propellers.

Applicability: Thruster Air Services Thruster T600 Series microlights fitted with Jabiru 2200A engines.

Reason: A report has been received of a crack in the hub of a Warp Drive 2 bladed propeller fitted to a Jabiru 2200A engine on a Thruster T600 Sprint. Inspection of a Thruster T600N has identified hub cracking on an aircraft that had completed 196 hours.

Compliance: Before further flight from the effective date of this MPD check the propeller hub in accordance with the requirements of paragraph A of Thruster Air Services Service Bulletin TAS/SB07. Repeat the check prior to each flight. Ensure the propeller is correctly torqued in accordance with the requirements of paragraph B of Thruster Air Services Service Bulletin TAS/SB07. Report all findings to Thruster Air Services.

A copy of the Service Bulletin and further information can be obtained from:

Thruster Air Services
Malthouse
Ginge
Near Wantage
OX12 8QS

Tel: 01235 833305
Fax: 01235 833390
Email: gordon@thruster.co.uk

Record compliance with this MPD in the aircraft log book.

This MPD becomes effective on 12 October 2001.
The following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

**MPD : 2001-014  THRUSTER AIR SERVICES**

**Subject:** Warp Drive propellers.

**Applicability:** Thruster Air Services Thruster T600 models fitted with Jabiru 2200A engines and Warp Drive propellers with HP-L and HP2-914 hubs.

**Reason:** Thruster T600, 450 kg microlights were originally fitted with Warp Drive propellers consisting of 64" propeller blades and HP-L hubs. Cracks were found in a number of the HP-L hubs resulting in the issue of Service Bulletin TAS/SB07 on 21 September 2001. Further investigation using dye penetrant revealed that cracking was more widespread. Following a recommendation from Thruster Air Services the CAA suspended the Permits to Fly for the aircraft involved. Investigation has shown the cracking to be initiated by fretting fatigue.

A new hub, under designation HP2-914, is now available which Thruster considers is more robust than the HP-L version.

Thruster will be monitoring the nominated fleet leader aircraft, which will be fitted with an HP2-914 hub. This aircraft will have visual and dye penetrant inspections performed on the hubs at 25, 50, 100, 150 and 250 hours since new. In addition the second lead aircraft must be subject to the same inspection when it reaches the limit declared in SB TAS/SB08. Once both hubs have completed satisfactory inspection at each stage, Service Bulletin TAS/SB08 will be re-issued to increase the declared life limit of the hubs for any remaining aircraft.

**Compliance:** Before further flight from the effective date of this MPD replace HP-L hubs with HP2-914 hubs in accordance with Thruster Air Services Service Bulletin TAS/SB08.

Except for the fleet leader HP2-914 hubs in service may not exceed the life limit declared in the latest issue of Service Bulletin TAS/SB08.

Additionally all HP2-914 hubs must be removed in accordance with Thruster Pilots Operating Handbook and visually inspected at 25, 50, 100, 150 and 250 hours in the region defined in Appendix A of TAS/SB08. If any fretting is evident the hub must be rejected. If no fretting is evident the propeller may be re-fitted in accordance with Thruster Pilots Operating Handbook.

Enquiries regarding this MPD should be made to the United Kingdom Civil Aviation Authority, Applications and Certification Section, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR Telephone: +44(0)1293 573149   Telefax: +44(0)1293 573993.
A copy of the Service Bulletin and further information can be obtained from:

Thruster Air Services
Malthouse
Ginge
Near Wantage
OX12 8QS

Tel: 01235 833305
Fax: 01235 833390
Email: gordon@thruster.co.uk

Record compliance with this MPD in the aircraft log book.

This MPD becomes effective on 30 November 2001.
MANDATORY PERMIT DIRECTIVE

The following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

MPD: 2003-003 THRUSTER AIR SERVICES

Subject: Leading edge spar attachment bracket.

Applicability: Thruster Air Services Thruster T600 Series microlights.

Reason: During a routine airframe inspection of a Thruster T600N small cracks were found on the leading edge spar attachment bracket Part No 080-267; the cracks were located on the bend radius close to the outer edge of the bracket. The microlight had logged approximately 450 flying hours and since new had been tethered down outside when not flying. The tie down cables had been attached to the lift strut ends adjacent to the stainless brackets. It is likely that this particular microlight has undergone a significant number of cyclic stress reversals particularly due to being tethered outside in all weathers.

Compliance: Before further flight from the effective date of this MPD inspect the leading edge spar strut brackets for cracks in accordance with Thruster Air Services Service Bulletin TAS/SB09 Issue 2. At the same time an inspection is also required of the trailing edge, jury strut and rear lift cable brackets for cracks, as these brackets are all of a similar design. Replace any cracked brackets before further flight. Return cracked brackets to Thruster Air Services. Repeat these inspections prior to the first flight of the day. The pilot may perform these inspections.

A copy of the Service Bulletin and further information can be obtained from:

Thruster Air Services
Malthouse
Ginge
Near Wantage
OX12 8QS

Tel: 01235 833305
Fax: 01235 833390
Email: gordon@thruster.co.uk

Record compliance with this MPD in the aircraft log book.

This MPD becomes effective on 5 May 2003.
Mandatory Permit Directive

In accordance with Article 22(1) of the Air Navigation Order 2009 as amended the following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

MPD: 2010-006 R1 THRUSTER AIR SERVICES

Subject: Exfoliation Corrosion Splits Aluminium Flying Strut Ends.

Applicability: Thruster T600, T300 and TST series microlight aircraft with aluminium alloy flying strut ends.

Reason: Corrosion splitting in this primary structure may weaken the part sufficiently that it may result in the loss of a wing and consequent loss of the aircraft.

This MPD has been revised in the light of the type design organisation's investigations, to apply corrosion protection and increase period between inspections.

Compliance: Before further flight (as required by the original MPD), carry out the inspection called up in Thruster Air Services Service Bulletin TAS/SB 13 Issue 2 (or later approved revision). If any crack is found replace the parts with sound fittings.

If compliance has been achieved within the last 10 flying hours in accordance with issue 1 of this MPD/SB, the results remain valid for the remainder of that 10 hours. Inspection may be carried out by the pilot/owner.

Carry out further inspections every 100 hours /6 months whichever is sooner.

Replacement of the strut ends with steel end fittings terminates the need for repeat inspection.

Ensure compliance with this MPD is recorded in the aircraft logbook.

Effective Date: 4 November 2010

1. This MPD was not published for consultation.
2. Enquiries regarding this MPD should be referred to Aircraft Certification Department, Civil Aviation Authority, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR, United Kingdom.

Tel: +44 (0)1293 573726  Fax: +44 (0)1293 573976  Email: department.certification@caa.co.uk
In accordance with 22(1) of Air Navigation Order 2009 as amended the following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

<table>
<thead>
<tr>
<th>Type Approval Holder’s Name:</th>
<th>Thruster Air Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type/Model Designation(s):</td>
<td>Thruster T600</td>
</tr>
<tr>
<td>Title:</td>
<td>Propeller flange to crankshaft attachment screw replacement</td>
</tr>
<tr>
<td>Manufacturer:</td>
<td>Thruster Air Services</td>
</tr>
<tr>
<td>Applicability:</td>
<td>All Thruster T600 series aircraft fitted with Jabiru 2200A series engines driving 2 blade ground adjustable Warp Drive propellers of 64 inch nominal diameter.</td>
</tr>
<tr>
<td>Reason:</td>
<td>To prevent propeller detachment in flight.</td>
</tr>
<tr>
<td>Effective Date:</td>
<td>22 May 2011</td>
</tr>
<tr>
<td>Compliance/Action:</td>
<td>Compliance is required as follows:</td>
</tr>
<tr>
<td></td>
<td>1. Engines which have accumulated less than 500 hours since new on the effective date of this MPD - upon reaching 500 hours:</td>
</tr>
<tr>
<td></td>
<td>2. Engines which have accumulated more than 500 hours but less than 1000 hours since new on the effective date of this MPD – within 5 flight hours:</td>
</tr>
<tr>
<td></td>
<td>3. Engines which have accumulated 1000 hours or more since new on the effective date of this MPD – before further flight:</td>
</tr>
<tr>
<td></td>
<td>Carry out propeller flange to crankshaft screw replacement, in accordance with Thruster Air Services Ltd Service Bulletin TAS/SB 014.</td>
</tr>
<tr>
<td></td>
<td>Visually inspect the removed screws for evidence of failure, elongation or cracking. Report any instances of screw damage or failure to Thruster Air Services Ltd. in accordance with bulletin TAS/SB014.</td>
</tr>
<tr>
<td></td>
<td>Rectify any damage to mating parts in accordance with manufacturer’s instructions before further flight.</td>
</tr>
<tr>
<td></td>
<td>Thereafter, Replace propeller flange attachment screws at intervals not to exceed 500 hours.</td>
</tr>
</tbody>
</table>
ENSURE COMPLIANCE WITH THIS MPD IS RECORDED IN THE AIRCRAFT LOGBOOK

| Reference Publications: | Thruster Air Services TAS/SB014  
Jabiru Service Bulletin JSB 022-1 |
|-------------------------|----------------------------------|
| Remarks:                | [1]. This MPD was not posted for consultation because of the urgency of the requirement.  
[2]. Enquiries regarding this Mandatory Permit Directive should be referred to: Airworthiness Evaluation and Surveillance, Civil Aviation Authority, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex RH6 0YR. |
|                         | Tel: +44 (0)1293 573726 Fax: +44 (0)1293 573976  
E-mail: department.certification@caa.co.uk |