UNITED KINGDOM
CIVIL AVIATION AUTHORITY

BA11
Issue 13
March 2006
SHORT BROTHERS PLC
SD3-30
SD3-60,
SD3-SHERPA
SD3-60 SHERPA

TYPE CERTIFICATE DATA SHEET No. BA11

This data sheet which is part of CAA Type Certificate No. BA11 prescribes conditions and limitations under which the product, for which the type certificate was issued, meets the airworthiness requirements of the Civil Aviation Authority.

TYPE CERTIFICATE HOLDER:

Short Brothers PLC
PO Box 241
Airport Road
Belfast
BT3 9DZ
Northern Ireland

MANUFACTURER:

Short Brothers PLC
PO Box 241
Airport Road
Belfast
BT3 9DZ
Northern Ireland

AIRCRAFT TYPE/
MODEL NUMBER(S):

SD3-30, SD3-60, SD3-Sherpa,
SD3-60 Sherpa

Approved variants:

SD3-30:

Variants 100, 200, 300, 400, 500.

SD3-60:

Variants 100, 200, 300, 400, 500.

SD3-Sherpa:

Variants 100, 200

SD3-60 Sherpa:

Variants 100, 200

TYPE DESIGN DEFINITION:

CERTIFICATION BASIS: The following requirements are the basis of certification of the type design.

SD3-30:

(a) CAA (UK) Certification

BCAR Section C Issue 7 dated 15 May 1971
BCAR Section D Issue 12 dated 30 August 1974
BCAR Section J Issue 3 dated 15 September 1966
BCAR Section R Issue 4 dated 10 April 1974

BCAR Blue Paper No 527 dated 7 December 1973
BCAR Blue Paper No 553 dated 29 June 1971
BCAR Blue Paper No 583 dated 6 May 1974

BCAR Working Draft Papers:

No 421 dated 17 July 1967
No 455 dated 27 May 1968
No 513 dated 14 December 1973

NOTE: A Direct Vision window as required by Chapter D4-2 paragraph 3.1.2 is not fitted. The SD3-30 is accepted on the grounds of equivalent safety. (Letter references SB & H jwp/amr/5299 dated 24 July 1974 and CAA AP/ASH/1813 dated 13 September 1974).

The CAA Type Design is defined on SBL drawing SD3-08-1000, introduced on SBL Modification No 5001.

(b) FAA (USA) Certification

FAR 21.29; FAR 25, effective 1 February 1965, including Amendments 25-1 through 25-30 and Special Conditions No 25.70.EU.22 dated 8 June 1976, with Amendment No 1 thereto dated 11 June 1976; plus FAR 25, Amendments 25-31 through 25-34 elected by the applicant, except FAR 25.807 as amended by Amendment 25-32.

Compliance with the following optional requirements has been established:

Ditching provisions	FAR 25.801 (overwater operations can be approved when the aircraft has been equipped and installation has been approved according to FAR 25.801)
Ice protection provisions	FAR 25.1419

Compliance has been shown with FAR 36 effective 1 December 1969, including amendments as follows:

36-1 for airplanes with P&WA Model PT6A-45A engines and take-off weight 22,000 pounds.
36-6 for airplanes with P&WA Model PT6A-45A engines and take-off weight 22,600 pounds.
36-8 for airplanes with P&WA Model PT6A-45B engines and take-off weight 22,600 pounds.
39-9 for airplanes with P&WA Model PT6A-45R engines and take-off weight 22,900 pounds.

Compliance with SFAR 27 has been shown.

Equivalent safety in lieu of compliance with FAR 25.773(b)(2)(i) has been established.

Type Certificate A41EU issued 18 June 1976.

Date of Application for Type Certificate: 12 November 1971.

The FAA Type Design is defined on SBL document SD3-00-0555, dated 21 June 1976.

(c) LBA (Germany) Certification

The certification basis is recorded in Federal Republic of Germany Type Certificate Number 2523 dated 28 June 1977 issued by the LUFTFAHRTBUNDESAMT (Federal Office of Civil Aeronautics).

LBA certification is based upon US certification with the addition of LBA Special Conditions plus specific requirements of United States of America FAR Part 25 at Amendment 36 standard. These are recorded in LBA document reference I 21-2523/77 dated 28 February 1977.

The LBA Type Design is defined on SBL drawing SD3-08-4000 introduced on SBL Modification No 5121.

(d) DOT (Canadian) Certification

The certification basis is as recorded in Canadian Type Approval A-117, Issue 3, dated 15 June 1987, issued by the Canadian Department of Transport.

DOT (Canada) Certification is based on UK certification with additions as defined on SBL drawing SD3-00-0348, introduced on SBL Modification No 5100.

The DOT (Canada) Type Design is defined on SBL drawing SD3-08-3000, introduced on SBL Modification No 5002.

(e) DOT (Australian) Certification

The certification basis is as recorded in Commonwealth of Australia letter dated 5 November 1980, issued by the Australian Department of Transport.

DOT (Australia) certification is based on US certification with additions as defined on SBL drawing SD3-00-1069, introduced on SBL Modification No 5888.

The DOT (Australia) Type Design is defined on SBL drawing SD3-08-5000, introduced on SBL Modification No 5888.

SD3-60:

(a) CAA (UK) Certification Pre Mod A8134

BCAR Section C Issue 7 dated 15 May 1971
BCAR Section D Issue 13 dated 1 October 1976
BCAR Section J Issue 3 dated 15 September 1966
BCAR Section R Issue 4 dated 10 April 1974
BCAR Section N Issue 2 dated 10 November 1978

BCAR Blue Paper No 553 dated 29 June 1971
BCAR Blue Paper No 575 dated 19 September 1976
BCAR Blue Paper No 698 dated 10 March 1978
BCAR Blue Paper No 700 dated 10 March 1978
BCAR Blue Paper No 701 dated 24 May 1978
BCAR Blue Paper No 709 dated 16 March 1979
BCAR Blue Paper No 737 dated 9 May 1980

BCAR Working Draft Papers:

No 421 dated 17 July 1967

BCAR Preliminary Draft Papers:

No 576 dated 17 August 1970
No 589 dated 1 March 1971

NOTE 1: A Direct Vision window as required by Chapter D4-2 paragraph 3.1.2 is not fitted. The SD3-60 is accepted on the grounds of equivalent safety. (CAA Letter 9/30/10GJ dated 12 August 1982).

NOTE 2: Section D Issue 13, Blue Paper Nos 575, 698, 700, 701, 709 and Working Draft Paper No 421 are subject to the interpretations in CAA letters 9/30/ASH/18/50 dated 30 September 1980, unreferenced dated 13 May 1981 and 9/30/ASH/1913/50 dated 2 October 1981.

CAA (UK) Certification Post Mod A8134

BCAR Section D Issue 14 dated 1 December 1981
BCAR Section J Issue 3 dated 15 September 1966
BCAR Section R Issue 4 dated 10 April 1974

With the exceptions of:-

BCAR Blue Paper No 578 dated 16 March 1979
BCAR Blue Paper No 670 dated 30 May 1979
BCAR Blue Paper No 671 dated 9 May 1980
BCAR Blue Paper No 705 dated 11 February 1981
BCAR Blue Paper No 710 dated 16 March 1979
BCAR Blue Paper No 723 dated 22 May 1981

NOTE 1: A Direct Vision Window as required by Chapter D4-2 paragraph 3.1.2 is not fitted. The SD3-60 is accepted on the grounds of equivalent safety. (CAA Letter 9/30/10GJ dated 12 August 1982).

(b) FAA (USA) Certification

FAR 21.29: FAR 25, effective 1 February 1965, including Amendments 25-1 through 25-34 and Special Conditions No 25-70-EU-22 dated 8 June 1976, with Amendment No 1 thereto dated 11 June 1976.

FAR 36 effective 1 December 1969, including Amendments 36-1 through 36-12.

Compliance with SFAR 27 has been shown.

Equivalent safety in lieu of compliance with FAR 25.773 (b)(2)(1) has been established.

The following additional FAA requirements have been voluntarily complied with:

FAR 25.785	to	Amendment 51 standard
FAR 25.812	to	Amendment 46 standard
FAR 25.851	to	Amendment 54 standard
FAR 25.853	to	Amendment 51 standard
FAR 25.1326	to	Amendment 43 standard
FAR 25.1351	to	Amendment 41 standard
FAR 25.1411	to	Amendment 53 standard
FAR 25.1457	to	Amendment 41 standard
FAR 25.1459	to	Amendment 41 standard

Ditching provisions	25.801 (Overwater operations can be approved when the aircraft has been equipped and installation has been approved according to 25.801).
Ice protection provisions	25.1419

Type Certification A41EU amended 29 October 1982.

The FAA Type Design is defined on SBL document SD3-00-6506 dated 3 September 1982.

(c) DOT (Australian) Certification

The certification basis is as recorded in the Commonwealth of Australia letter F83-596 dated 16 August 1983, issued by the Australian Department of Aviation.

DOT (Australia) certification is based on US certification with additions as defined on SBL drawing SD3-00-6573, introduced on SBL Modification No 7004.

DOT (Australia) Type Design is defined on SBL drawing SD3-08-6500, introduced on SBL Modification No 7004.

(d) DOT (Canadian) Certification

The certification basis is recorded in Canadian Type Approval A-117, Issue 3, dated 15 June 1987, issued by the Canadian Department of Transport.

The DOT (Canada) Certification is based on UK certification with additions as defined on SBL drawings SD3-00-6751 and SD3-00-6756 introduced on SBL Modification No 7002.

The DOT (Canada) Type Design is defined on SBL drawing SD3-08-6300 introduced on SBL Modification No 7002.

(e) LBA (Germany) Certification

The certification basis is recorded in Federal Republic of Germany Type Certificate Number 2523 dated December 1990 issued by LUFTFAHRTBUNDESAMT (Federal Office of Civil Aeronautics).

LBA certification is based upon UK Certification with the addition of LBA Special Conditions plus specific requirements of United States of America FAR Part 25 at Amendment 36 Standard. These are recorded in LBA document reference I 233-2523/90 dated 31 October 1990.

The LBA Type Design is defined on SBL drawing SD3-08-6400 introduced on modification number A8606.

SD3-SHERPA:

(a) CAA (UK) Certification

BCAR Section D Issue 14 dated 1 December 1981
BCAR Section J Issue 3 dated 15 September 1966
BCAR Section R Issue 4 dated 10 April 1974

With the exceptions of:-

BCAR Blue Paper No 578 dated 16 March 1979
BCAR Blue Paper No 670 dated 30 May 1979
BCAR Blue Paper No 671 dated 9 May 1980
BCAR Blue Paper No 705 dated 11 February 1981
BCAR Blue Paper No 710 dated 16 March 1979
BCAR Blue Paper No 723 dated 22 May 1981

NOTE 1: A Direct Vision Window as required by Chapter D4-2 paragraph 3.1.2 is not fitted. The SD3-60 is accepted on the grounds of equivalent safety, and the SD3 Sherpa installation is identical. (CAA Letter 9/30/10GJ dated 12 August 1982).

NOTE 2: Compliance with BCAR Blue Paper No 671 has been established with respect to the Rear Ramp Door.

(b) FAA (USA) Certification

FAR 21.29 : FAR 25, effective 1 February 1965 including Amendments 25-1 through 25-35, 25-37 through 25-39, 25-43, 25-44, 25-47, 25-49 through 25-53, 25-55, 25-56, 25-58 through 25-63, 25-66 and:

25-36 except for paragraphs 1019, 1305
25-40 except for paragraphs 1093, 1145
25-41 except for paragraph 1353
25-42 except for paragraphs 109, 117, 181, 255, 703
25-45 except for paragraph 571
25-46 except for paragraphs 331, 351, 361, 629, 773, 1329, 1416
25-48 except for paragraph 735
25-54 except for paragraphs 305, 783, 1529
25-57 except for paragraphs 997, 1093
25-64 except for paragraphs 561, 562, 785
25-65 except for paragraphs 1457, 1459

Part 36 of the Federal Aviation Regulations as amended by Amendment 36-1 through the latest Amendment 36-17 effect at time of TC, and

SFAR 27 as amended by Amendments 27-1 through the latest Amendment 27-6 in effect at the time of TC, and

Any exemptions petitioned for by the applicant and granted by the Federal Aviation Administration.

Short Brothers has elected to show compliance with the following optional requirements in the TC basis.

* Ditching provisions FAR 25.801 (Overwater operation can be approved when the aircraft has been equipped and installation has been approved according to 25.801).

Ice protection provision FAR 25.1419.

Type Certification A41EU amended 30 August 1990.

SD3-60 SHERPA:

(a) CAA (UK) Certification

BCAR Section D Issue 14 dated 1 December 1981
BCAR Section J Issue 3 dated 15 September 1966
BCAR Section R Issue 4 dated 10 April 1974

With the exceptions of:-

BCAR Blue Paper No 578 dated 16 March 1979
BCAR Blue Paper No 670 dated 30 May 1979
BCAR Blue Paper No 671 dated 9 May 1980
BCAR Blue Paper No 705 dated 11 February 1981
BCAR Blue Paper No 710 dated 16 March 1979
BCAR Blue Paper No 723 dated 22 May 1981

NOTE 1: A Direct Vision Window as required by Chapter D4-2 paragraph 3.1.2 is not fitted. The SD3-60 is accepted on the grounds of equivalent safety, and the SD3-60 Sherpa installation is identical. (CAA Letter 9/30/10/GJ dated 12 August 1982).

NOTE 2: Compliance with BCAR Blue Paper No 671 has been established with respect to the Rear Ramp Door.

(b) FAA (USA) Certification

FAR 21.29 : FAR 25, effective 1 February 1965 including Amendments 25-1 through 25-35, 25-37 through 25-39, 25-43, 25-44, 25-47, 25-49 through 25-53, 25-55, 25-56, 25-58 through 25-63, 25-66 and:

25-36 except for paragraphs 1019, 1305
25-40 except for paragraphs 1093, 1145
25-41 except for paragraphs 1353
25-42 except for paragraphs 109, 117, 181, 255, 703
25-45 except for paragraph 571
25-46 except for paragraph 331, 351, 361, 629, 773, 1329, 1416
25-48 except for paragraph 735
25-54 except for paragraphs 305, 783, 1529
25-57 except for paragraphs 997, 1093
25-64 except for paragraphs 561, 562, 785
25-65 except for paragraphs 1457, 1459

Part 36 of the Federal Aviation Regulations as amended by Amendment 36-1 through the latest Amendment 36-20 in effect at the time of TC, and

Any exemptions petitioned for by the applicant and granted by the Federal Aviation Administration.

Short Brothers has elected to show compliance with the following optional requirements in the TC basis.

Part 34 of the Federal Aviation Regulations Subpart B effective 1990.

* Ditching provisions FAR 25.801 (Overwater operation can be approved when the aircraft has been equipped and installation has been approved according to 25.801).

Ice protection provision FAR 25.1419.

Type Certification A41EU amended 19 April 1996.

CERTIFICATION CATEGORY:

AIRCRAFT	CATEGORY
SD3-30	
UK	Transport Category (Passenger)
USA	Transport Category
GERMANY	Transport Category
CANADA	Transport Category
AUSTRALIA	Transport Category
SD3-60	
UK	Transport Category (Passenger)
USA	Transport Category
AUSTRALIA	Transport Category
CANADA	Transport Category
GERMANY	Transport Category
SD3-SHERPA	
UK	Transport Category (Passenger)
USA	Transport Category
SD3-60 SHERPA	
UK	Transport Category (Passenger)
USA	Transport Category

PERFORMANCE CATEGORY:

AIRCRAFT	CATEGORY
SD3-30	
UK	Group A
USA	FAR 25
GERMANY	FAR25
CANADA	Group A
AUSTRALIA	FAR 25
SD3-60	
UK	Group A
USA	FAR 25
AUSTRALIA	FAR 25
CANADA	Group A
GERMANY	Group A
SD3-SHERPA	
UK	Group A
USA	FAR 25
SD3-60 SHERPA	
UK	Group A
USA	FAR 25

FLIGHT MANUAL: The limitations, recommended procedures and performance information required to meet the relevant requirements are contained in the following CAA approved Flight Manuals.

Aircraft Type	Variant		ENGINE TYPE	Doc. No.
SD3-30	100	CAA (UK)	PT6A-45A or 45B PT6A-45R	SBH 3.2 SBH 3.7
	200	FAA (USA)	PT6A-45A or 45B PT6A-45R	SBH 3.3 SBH 3.6
	300	DOT (Canada)	PT6A-45A PT6A-45R PT6A-45B	SBH 3.4 SBH 3.8 SB 3.9
	400	LBA (Germany)	PT6A-45A or 45B	SBH 3.3
SD3-60	100	CAA (UK)	PT6A-65R PT6A-65AR PT6A-67R	SB 4.2 SB 4.7 SB 4.9
	200	FAA (USA)	PT6A-65R PT6A-65AR PT6A-67R	SB 4.3 SB 4.6 SB 4.8
	300	DOT (Canada)	PT6A-65R PT6A-65AR	SB 4.4 SB 4.12
	400	LBA (Germany)	PT6A-67R	SB 4.9
SD3-SHERPA	100 200	CAA (UK) FAA (USA)	PT6A-65AR PT6A-65AR	SB 5.3 SB 5.2
SD3-60 SHERPA	100 200	CAA (UK) FAA (USA)	PT6A-65AR PT6A-65AR	SB 6.3 SB 6.2

The following Flight Manuals are not approved by the CAA.

Aircraft Type	Variant		ENGINE TYPE	Doc. No.
SD3-30	500	DOT (Australia)	PT6A-45B or 45R	SB 3.5
SD3-60	500	DOT (Australia)	PT6A-65AR PT6A-65AR PT6A-67R	SB 4.5 SB 4.11 SB 4.10

ENGINE/ PROPELLER:

SD3-30:
Two Pratt & Whitney of Canada Limited PT6A-45A or PT6A-45B (post SB Mod 5656) or PT6A-45R (post SB Mod 6031) engines each fitted with a Hartzell HC-B5MP-3A/M10282AB+6 propeller.

SD3-60:
Two Pratt & Whitney of Canada Limited PT6A-65R or PT6A-65AR (post SB Mod 7543) engines each fitted with a Hartzell HC-B5MP-3C/M10876ASK propeller.

Alternatively, two Pratt & Whitney of Canada Limited PT6A-67R (post SB Mod A8077) engines each fitted with a Hartzell HC-A6A-3/A10460E (post SB Mod A8059) propeller.

SD3-SHERPA:
Two Pratt and Whitney of Canada Limited PT6A-65AR engines each fitted with a Hartzell HC-B5MP-3C/M10876ASK propeller.

SD3-60 SHERPA:
Two Pratt and Whitney of Canada Limited PT6A-65AR engines each fitted with a Hartzell HC-B5MP-3C/M10876ASK propeller.

MAXIMUM WEIGHTS:

SD3-30:

DOC. NO.	AMEND STATUS	MODIFICATION	MAXIMUM TAXYING	MAXIMUM TAKE-OFF	MAXIMUM LANDING
SBH 3.2	BASIC	POST SB MOD 5600	22,700 lb (10,297 kg)	22,600 lb (10,250 kg)	22,300 lb (10,115 kg)
SBH 3.3	BASIC	-	22,100 lb (10,025 kg)	22,000 lb (9,979 kg)	21,700 lb (9,843 kg)
	P/1	POST SB MOD 5192	22,500 lb (10,205 kg)	22,400 lb (10,160 kg)	22,100 lb (10,025 kg)
	P/5	POST SB MOD 5600	22,700 lb (10,297 kg)	22,600 lb (10,250 kg)	22,300 lb (10,115 kg)
SBH 3.4	BASIC	-	22,100 lb (10,025 kg)	22,000 lb (9,979 kg)	21,700 lb (9,843 kg)
SBH 3.6	P/1	POST SB MOD 5600	22,700 lb (10,297kg)	22,600 lb (10,250 kg)	22,300 lb (10,115 kg)
	BASIC	POST SB MOD 6063	23,000 lb (10,432 kg)	22,900 lb (10,387 kg)	22,600 lb (10,250 kg)
SBH 3.7	P/6	POST SB MOD 5600	22,700 lb (10,297 kg)	22,600 lb (10,250 kg)	22,300 lb (10,115 kg)
	BASIC	POST SB MOD 6063	23,000 lb (10,432 kg)	22,900 lb (10,387 kg)	22,600 lb (10,250 kg)
SBH 3.8	BASIC	POST SB MOD 6063	23,000 lb (10,432 kg)	22,900 lb (10,387 kg)	22,600 lb (10,250 kg)
SBH 3.9	BASIC	POST SB MOD 5600	22,700 lb (10,297 kg)	22,600 lb (10,250 kg)	22,300 lb (10,115 kg)

SD3-60:

DOC. NO.	AMEND STATUS	MODIFICATION	MAXIMUM TAXYING	MAXIMUM TAKE-OFF	MAXIMUM LANDING
SB 4.2	BASIC	-	26,100 lb (11,839 kg)	26,000 lb (11,793 kg)	25,700 lb (11,657 kg)
	P/9	POST SB MOD 7544	26,553 lb (12,044 kg)	26,453 lb (11,999 kg)	26,100 lb (11,839 kg)
SB 4.3	BASIC	-	26,100 lb (11,839 kg)	26,000 lb (11,793 kg)	25,700 lb (11,657 kg)
	P/9	POST SB MOD 7544	26,553 lb (12,044 kg)	26,453 lb (11,999 kg)	26,100 lb (11,839 kg)
SB 4.4	P/1	POST SB MOD 7544	26,553 lb (12,044 kg)	26,453 lb (11,999 kg)	26,100 lb (11,839 kg)
SB 4.6	BASIC	POST SB MOD 7544	26,553 lb (12,044 kg)	26,453 lb (11,999 kg)	26,100 lb (11,839 kg)
SB 4.7	BASIC	POST SB MOD 7544	26,553 lb (12,044 kg)	26,453lb (11,999 kg)	26,100 lb (11,839 kg)
SB 4.8	BASIC	POST SB MOD A8096	27,200 lb (12,337 kg)	27,100 lb (12,292 kg)	26,500 lb (12,020 kg)
SB 4.9	BASIC	POST SB MOD A8096	27,200 lb (12,337 kg)	27,100 lb (12,292 kg)	26,500 lb (12,020 kg)
SB4.12	BASIC	POST SB MOD 7544	26,553 lb (12,044 kg)	26,453 lb (11,999 kg)	26,100 lb (11,839 kg)

SD3-SHERPA

DOC. NO.	AMEND STATUS	MODIFICATION	MAXIMUM TAXYING	MAXIMUM TAKE-OFF	MAXIMUM LANDING
SB 5.2	BASIC	-	25,700 lb (11,657 kg)	25,600 lb (11,612 kg)	25,100 lb (11,385 kg)
SB 5.3	BASIC	-	25,700 lb (11,657 kg)	25,600 lb (11,612 kg)	25,100 lb (11,385 kg)

SD3-60 SHERPA

DOC. NO.	AMEND STATUS	MODIFICATION	MAXIMUM TAXYING	MAXIMUM TAKE-OFF	MAXIMUM LANDING
SB 6.2	BASIC	-	25,700 lb (11,657 kg)	25,600 lb (11,612 kg)	25,100 lb (11,385 kg)
SB 6.3	BASIC	-	25,700 lb (11,657 kg)	25,600 lb (11,612 kg)	25,100 lb (11,385 kg)

DIMENSIONS:

	SD3-30		SD3-60		SD3-SHERPA		SD3-60 SHERPA	
	Ft	M	Ft	M	Ft	M	Ft	M
Length	58' 0.5"	17.68	70' 9.6"	21.58	58' 0.5"	17.68	58' 0.5"	17.68
Wingspan	74' 8.2"	22.76	74' 9.9"	22.81	74' 9.9"	22.81	74' 9.9"	22.81
Height	16' 3"	4.95	23' 8"	7.21	16' 3"	4.95	16' 3"	4.95
Wing area	453^2	42.08^2	453^2	42.08^2	453^2	42.08^2	453^2	42.08^2

MINIMUM CREW:	The minimum crew is two pilots.
MAXIMUM OCCUPANTS/PASSENGERS:	
SD3-30:	Number of persons including crew is not to exceed 34.
SD3-60:	Number of persons including crew is not to exceed 43.
SD3-SHERPA:	Number of persons including crew is not to exceed 33.
SD3-60 SHERPA:	Number of persons including crew is not to exceed 33.
OPERATING LIMITATIONS:	Reference should be made to the appropriate Aircraft Flight Manual (page 9)
MANDATORY MAINTENANCE INSTRUCTIONS:	Reference should be made to the appropriate Maintenance Manuals (including Chapter 5 Maintenance Programme)
NOISE:	SD3-30 Noise Type Certificate No. 50 dated 30 June 1983
	SD3-60 Noise type Certificate No. 48 dated 4 December 1987
	SD3-Sherpa & SD3-60 Sherpa Noise Type Certificate No. 130 dated 10 August 1994.

- END -