



# Type Certificate

Number: **VA523**

Original issue:

Type Certificate Holder: Hazair Pty Ltd  
40 Avalon St, Albury  
NSW 2640

Pursuant to Regulation 21.013A of the Civil Aviation Safety Regulations 1998 approval is hereby granted for the Transavia PL-12U model aircraft in the normal category, and PL-12, PL-12/T-320, PL-12/T-300, PL-12/T-300A and PL-12/T-400 model aircraft in the normal and restricted (agricultural) category.

This certificate was originally issued as Certificate of Type Approval 42-1 pursuant to regulation 27 of the Air Navigation Regulations.

This certificate is valid until suspended or cancelled by the Civil Aviation Safety Authority. The basis of certification is as prescribed in Type Certificate Data Sheet Number VA523 issued by this Authority.

Date of Application: 26 April 2017  
Date of Issuance: 18 April 2018



David Rees  
Delegate of the Authority

*safe skies for all*

Number: VA523  
Original issue

(TRANSAVIA)  
PL-12, PL-12U,  
PL-12/T-320,  
PL-12/T-300,  
PL-12/T-300A,  
PL-12/T-400  
18 April 2018

## TYPE CERTIFICATE DATA SHEET

This data sheet, which is part of the Type Certificate No VA523, lists the conditions and limitations under which the aircraft for which the Type Certificate was issued meets the airworthiness requirements of the Civil Aviation Safety Authority.

Type Certificate Holder: Hazair Pty Ltd  
40 Avalon St,  
Albury, NSW, 2640

Previous Certificate of:  
Approval holder Transfield Pty. Ltd.  
Twelfth Floor  
100 Arthur St.,  
NORTH SYDNEY NSW 2060

### **I. Model PL-12 'Airtruk' (Normal/Agricultural Category) Approved 10 February, 1966**

Engine	Continental IO-520-A (NOTE 1) - serial numbers 602 through 703.  Continental 10-520-D - serial numbers 704 through 1249, G350 and up.
Engine Limits	IO-520-A For all operations 2700 r.p.m. (285 b.h.p.)  IO-520-D Take-off (5 minute limited) 2850 r.p.m. (300 b.h.p.) Maximum continuous 2700 r.p.m. (285 b.h.p.)
Fuel	100/130 minimum grade aviation gasoline.
Oil and Oil Limits	Continental Motors Specification MHS-24A.  Above 4°C ground ambient air temperature, SAE 50, Below 4°C ground ambient air temperature, SAE 30.



Rear Limit: 589 mm aft of the datum at all weights.

#### Agricultural Category -

##### Forward Limit:

554 mm aft of the datum at 1855 kg,  
528 mm aft of the datum at 1701 kg and  
406 mm aft of the datum at 907 kg, or less with linear variation  
between 907 kg, 1701 kg and 1855 kg.

Rear Limit: 589 mm aft of the datum at all weights.

Weight (a) Serial numbers 602 through 705 (NOTE 2).

#### Normal and Agricultural Categories

Take-off	1724 kg
Landing	1724 kg

Weight (b) Serial numbers 706 through 1249, G350 and up.

##### Normal Category:

Take-off	1724 kg
Landing	1724 kg

##### Agricultural Category:

Take-off (Duster)	1855 kg
Take-off (Engine Driven Sprayer)	1855 kg
Take-off (Wind Driven Sprayer)	1701 kg
Landing (all configurations)	1724 kg

Number of Seats Three (1 at +432 min and 2 at +1422 mm).

Loading Maximum Hopper Structural Load 907 kg (at +762 mm).  
Maximum rear seat load (Normal Category only) 154 kg

Fuel Capacity (a) Serial numbers 602 through 928 (NOTE 3).  
182 litres total, 136 litres usable (at +660 mm)

(b) Serial numbers 929 through 1249, G359 and up.

#### Standard Tanks:

182 litres total, 150 litres usable (at +660 mm).  
Optional Tanks (Modification 96) :  
364 litres total, 314 litres usable (at +660 mm).

Oil Capacity 11.4 litres, 2.5 Imperial gallons, 3.0 U.S. gallons total,  
8.4 litres, 2.1 Imperial gallons, 2.5 U.S. gallons usable (at -508 mm).

Control Surface Aileron Up  $21^{\circ} \pm 2^{\circ}$  Down  $18^{\circ} \pm 2^{\circ}$   
Movements - measured from centre line of mainplane trailing edge.

Elevator Up  $27^{\circ} \pm 1^{\circ}$  Down  $24^{\circ} \pm 1^{\circ}$

Elevator Tab Up  $30^{\circ} \pm 2^{\circ}$  Down  $30^{\circ} \pm 2^{\circ}$

Rudder Left  $23^{\circ} \pm 2^{\circ}$  Right  $23^{\circ} \pm 2^{\circ}$

Serial Numbers not Eligible 602 through 1249, G350 and up, not incorporating Modification 102.

## **II. Model PL-12U 'Airtruk' (Normal Category), Approved 1 April, 1971**

Engine Continental IO-520-D

Engine Limits Take-off (5 minute limit) 2850 r.p.m. (300 b.h.p.)  
Maximum continuous 2700 r.p.m. (285 b.h.p.)

Fuel 100/130 minimum grade aviation gasoline.

Oil and Oil Limits Continental Motors Specification MHS-24A.

Above  $4^{\circ}\text{C}$  ground ambient air temperature, SAE 50, and  
Below  $4^{\circ}\text{C}$  ground ambient air temperature, SAE 30.

Propeller and Propeller Limits McCauley constant speed, metal propeller  
Hub D2A34C58/90AT-2 blades.  
Diameter : Not over 88.0 inches (2235mm), and not under 86.0  
Inches (2184mm)  
Pitch settings at 36.0 inch (914mm) station  
High -  $25.8^{\circ}$  and Low -  $8.2^{\circ}$  (Standard) or  $7.2^{\circ}$  (optional).

Airspeed Limits	Never exceed	148 knots C.A.S.
	Maximum structural cruising	
	(Normal operating limit)	125 knots C.A.S.
	Manoeuvring	110 knots C.A.S.
	Maximum, wing flaps extended $7^{\circ}$	148 knots C.A.S.
	Maximum, wing flaps extended $13^{\circ}$ - $30^{\circ}$	81 knots C.A.S.

Crosswind Component	Maximum, take-off and landing - 18 knots.
Centre of Gravity Range	Forward Limit - 554 mm aft of the datum at 1724 kg and 406 mm aft of the datum at 907 kg, or less, with linear variation between 907 kg and 1724 kg.  Rear Limit - 627 mm aft of the datum at all weights.
Weights	Maximum, take-off and landing - 1724 kg.
Number of Seats	Five (1 at +432 mm, 1 at +1118 mm) (upper passenger compartment, 2 at +889 mm and 1 at +1593 mm) (lower passenger compartment).
Fuel Capacity	Standard Tanks: 182 litres total, 150 litres usable (at +660 mm).  Optional Tanks (Modification 96): 364 litres total, 314 litres usable (at +660 mm).
Oil Capacity	11.4 litres, 2.5 Imperial gallons, 3.0 U.S. gallons total, 8.4 litres, 2.1 Imperial gallons, 2.5 U.S. gallons usable (at -508 mm).
Control Surface Movements	Aileron      Up $21^{\circ} \pm 2^{\circ}$ Down $18^{\circ} \pm 2^{\circ}$ - measured from centre line of mainplane trailing edge.  Elevator      Up $27^{\circ} \pm 1^{\circ}$ Down $24^{\circ} \pm 1^{\circ}$  Elevator Tab      Up $30^{\circ} \pm 2^{\circ}$ Down $30^{\circ} \pm 2^{\circ}$  Rudder Left $23^{\circ} \pm 2^{\circ}$ Right $23^{\circ} \pm 2^{\circ}$
Serial Numbers Eligible	602 through 1249, G350 and up, incorporating modifications 101 and 102, but not incorporating modifications 120 or 124.

## **II. Model PL-12/T-320 (Normal/Agricultural Category), Approved 23 June, 1978**

Engine	Continental Tiara 6-320B	
Engine Limits	Take-off (5 minute limit) 2200 propeller r.p.m.(320 b.h.p) Maximum Continuous 2000 propeller r.p.m. (300 b.h.p.)	
Fuel	100/130 minimum grade aviation gasoline.	
Oil and Oil Limits	Continental Motors Specification MHS-24A. Above 4°C ground ambient air temperature, SAE 50, and below 4°C ground ambient air temperature, SAE 30.	
Propeller and Propeller Limits	Hartzell constant speed, metal propeller Hub HC-C2YF-IBF/F9587 blades. Diameter : Not over 95.0 Inches (2413 mm), and not under 93.0 inches (2362 mm). Pitch setting at 36.0 inch (914 mm) station High - 24° - 27° and Low - 15° (minimum).  Avoid continuous operation on the ground between 950 and 1150 r.p.m. in winds exceeding 13 knots.	
Airspeed Limits	Never exceed	148 knots C.A.S.
	Maximum structural cruising (Normal operating limit)	125 knots C.A.S.
	Manoeuvring	110 knots C.A.S.
	Maximum, wing flaps extended 7°	148 knots C.A.S.
	Maximum, wing flaps extended 30°	81 knots C.A.S.
Crosswind Component	Maximum, take-off and landing - 18 knots.	
Centre of Gravity Range	Normal Category  Forward Limit - 559 mm aft of the datum at 1724 kg and 460 mm aft of the datum at 1034 kg, or less, with linear variation between 1034 kg and 1724 kg.  Rear Limit - 610 mm aft of the datum	

## Agricultural Category

Forward Limit -  
577 mm aft of the datum at 1855 kg and 460 mm aft of the datum at 1034 kg, or less, with linear variation between 1034 kg and 1855 kg.

Rear Limit  
597 mm aft of the datum

Weights	Normal Category:		
	Maximum, take-off and landing -		1724 kg.
	Agricultural Category:		
	Maximum, take-off		1855 kg, and
	Maximum, landing		1724 kg.
Number of Seats	Three (1 at +432 mm, and 2 at +1422 mm).		
Loading	Maximum Hopper Structural		907 kg (at +762 mm)
	Load		
	Maximum rear seat load (Normal category only)		154 kg.
Fuel Capacity	(a) Serial numbers 706 through 928 (NOTE 3). 182 litres total, 136 litres usable (at +660 mm).		
	(b) Serial numbers 929 through 1249, G359 and up. Standard Tanks 182 litres total, 150 litres usable (at +660 mm).		
	Optional Tanks (Modification 96) 364 litres total, 314 litres usable (at +660 mm).		
Oil Capacity	8.5 litres	total (at -508 mm)	
Control Surface Movements	Aileron	Up $21^{\circ} \pm 2^{\circ}$	Down $18^{\circ} \pm 2^{\circ}$
	- measured from centre line of mainplane trailing edge.		
	Elevator	Up $27^{\circ} \pm 1^{\circ}$	Down $24^{\circ} \pm 1^{\circ}$
	Elevator Tab	Up $30^{\circ} \pm 2^{\circ}$	Down $30^{\circ} \pm 2^{\circ}$
	Rudder Left	$23^{\circ} \pm 2^{\circ}$	Right $23^{\circ} \pm 2^{\circ}$



Serial Numbers Eligible 706 through 1249, G350 and up, incorporating modification 120, but not incorporating modification 102.

**IV. Model PL-12/T-300 (Normal/Agricultural Category), Approved 30 July, 1979**  
**Model PL-12/T-300A (Normal/Agricultural Category), Approved 31 March, 1982**

Engine	Lycoming IO-540-K1A5 or 10-540-K1B5.	
Engine Limits	For all operations 2700 r.p.m. (300 b.h.p.)	
Fuel	100/130 minimum grade aviation gasoline.	
Oil and Oil Limits	Mil-L-22851 - Ashless Dispersant Grades Above 15.6°C ground ambient air temperature, SAE 40 or SAE 50. From -18°C to 21°C ground ambient air temperature, SAE 40 or SAE 30. Below -12°C ground ambient air temperature SAE 30.	
Propeller and Propeller Limits	Hartzell, constant speed, metal propeller HC-C3YR-1RF/F468-2R blades Diameter: Not more than 84 inches (2134 mm) and not less than 82 inches (2083 mm) Pitch settings at 30 inch (762 mm) station High - 28° and Low - 11°	
Airspeed Limits	Never exceed	148 knots C.A.S.
	Maximum structural cruising (Normal operating limit)	125 knots C.A.S.
	Manoeuvring	110 knots C.A.S.
	Maximum, wing flaps extended 7°	148 knots C.A.S.
	Maximum, wing flaps extended 13° - 30°	81 knots C.A.S.
Crosswind Component	Maximum, take-off and landing - 18 knots.	

Centre of Gravity  
Range

Normal Category

Forward Limit -

532 mm aft of the datum at 1724 kg and 417 mm aft of the datum at 1043 kg, or less, with linear variation between 1043 kg and 1724 kg.

Rear Limit -

589 mm aft of the datum

Agricultural Category

(a) For aircraft referenced in Note 4

Forward Limit -

554 mm aft of the datum at 1855 kg and 417 mm aft of the datum at 1043 kg, or less, with linear variation between 1043 kg and 1855 kg.

Rear Limit -

589 mm aft of the datum

(b) For aircraft referenced in Note 5, and all PL-12/T-300A:

Forward Limit -

566 mm aft of the datum at 1925 kg and 417 mm aft of the datum at 1043 kg, or less, with linear variation between 1043 kg and 1925 kg.

Rear Limit -

589 mm aft of the datum.

Weight

Normal Category:

Maximum, take-off and landing - 1724 kg.

Agricultural Category:

(a) For aircraft referenced in Note 4

Maximum, take-off 1855 kg.

Maximum, landing - 1724 kg.

(b) For aircraft referenced in Note 5, and all PL-12/T-300A

Maximum take-off - 1925 kg.

Maximum landing - 1724 kg.

Number of Seats

Three (1 at +432 mm, and 2 at +1422 mm).

Loading	Maximum Hopper Structural Load 907 kg (at +762 mm) Maximum rear seat load 154 kg. (Normal Category Only)
Fuel Capacity	Standard Tanks 182 litres total, 150 litres usable (at +660 mm).  Optional Tanks 364 litres total, 314 litres usable (at +660 mm).
Oil Capacity	11.4 litres, 2.5 Imperial gallons, 3.0 U.S. gallons total 8.75 litres, 1.93 Imperial gallons, 2.31 U.S. gallons usable (at -559 mm).
Control Surface Movements	Aileron (Aircraft not incorporating Modification 141 - Bevel Trailing Edge Aileron)  Up $21^{\circ} \pm 2^{\circ}$ Down $18^{\circ} \pm 2^{\circ}$  (Serial numbers G890 and up incorporating Modification 141).  Angle of droop : $4.5^{\circ} \pm 1/2^{\circ}$  Up $16^{\circ} \pm 1^{\circ}$ Down $22^{\circ} \pm 1^{\circ}$ measured from centre line of mainplane trailing edge.  Elevator Up $27^{\circ} \pm 1^{\circ}$ Down $24^{\circ} \pm 1^{\circ}$  Elevator Up $30^{\circ} \pm 2^{\circ}$ Down $30^{\circ} \pm 2^{\circ}$ Tab  Rudder Left $23^{\circ} \pm 2^{\circ}$ Right $23^{\circ} \pm 2^{\circ}$
Serial Numbers Eligible	PL-12/T-300 As defined in Notes 4 and 5.  PL-12/T-300A (a) G890 and up providing the following modifications are incorporated: modification 124 Lycoming IO-540-KIAS modification 144 wide cockpit (see Note 7)  (b) H0107 and up, where built as T300A Aircraft incorporating modification 102 (PL~12-U Multi-Purpose Airtruk) are not eligible.

**Model PL-13/T-400 (Normal/Agricultural Category), Approved**

Engine	Lycoming IO-720 D1BD
Engine Limits	For all operations 2650 r.p.m. (400 b.h.p.)
Fuel	100/130 minimum grade aviation gasoline.
Oil and Oil Limits	Mil-L-22851 - Ashless Dispersant Grades Above 16°C ground ambient air temperature, SAE 40 or SAE 50. From -18°C to 21°C ground ambient air temperature SAE 40 or SAE 30. Below -12°C ground ambient air temperature SAE 30.
Propeller and Propeller Limits	Hartzell, constant speed, metal propeller HC-C3YR-1RF/F8475R blades Diameter : Not more than 2184 mm and not less than 2134mm. Pitch settings at 762 mm station High - 28° and Low - 13.3°
Airspeed Limits	Never exceed 145 knots C.A.S. Maximum, structural cruising 115 knots C.A.S. (Normal operating limit) Manoeuvring 107 knots C.A.S. Maximum, wing flaps extended 80 knots C.A.S.
Crosswind Component	Maximum, take-off and landing - 18 knots.
Centre of Gravity Range	Normal Category  Forward Limit - 513 mm aft of the datum at 1814 kg 430 mm aft of the datum at 1240 kg, or less. Variation is linear between 1240 kg and 1814 kg  Rear Limit 590 mm aft of the datum.  Agricultural Category  Forward Limit - 573 mm aft of the datum at 2228 kg 430 mm aft of the datum at 1240 kg, or less. Variation is linear between 1240 kg and 2228 kg  Rear Limit - 590 mm aft of the datum.

Weight	Normal Category:	
	maximum, take-off -	1814 kg.
	maximum, landing -	1724 kg.
	Agricultural Category:	
Number of Seats	maximum take-off	2228 kg.
	maximum landing	1724 kg.
	Three (1 at +432 mm, and 2 at 1422 mm).	
Loading	Maximum hopper structural load	907 kg (at +762mm)
	Maximum rear seat load	154 kg
	(Normal Category only)	
Fuel Capacity	Standard Tanks -	
	182 litres total, 150 litres usable (at +660 mm)	
	Optional Tanks -	
Oil Capacity	364 litres total, 314 litres usable (at +660 mm)	
	16 litres, 3.5 Imperial gallons, 4.2 U.S. gallons total	
	13.2 litres, 2.9 Imperial gallons, 3.5 U.S. gallons usable (at -470 mm)	
Control Surface Movements edge:	Aileron	
	Droop measured from wing trailing edge to aileron trailing	
	6.5 ± 3mm (1/4 ± 1/8 inch)	
	Up 20° ± 1°	Down 16° ± 1°
	- measured from aileron trailing edge when in drooped position.	
	Elevator	Up 27° ± 1°      Down 24° ± 1°
	Rudder	Left 23° ± 2°      Right 23° ± 2°
Serial Numbers Eligible	a) H1107	
	b) H5114 and up built as PL-12/T-400.	

## Data Pertinent to all Models

Datum	Mainplane root leading edge
Levelling Means	Longitudinal  PL-12 and PL-12U Straight edge and level across permanent studs provided on right hand side of hopper (fuselage PL-12-U).  PL-12/T-320, PL-12/T-300, PL-12/T-300A, and PL-12/T-400 Two recessed screws in starboard surface of hopper skin about 380mm above stub wing  Lateral:  PL-12, PL-12U, and PL-12/T-400 Straight edge and level on top surfaces of right hand stub wing.  PL-12/T-320, PL-12/T-300, and PL-12/T-300A Two steel rings 12.7 mm diameter welded to upper skin of starboard stub wing about 485 and 805 mm outboard of fuselage.
Control Surface Movements	Flap (serial numbers 602 through 703) Up – 0° 1 <sup>st</sup> notch – 13° 2 <sup>nd</sup> notch – 25° Full down – 36°  Flap (serial numbers 704 through 1239, not incorporating Service Letter 16) Up – 0° 1 <sup>st</sup> notch – 13° Full down – 30°  Flap (serial numbers 704 through 1239, incorporating Service Letter 16, and 1240 through 1249, G350 and up) Up – 0° 1 <sup>st</sup> notch – 7° 2 <sup>nd</sup> notch – 13° Full down – 30°  Flap (aircraft incorporating modification 142) Up – 0° Take-off – 13° Full down – 30°
Type Design Data	Models PL-12, PL-12U and PL-12/T-320 Transavia Sealed Drawing List dated 18 April 1977 or later, or with Transavia Sealed Drawing List No 2 dated 30 June 1979 or later.  Model PL-12/T-300 Transavia Sealed Drawing List No 2 dated 30 June 1979 or later.  Model PL-12/T-300A Transavia Sealed Drawing List No 5 dated 18 September 1981 or later.

Transavia Sealed Drawing List No 7 dated 12 December 1985 and  
Transavia Sealed Drawing List No 8 dated 20 December 1985.

**PL-12, PL-12/U, PL-12/T-320, PL-12/T-300, PL-12/T-300A**

Agricultural Category Section 100.20

The engine installation in Transavia models PL-12/T-320, PL-12/T-300, PL-12/T-300A, conform with the Federal Aviation Regulations of the United States of America, Part 23 effective at 6 November 1972.

(a) Department of Aviation Approved Flight Manuals as applicable.

(b) Transavia PL-12 Series Maintenance, Overhaul and Repair Manual.

**PL-12/T-400**

Section 101.22 Issue 4 to Amendment 72

Federal Aviation Regulations of the United States of America, Part 23 Amendment 23.31 effective from 28 December 1984, except for those parts varied by certification to the above ANOs. Specifically, Non-compliances to FAR 23 Sections 629(f), 771(b), 975(a)(5), 995(c) and 995(g)(1) have been accepted in certification to the above ANOs.

(a) Department of Aviation Approved Flight Manual.

(b) Transavia PL-12/T-400 Maintenance, Overhaul and Repair Manual.

**Notes:**

1. Serial numbers 602 through 703 are eligible for Continental IO-520-D engines and associated limits when modification 18 is incorporated.
2. Serial numbers 602 through 705 are eligible for the centre of gravity and weight limits appropriate to serial number 706 when the following modifications are installed:

Modification 18	Installation of Continental IO-520-D engine (incorporated during maintenance for serial Numbers 704 and 705).
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Modifications 19 or 79	Nose Wheel Vane
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Modifications 21	Trim Augmentor.
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Modifications 22	Aileron Balance Spring.
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Modifications 39	Elevator Tab span increase.
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3. Serial numbers 602 through 928 are eligible for the 182 litre of the 364 litre capacity fuel system upon incorporation of modifications 95 or 96 respectively.
4. Serial numbers 706 through 1241 are eligible for T-300 centre of gravity and weight limitations specified under (a) on page 9 when the following modifications are installed:

Modification 79	Aerodynamic Surfaces Modification
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Modification 101	Elevator Trim Tab Assembly (Chord increased to 5 ¼" (133 mm))
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Modification 118	Shock Absorbers - Hydraulic
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Modification 124	Lycoming IO-540-K1A5 or K1B5
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Modification 125	Additional 7° Flap Position
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Serial numbers 1242 to 1249, G350 and up are eligible for T-300 centre of gravity and weight limitations specified under (a) on page 9 when the following modifications are installed:

Modification 118	Shock Absorbers - Hydraulic
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Modification 124	Lycoming IO-540-K1A5 or K1B5
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5. Serial numbers G890 and up are eligible for T-300 centre of gravity and weight limitations specified under (b) on page 9 when the following modifications are installed:

Modification 124	Lycoming IO-540-K1A5 or K1B5
Modification 140	Horn Balance Elevators
Modification 141	Bevel Trailing Edge Aileron
Modification 143	Elevator Downspring

6. Serial numbers 706 and up are eligible for installation of Modification 140 (Horn Balance Elevators) and Modification 141 (Bevel Trailing Edge Aileron) providing the following modifications are installed:

Modification 79	Aerodynamic Surfaces Modification
Modification 81	Trim Screw Pitch Reduction
Modification 85	Outboard Aileron Hinge Arm Modifications
Modification 91	Re-design Control Rods & Elevator Trim
Modification 101	Elevator Trim Tab Assembly (Chord increased to 5 ¼" (133 mm))

7. Serial numbers G890 and up are eligible for installation of the wide cockpit (Modification 144) providing the following modifications are incorporated:

Modification 124	Lycoming IO-540-K1A5 or K1B5
Modification 140	Horn Balance Elevators
Modification 141	Bevel Trailing Edge Aileron
Modification 142	Electric Flaps
Modification 143	Elevator Downspring

When these modifications (including 144) are incorporated, the aircraft is eligible for limitations appropriate to the PL-12/T-300A.

8. Serial number H1107 was modified from T300A to T400, and incorporates the following modification:

Modification 150	Lycoming IO-720-D1BD Enlarged Stub Wing Lengthened booms
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9. Serial numbers H5114 and up may be built as either T300A or T400.
10. Serial numbers H1107, H5114 and up (which are built as T400 aircraft) incorporate the following modification:

Modification 152	Aileron Control travel stops fitted outboard at hinge locations
	Aileron travel reduced (see Control Surface Movements)
11. Aircraft with serial numbers comprising three digits only were manufactured in the decade commencing 1960. The first digit denotes the year of manufacture and the last two digits denote production line number.

Aircraft with serial numbers comprising four digits only were manufactured in the decade commencing 1970. The second digit denotes the year of manufacture and the last two digits denote production line number.

Aircraft with serial numbers commencing G were manufactured in the decade commencing 1970. The first digit denotes the year of manufacture and the remaining digits denote production line number.

Aircraft with serial numbers commencing H were manufactured in the decade commencing 1980. The first digit denotes the year of manufacture and the remaining digits denote production line number.
12. Type Certificate VA523 was issued upon the transfer of Certificate of Type Approval 42-1 dated 23 December 1985 & CTADS Issue 9 dated 13 July 1998 from Transfield Pty Ltd to Hazair Pty Ltd.

**END**