

**Australian Government** 

**Civil Aviation SafetyAuthority** 

# Type Certificate

Number: VA514

Type Certificate Holder:

Avtech Pty Ltd Airport Drive, Hinkler Airport Bundaberg, Queensland 4670

Pursuant to regulation 21.13A of the Civil Aviation Safety Regulations 1998 this type certificate is issued in respect of the LSA and Jabiru series of aircraft.

This certificate is valid until it is suspended or cancelled by the Civil Aviation Safety Authority. The basis of certification is as described in Type Certificate Data Sheet VA514, which forms part of this type certificate.

Date of Application:6 June 2002Date of Issuance:2 December 2004Date of Revision 1:11 February 2005

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Eugene Paul Holzaptel Delegate of the Authority



### Australian Government

### **Civil Aviation SafetyAuthority**

No	VA514
Revision	2
Aircraft	LSA 55/2K
	LSA 55/2J
	Jabiru ST
	LSA55/3J
	Jabiru ST3
	Jabiru UL-C
	Jabiru UL-D
Date	22 August 2013

## TYPE CERTIFICATE DATA SHEET

This data sheet, which is part of Type Certificate No. VA514, lists the conditions and operational limitations under which the aircraft for which the Type Certificate was issued meets the airworthiness requirements of the Civil Aviation Safety Authority.

Certificate Holder	Avtech Pty Ltd Airport Drive Hinkler Airport Bundaberg Qld 470 Australia	50		
<u>I. LSA 55/2K</u>	Primary Category - RAA	operations only - approved 1 October 1991.		
Engine	KFM Model 112m.			
Engine Limits	Maximum take-off Maximum continuous	3200 rpm (5 minute limited) 3090 rpm		
Fuel	100/130 minimum grade a	viation gasoline.		
Oil	Aviation or motor grade o requirements of MIL-L-46	il. SAE Grade meeting minimum 152B.		
Propeller	Diameter Pitch	er 4046092, wooden fixed pitch. 372 mm (54 inches) 006 mm (36 inches) rpm 2700 – 3000 rpm		

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Airspeed Limits	Never exceed	116 KI		
 (knots IAS)	Manoeuvring	91-KI		
	Max flaps exter	nded 70 KI	AS	
Centre of Gravity	Forward Limit			
	1601 n	nm aft of datum (2	.0% mac) at 300 kg or less.	
	1630.8	mm aft of datum	(23% mac) at 430 kg .	
	Variati	on is linear betwe	en 300 kg and 430 kg.	
	Aft Limit			
	1681.4	mm aft of datum	(28.1 % mac) at all weights.	
Datum	1403 mm forwa	rd of the root lead	ing edge of mainplane.	
MAC	990.6 mm			
Levelling Mean	Longitudinal			
		evel placed on he	ads of two screws located in lower door	
		LH side of fuselag		
	Lateral			
		and alaged agence	a lawor fugalage formand of firewall on	
	-	ever placed acros	s lower fuselage forward of firewall on	
	COWIN	cation rubbers.		
Maximum Weight	Take-off	430 kg		
	Landing	430 kg		
No of Seats:	2 fixed			
Maximum Baggage	side. Baggage i fuel tank is loca	s not permitted be	the seat between the tank and fuselage hind the rear face of the fuel tank. The aft of datum. The combined weight of 36 kg.	
Fuel Capacity	Total	50 litres		
Put Capatry		47.5 litres		
	Usable	47.3 miles.		
Oil Capacity		3.2 litres		
Control Surface	Aileron	Up	$22^{\circ} \pm 1^{\circ}$	
		Down	$14^{\circ} \pm 1^{\circ}$	
	Elevator	Up	$17^{\circ} \pm 1^{\circ}$	
		Down	$10^{\circ} \pm 1^{\circ}$	
	Rudder	L & R	$18.5^{\circ} \pm 1^{\circ}$	
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Control Surface	Wing flaps	First stage	$10^{\circ} \pm 1^{\circ}$	
Deflections cont.		Second stage	29.5°±1°	
Serial numbers eligib		o to 0021 (see No mbers 0003 to 00	ote 1). 008 are acceptable on the	basis of
	compliance with	Jabiru Aircraft	Pty Ltd Drawing List dat 23114 dated 30 Septeml	ed 25 July
Operating Basis	Aircraft of this r under CAO 95.5		gistered with the RAA an	nd operated
<u>II. LSA 55/2J</u>	Primary Categor	y - RAA operatio	ons only - approved 15 I	December 1993.
Engine	Avtech Pty. Ltd.	1600A or 16000		
Engine Limits	Maximum take-	off	3100 rpm (Full throttl	e)
	Maximum contin	nuous	3100 rpm	
Fuel	100/130 minimu	m grade aviation	gasoline.	
Oil	1600A engine minimu		tor grade oil, SAE Grade of MIL-L-22851B.	e meeting the
	1600C engine meeting		gine oil SAE 15W/50 m wing specifications:	ultigrade
		API performan	ce standard SG/CD	and the second
		*	IC GZ/D2 and PD1 MIL-L-46152D	
Propeller	Avtech Pty Ltd,	Part Number 412	20232, wooden fixed pite	ch.
~	Diamet	er 1372 r	nm (54 inches)	
	Pitch	965 m	m (38 inches)	
	Full thr	ottle static rpm	2700 – 3000 rpm	
Airspeed Limits	Never exceed		116 KIAS	
(knots IAS)	Manoeuvring		91 KIAS	
	Max flaps extend	ded	70 KIAS	
Centre of Gravity	Forward Limit			
	1630.8	mm aft of datum	20% mac) at 300 kg or le (23% mac) at 430kg. een 300 kg and 430 kg.	ess.
	Aft Limit		0 0	
	1681.4	mm aft of datum	(28.1% mac) at all weig	chts.
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Datum	1403 mm forv	ward of the root lead	ing edge of mainplane.			
MAC	990.6 mm					
Levelling Means		t level placed on he n LH side of fuselag	ads of two screws located in lower door ge.			
		Spirit level placed across lower fuselage, forward of firewall on cowl location rubbers.				
Maximum Weight	Take-off Landing	430 kg 430 kg	· · ·			
No. of Seats	2 fixed					
Maximum Baggage	side. Baggage fuel tank is lo	is not permitted be	ne seat between the tank and fuselage hind the rear face of the fuel tank. The ft of datum. The combined weight of 36 kg.			
Fuel Capacity	Total	50 litre	S			
	Usable	47.5 lit	res			
Oil Capacity		2.3 litr	es			
Control Surface Deflections	Aileron	Up Down	$22^{\circ} \pm 1^{\circ}$ 14° ± 1°			
	Elevator	Up Dour	$17^{\circ} \pm 1^{\circ}$ $10^{\circ} \pm 1^{\circ}$			
	Rudder	Down L & R	$10^{\circ} \pm 1^{\circ}$ $18.5^{\circ} \pm 1^{\circ}$			
	Wing flaps	First stage Second stage	$10^{\circ} \pm 1^{\circ}$ 29.5° ± 1°			
Serial numbers eligible	e	0022 to 0093 (s	ee Note 1).			
Operating Basis	Aircraft of thi under CAO 9		stered with the RAA and operated			
<u>Ill. Jabiru ST</u>	Primary Categ	gory, approved 1 Jul	y 1994.			
Engine	Avtech Pty Lt	d 1600C.				
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	Engine Limits	Maximum take-off 3100 rpm (full throttle)
		Maximum continuous 3100 rpm
	Fuel	100LL or 100/130 minimum grade-aviation gasoline.
	Oil	Automotive engine oil SAE 15W/50 multigrade meeting any of the following specifications:
· .		API performance standard SG/CD
r		European CCMC GZ/D2 and PD1
		MIL-L-2104C1MIL-L-46152D
	Propeller	Avtech Pty Ltd, Part Number 4120232, wooden fixed pitch.
		Diameter 1372 mm (54 inches)
		Pitch 965 mm (38 inches)
•••		Full throttle static rpm 2700 – 3000 rpm
	Airspeed Limits	Never exceed 116 KIAS
	(knots IAS)	Manoeuvring . 91 KIAS
		Max flaps extended 70 KIAS
	Centre of Gravity	Forward Limit
		1601 mm aft of datum (20% mac) at 300 kg or less. 1630.8 mm aft of datum (23% mac) at 430 kg. Variation is linear between 300 kg and 430 kg.
		Aft Limit
		1681.4 mm aft of datum (28.1 % mac) at all weights.
	Datum	1403 mm forward of the root leading edge of mainplane.
	MAC	990.6 mm
· .	Levelling means	Longitudinal Spirit level placed on heads of two screws located in lower doorsill on LH side of fuselage.
		Lateral
	. * .	Spirit level placed across lower fuselage, forward of firewall on cowl location rubbers.
	Maximum Weight	Take-off 430 kg
		Landing 430 kg
`	No. of Seats	2 fixed

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Maximum BaggageBaggage may be stowed behind the seat between the tank and fuselageside. Baggage is not permitted behind the rear face of the fuel tank. The<br/>fuel tank is located at 2400 mm aft of datum. The combined weight of<br/>baggage and fuel shall not exceed 36 kg.

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· .
n de la composition de la comp
22° ± 1°
14° ± 1°
17° ± 1°
$10^{\circ} \pm 1^{\circ}$
18.5° ± 1°
$10^{\circ} \pm 1^{\circ}$ 29.5° ± 1°
,

Never exceed

Manoeuvring

Max flaps extended

Serial numbers eligible

0048, 0049 and ST0001 to ST0014 (see Note 1).

<u>IV. LSA 55/3J</u>	Primary Category - RAA operations only - approved 6 January 1998.			
Engine	Avtech Pty. Ltd. 2200A or 2200J.			
Engine Limits	Maximum for all operations - 3050 rpm.			
Fuel	100LL or 100/130 minimum grade aviation gasoline.			
Oil	Aero Oil W Multigrade I5W-50 or equivalent complying with the			

Aero Oil W Multigrade I5W-50 or equivalent complying with the requirements of MlL-L-22851C or Lycoming Specification 30IF or Teledyne - Continental Specification MHF-24B.

Propeller

Avtech Pty Ltd, Part Number C000242, wooden fixed pitch.

Diameter	1422 mm (56 inches)	
Pitch	1040mm(41 inches)	
Full throttle stati	c rpm 2700 – 3000 rpm	1

Airspeed Limits (knots IAS)

91 KIAS 70 KIAS

116 KIAS

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	Centre of Gravity	Forward Limit		20% mac) at 400 kg	or less.
				26% mac) at 430 kg. een 400 kg and 430 k	
		Aft Limit		(28.2% mac) at all v	
• •	Datum	1403 mm forw	ard of the root lead	ding edge of mainpla	ne.
	MAC	990.6 mm			
	Levelling Means	-	level placed on he LH side of fusela	ads of two screws lo ge.	cated in lower door
•	• .	*	level placed acros ocation rubbers.	s lower fuselage, for	ward of firewall on
	Maximum Weight	Take-off Landing	430 kg 430 kg		и
	No. of Seats	2 fixed			
	No. of Seats Maximum Baggage	Baggage may l side. Baggage fuel tank is loc	is not permitted b	the seat between the ehind the rear face of aft of datum. The c 1 47 kg.	f the fuel tank. The
		Baggage may l side. Baggage fuel tank is loc	is not permitted be ated at 2207 mm	ehind the rear face of aft of datum. The c	f the fuel tank. The
1	Maximum Baggage	Baggage may b side. Baggage fuel tank is loc baggage and fu Total	is not permitted b ated at 2207 mm el shall not exceed 65 litres	ehind the rear face of aft of datum. The c	f the fuel tank. The
,	Maximum Baggage Fuel Capacity	Baggage may b side. Baggage fuel tank is loc baggage and fu Total	is not permitted be ated at 2207 mm el shall not exceed 65 litres 64.5 litres 2.3 litres	ehind the rear face of aft of datum. The c	f the fuel tank. The
, ,	Maximum Baggage Fuel Capacity Oil Capacity Control Surface	Baggage may l side. Baggage fuel tank is loc baggage and fu Total Usable	is not permitted be ated at 2207 mm el shall not exceed 65 litres 64.5 litres 2.3 litres Up	ehind the rear face of aft of datum. The c 1 47 kg, 22° ± 1°	f the fuel tank. The
	Maximum Baggage Fuel Capacity Oil Capacity Control Surface	Baggage may l side. Baggage fuel tank is loc baggage and fu Total Usable Aileron	is not permitted be ated at 2207 mm el shall not exceed 65 litres 64.5 litres 2.3 litres Up Down Up	ehind the rear face of aft of datum. The c 1 47 kg, $22^\circ \pm 1^\circ$ $14^\circ \pm 1^\circ$ $17^\circ \pm 1^\circ$	f the fuel tank. The

CIVIL AVIATION CAFETY ALTHODITY

	Operating Basis	Aircraft of this model may be registered with the RAA and operated under CAO 95.55.
		under CAO 95.55.
	<u>V. Jabiru ST3</u>	Primary Category - approved 24 December 1997.
	Engine	Avtech Pty. Ltd. 2200J.
	Engine Limits	Maximum for all operations - 3050 rpm.
·	Fuel	100LLor 100/130minimum grade aviation gasoline.
	Oil	Aero Oil W Multigrade 15W-50 or equivalent lubricant complying with MIL-L-2851C, or Lycoming Specification 30IF, or Teledyne - Continental Specification MHF-24B.
	Propeller	Avtech Pty Ltd, Part Number C000242, wooden fixed pitch.Diameter1422 mm (56 inches)Pitch1040 mm (41 inches)Full throttle static rpm2700 – 3000 rpm
·	Airspeed Limits (knots IAS)	Never exceed116 KIASManoeuvring91 KIASMax flaps extended70 KIAS
	Centre of Gravity	Forward Limit 1601 mm aft of datum (20% mac) at 400 kg or less. 1661 mm aft of datum (26% mac) at 430 kg. Variation is linear between 400 kg and 430 kg. Aft Limit 1682.4 mm aft of datum (28.2% mac) at all weights.
j.	Datum	1403 mm forward of the root leading edge of mainplane.
	MAC	990.6 mm
	Levelling Means	Longitudinal Spirit level placed on heads of two screws located in lower door sill on LH side of fuselage.
•		Lateral Spirit level placed across lower fuselage, forward of firewall on cowl location rubbers.

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Maximum Weight	Take-off Landing	430 kg 430 kg				
No. of Seats	2 fixed					
Maximum Baggage	Baggage may be side. Baggage is fuel tank is locat baggage and fuel	not permi ed at 2207	tted behir mm aft o	nd the rear fac f datum. The	e of the fuel t	ank. The
Fuel Capacity	Total Usable	65 litres 64.5 litres		· · · ·		· · ·
Oil Capacity	· ·	2:3 litres	1			
Control Surface Deflections	Aileron	Up Down		2°±1° 4°±1°	,	
	Elevator	Up Down		$7^{\circ} \pm 1^{\circ}$ $0^{\circ} \pm 1^{\circ}$		
	Rudder	L&R	1	9.5°±1°		
	Wing flaps	First stag Second st		$0^{\circ} \pm 1^{\circ}$ 9.5° ± 1°		
Serial numbers eligible	e ST0015	and up (se	ee Note 1)	),		~
VI. JABIRU UL-C	Primary Categor	y - RAA oj	perations	only - approv	ed 2 Decembe	er 2004.
Engine	Avtech Pty Ltd 2	200B.				
Engine Limits	Maximum for all	l operation	s - 3050 r	pm		
Fuel	100LL or 100/13 Leaded or Unlea					N.
Oil	Aero Oil W Mul MIL-L-22851C, Continental Spec	or Lycomi	ng Specif	ication 301F,		
Propeller	AVTECH Pty Lt Diamete Pitch	er	1524 mm	0242-D60P42 (60 inches) (42 inches)	2, wooden, fix	xed pitch.

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		ottle static rpm	2700 – 3000 rpm	
Air Speed Limits	Never Exceed	120 K	IAS	
(knots IAS))	Manoeuvring	94 K		
	Max flaps extend	ded 69 K	IAS	
Centre of Gravity	Forward Limit			
		m aff of datum (	20% mac) at 400 kg or lea	35.
		· ·	27% mac) at 450 kg.	
			een 400 kg and 450 kg.	
	Aft Limit			,
	1685 m	um aft of datum (	28.5% mac) at all weights	5.
Datum	1403 mm forwa	rd of root leading	g edge of mainplane.	
MAC	990.6 mm			n a an ann an
Levelling Means	Longitudinal			
2010000	-	evel placed on tri	m control decal.	
	Lateral	~		
	Spirit le		s lower fuselage, forward	of firewall on
	cowl lo	cation rubbers.		
Maximum Weight	Take Off	450 kg.		
	Landing	450 kg.		
	2 fixed.			
Number of Seats				
Number of Seats Maximum Baggage	side. Baggage is fuel tank is locat	not permitted be	he seat between the tank a hind the rear face of the f ift of datum. The combine 1 28 kg.	uel tank. The
Maximum Baggage	side. Baggage is fuel tank is locat	not permitted be ted at 2215 mm a	hind the rear face of the f ift of datum. The combine	uel tank. The
	side. Baggage is fuel tank is locat baggage and fue	not permitted be ted at 2215 mm a l shall not exceed	hind the rear face of the f ift of datum. The combine	uel tank. The
Maximum Baggage	side. Baggage is fuel tank is locat baggage and fue Total	not permitted be ted at 2215 mm a l shall not exceed 41.3 Litres	hind the rear face of the f ift of datum. The combine	uel tank. The
Maximum Baggage Fuel Capacity	side. Baggage is fuel tank is locat baggage and fue Total	not permitted be ted at 2215 mm a l shall not exceed 41.3 Litres 40 Litres	hind the rear face of the f ift of datum. The combine	uel tank. The
Maximum Baggage Fuel Capacity Oil Capacity	side. Baggage is fuel tank is locat baggage and fue Total Usable	not permitted be ted at 2215 mm a l shall not exceed 41.3 Litres 40 Litres 2.3 litres	hind the rear face of the f ift of datum. The combine 1 28 kg.	uel tank. The
Maximum Baggage Fuel Capacity Oil Capacity Control Surface	side. Baggage is fuel tank is locat baggage and fue Total Usable	not permitted be ted at 2215 mm a l shall not exceed 41.3 Litres 40 Litres 2.3 litres Up	hind the rear face of the f ift of datum. The combine 1 28 kg. 24° ± 1°	uel tank. The

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Control Surface Deflections cont.	Rudder	Left Right	19°±1° 		
Dencetions cont.	Wing flaps	First stage Second stage	$15.5^{\circ} \pm 1^{\circ}$ $40^{\circ} \pm 1^{\circ}$		
Serial numbers eligible	e 610 and	l upwards (see No	ote 1).		
Operating Basis	Aircraft of this n CAO 95.55.	nodel may be regi	stered with RAA and operated under		
<u>VII. JABIRU UL-D</u>	Primary Category - RAA operations only - approved 11 February 2005.				
Engine	Avtech Pty Ltd 2200B.				
Engine Limits	Maximum for all operations - 3050 rpm.				
Fuel	100LL or 100/130 minimum grade aviation gasoline, or Leaded or Unleaded Automotive Gasoline above 95 Octane RON.				
Oil	MIL-L-22851C,	0	or equivalent lubricant complying with ocification 301F, or Teledyne - 4B.		
Propeller	Diamete Pitch	er 1524 m	2000242-D60P42, wooden fixed pitch. um (60 inches) um (42 inches) 2700 – 3000 rpm		
Air Speed Limits (knots IAS)	Never Exceed Manoeuvring Max flaps extend	120 KI. 94 KI. 1ed 69 KI.	AS		
Centre of Gravity	1670 m Variatio Aft Limit	m aft of datum (2 m aft of datum (2 on is linear betwee	0% mac) at 393 kg or less. 7% mac) at 450 kg. en 400 kg and 450 kg. 8.5% mac) at all weights.		
Datum	1403 mm forwar	d of root leading	edge of mainplane.		
MAC	990.6 mm	· · ·	· . ·		

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Levelling Means	Longitudinal		· · · · · · · · · · · · · · · · · · ·	
	Lateral Spirit	level placed on tri level placed acros ocation rubbers.	m control decal. s lower fuselage, forward of firewall on	,
Maximum Weight	Take Off	450 kg		
	Landing	450 kg		•
Number of Seats	2 fixed	· · ·		
Maximum Baggage	side. Baggage i fuel tank is loca	s not permitted be	he seat between the tank and fuselage hind the rear face of the fuel tank. The ft of datum. The combined weight of 1 28 kg.	
Fuel Capacity	Total	41.3 litres		۰.
	Usable	40 litres		
Oil Capacity		2.3 litres		
Control Surface Deflections	Aileron	Up Down	24° ± 1° 13° ± 1°	
	Elevator	Üp	$18.4^{\circ} \pm 1^{\circ}$	
	Down $14.5^{\circ} \pm 1^{\circ}$ Elevator movements are measured with trim set at maximum travel in the same direction as the control stick is moved.			
	Rudder	Left	19° ± 1°	
		Right	$22^{\circ} \pm 1^{\circ}$	
	Wing flaps	First stage Second stage	15.5° ± 1° 40° ± 1°	
Serial numbers eligible	e 610 an	d upwards (see N	ote 1).	
Operating Basis	Aircraft of this CAO 95.55.	model may be reg	istered with RAA and operated under	

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CIVIL AVIATION CAFETY AUTHORITY

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#### DATA PERTINENT TO ALL MODELS

#### Certification Basis

#### Aircraft models LSA 55/2K, LSA 55/2J and LSA 55/3J.

CAO 101.55 Issue 1 dated 7 January 1988 up to and including Amendment 99 dated. 15 December 1993 and BCAR Section S (advance copy dated March 1983). These aircraft models are limited to RAA operations under CAO 95.55.

#### Aircraft models Jabiru ST and Jabiru ST3.

CAO 101.55 Issue 1 dated 7 January 1988 up to and including Amendment 99 dated 15 December 1993 and BCAR Section S (advance copy dated March 1983).

These aircraft models are eligible for a Special Certificate of Airworthiness in Primary Category.

#### Aircraft model Jabiru UL-C

CAO 101.55 Issue 1 dated 7 January 1988 up to and including Amendment 103, dated 1 October 1998, with an exemption against Chapter 9 – Noise Certification, and BCAR Section S, Issue 2, dated  $31^{st}$  August 1999, with an exemption against Subpart A, S2 – Applicability paragraph (a)(3).

The exemption from BCAR S, Subpart A, S2, Para (3)(a) is granted subject to the aircraft complying with the operational limitations of CAO 95.55.

Aircraft of this model are limited to RAA operations under CAO 95.55.

#### Aircraft model Jabiru UL-D

BCAR Section S, Issue 2, dated 31st August 1999.

Aircraft of this model are limited to RAA operations under CAO 95.55.

#### Production Basis

All models

For aircraft produced prior to 25 November 2003 - Certificate of Approval No. 3501.

For aircraft produced on or after 25 November 2003 - Production Certificate No. 444128.

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#### Approved Aircraft Flight Manuals

LSA 55/2K

- Jabiru LSA 55/2K Flight Manual and Operator's Handbook.

LSA 55/2J

- Jabiru LSA 55/2J Flight Manual and Operator's Handbook. Jabiru ST

- Jabiru ST Flight Manual and Operator's Handbook.

LSA 55/3J

- Jabiru LSA 55/3J Flight Manual and Operator's Handbook.

Jabiru ST3

- Publication JP-FM05 Jabiru ST3 Flight Manual.

Jabiru UL-C

- Document JP-FM-UL-C Jabiru UL-C Flight Manual.

Jabiru UL-D

- Document JP-FM-UL-D Jabiru UL-D Flight Manual.

<u>Crosswind Component</u> All models - maximum for take-off and landing - 14 knots.

Equipment and Placards

Equipment and placards required by the applicable flight manual must be installed.

Operating Altitude All models – maximum 10,000 feet density altitude.

Colour Limitations

All models – The exterior colour of composite surfaces is limited to white, to minimise the effects of heat on the composite structure. Small areas of colour or trim may be applied to non-critical parts of the vertical or under surfaces.

Noise Certification

See Note 2.

#### NOTES

Note 1

Avtech Pty Ltd aircraft serial numbers are sequential and include both production and kit built aircraft. Only aircraft serial numbers manufactured under Certificate of Approval No. 3501 or Production Certificate No. 444128 are eligible for certification under this type certificate. Kit built aircraft are ineligible for certification under Type Certificate VA514.

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Note 2	All models – data submitted demonstrates compliance with <i>Chapter 9</i> – <i>Noise-Certification</i> , CAO-101.55-Issue-1-dated 7-January-1988, This
	data can be used as the basis for issuing Permits To Operate Without A Noise Certificate for individual aircraft.
Note 3	Type Certificate VA514 replaces Certificate of Type Approval 160-1, Issue 5 and was issued to incorporate the Jabiru model UL-C and on. Earlier models have also been included, and details relating to Jabiru models LSA 55/2K, LSA 55/2J, LSA 55/3J, ST and ST3 have been transcribed from CTA160-1 with minor editing and reformatting.
	Replacement of CTA 160-1 with a TC was required to satisfy the Civil Aviation Safety Regulations (1998).
	Aircraft certificated under CTA 160-1 are taken to be certificated under TC VA514.
Note 4	RAA (Recreational Aviation Australia) was formerly the Australian Ultralight Federation.
Note 5	Revision 1 is issued to add the UL-D model.
Note 6	Revision 2 is issued to correct page numbering errors.

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