TYPE-CERTIFICATE

DATA SHEET

NO. EASA.A.444

for
PZL-106 BT TURBO KRUK Series

Type Certificate Holder
AIRBUS POLAND S.A.

Al. Krakowska 110/114
02-256 Warszawa
Poland

For models: PZL-106 BT-601 TURBO KRUK
PZL-106 BTU-34 TURBO KRUK

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SECTION A: PZL-106 BT-601 TURBO KRUK

A.I. General

1. Type/ Model	
1.1 Type	PZL-106 TURBO KRUK
1.2 Model	PZL-106 BT-601 TURBO KRUK for A/C SN 11960249 and up
2. Airworthiness Category	Restricted (FAR 21.25)
3. Manufacturer	PZL „Warszawa-Okęcie” Al. Krakowska 110/114 02-256 Warszawa Poland See note 8
4. Type Certification Application Date	January 07, 1991
5. State of Design Authority	Poland
6. State of Design Authority Type Certificate Date	March 17, 1994 (TC No. BB-195)
7. EASA Type Certification Date	April 13, 2007

A.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements	January 07, 1991
2. Airworthiness Requirements	FAR 21.25 (restricted category) FAR 23, Effective February 01, 1965, including Amdt. 23-1 through Amdt. 23-37, effective August 18, 1990), except following points:

23.221 (a)	23.1353 (g)(1)
23.629 (f)(1)	23.1357 (c)
23.677 (a)	23.1383 (a)
23.781 (a)	23.1385 (a)
23.951 (b)	23.1389 (b)
23.979 (b), (c)	23.1391
23.1303 (e)(1)	23.1393
23.1321 (d)	23.1395

	FAR 34.11 (with ability of the optional installation) CAA UK Airworthiness Note No. 90, Issue 1, April 01, 1983 (as on equivalent level of safety).
3. Special Conditions	None
4. Exemptions	None
5. Deviations	None
6. Equivalent Safety Findings	None
7. Environmental Protection	N/A (agricultural aircraft)

A.III. Technical Characteristics and Operational Limitations

1. Type Design Definition — Document No. OKBT/F-00-00: List of records mentioned in "Compliance Checklist with FAR 23 Regulations", Chapter 4 "List of design documentation"; Edition December 1990

2. Description — Single engine, turboprop agricultural airplane of metal structure, low wing braced monoplane, fixed landing gear with tail wheel.

3. Equipment — List of aggregates and instruments of the PZL-106 BT-601 Aircraft, Edition 1, March 1994

4. Dimensions

Span	15.00 m [49 ft 2.5 in]
Length	10.34 m [33 ft 11 in]
Height [in flight position]	5.42 m [17 ft 9.4 in]
Wing Area	31.69 m^2 [341.11 sq.ft]

5. Engine

5.1. Model — WALTER M601D-1
Turboprop, two shafts with free turbine and reverse flow of air and combustion gas
See: Note 1

5.2 Type Certificate — No. 90-04 - issued by Czechoslovakia

5.3 Limitations

Maximum R.P.M. for take-off and continuous rating — 2080 R.P.M.
For other engine limits refer to AFM

6. Load factors

Mass	Positive	Negative
3500 kg [7716 lb]	3.0	1.0
3000 kg [6614 lb]	3.55	1.26

Flaps extended: positive: 2.0
negative: 0

7. Propeller

7.1 Model — V508D-AG/99/A/A three-blade, constant speed
See: Note 2

7.2 Type Certificate — No. 91-02 - issued by Czechoslovakia

7.3 Number of blades — 3

7.4 Diameter — 2500 mm [70 in]
For other propeller limits refer to AFM

8. Fluids

8.1 Fuel

T-1, RT acc. to ST SEV 5024-85 or GOST 10227-86

TS-1 acc. to CSN 65 6520 or ST SEV 5024-85 or GOST 10227-86

JET A, JET A1 acc. to ASTM D 1655-83 or DERD 2494

PSM-2 acc. to PN-86/96026

PL-6 acc. to PND 25005-76

PL-7 acc. to PND 25005-92

It is allowed to mix above mentioned fuels.

8.2 Oil

Syntetic B 3V acc. to TU38-101295-72

Aero Shell Turbine Oil 500 acc. to MIL-L-23699C

Aero Shell Turbine Oil 555 acc. to MIL-L-23699C

Aero Shell Turbine Oil 560 acc. to MIL-L-23699C

Mobil Jet Oil II acc. to MIL-L-23699C

BP Turbo Oil 2380

Castrol 599

Note: It is prohibited to mix the B 3V oil with AEROSHELL or MOBIL JET oils.

9. Fluid capacities

9.1 Fuel

full capacity	560 l [147.96 US gal.]
usable fuel	490 l [129.47 US gal.]
unusable fuel	70 l [18.49 US gal.]

It is possible to use the hopper as an additional fuel tank

See: Note 7

9.2 Oil

7 l [7.40 US qts] (integrated with engine)

10. Air Speeds (CAS)

For weights:	3000 kg (6614 lb)	3500 kg (7716 lb)
Manoeuvring - V_A	194 km/h [121 m.p.h.]	194 km/h [121 m.p.h.]
Maximum operating - V_{MO}	215 km/h [134 m.p.h.]	194 km/h [121 m.p.h.]
Maximum for agricultural operations	180 km/h [112 m.p.h.]	180 km/h [112 m.p.h.]
Maximum for firefighting operations	194 km/h [121 m.p.h.]	194 km/h [121 m.p.h.]
Flap extended - V_{FE}	170 km/h [106 m.p.h.]	170 km/h [106 m.p.h.]
Stalling - V_{SO}	97 km/h [60 m.p.h]	111 km/h [69 m.p.h.]

11. Maximum Operating Altitude

4267 m [14 000 feet]

Above 3810 m [12 500 feet] airborne time limited to max. 30 min.

12. Approved Operations Capability

VFR day

Flight into icing conditions - prohibited.

13. Maximum Masses

	Take-off	Landing
	3500 kg [7716 lb]	3000 kg [6614 lb]
Maximum chemicals mass	1500 kg [3307 lb]	

14. Centre of Gravity Range

Take-off

Forward limit:

0.497 m [19.57 in] aft of datum [23 % M.A.C.]

Rear limit at 3000 – 3500 kg [6614 - 7716 lb]:

0.752 m [29.61 in] aft of datum [35 % M.A.C.]

Straight line variation between points given

Landing

Forward limit:

0.497 m [19.57 in] aft of datum [23 % M.A.C.]

Rear limit at 3000 kg [6614 lb]:

0.791 m [31.14 in] aft of datum [37 % M.A.C.]

Rear limit at 2885 kg [6360 lb]

0.864 m [34.01 in] aft of datum [40 % MAC]

Straight line variation between points given

15. Datum

Plane perpendicular to M.A.C. pointing into leading edge of M.A.C.

M.A.C. length 2160 mm [85.04 in]

16. Control surface deflections

Ailerons	up	21º±2º	down	15º±2º
Elevator	up	28º±2º	down	15º±2º
Rudder	left	35º±2º	right	35º±2º
Wing flap	take-off	15º±2º	landing	40º±2º
Aileron trim tab	up	18º±2º	down	18º±2º
Neutral position of aileron trim tab		0º±1º		
Balance tab of aileron at zero displacement of aileron		0º±1º		
Elevator trim tab	up	28º±2º	down	28º±2º
Rudder trim tab	left	14º±2º	right	14º±2º
Neutral position of rudder trim tab		0º±1º		
Balance tab of rudder at zero displacement of rudder	left	4º30'±30'		

17. Levelling Means

Airplane flight alignment: the levelling point “6” 409 mm above the levelling point “14”

Airplane position for weighting: the levelling point “6” 1097 mm above the levelling point “14”

(Markings of levelling points according to levelling sheet of airplane)

18. Minimum Flight Crew 1 (Pilot)

19. Maximum Passenger Seating Capacity 1 (for mechanic, for ferry flights only)

20. Baggage/ Cargo Compartments See: Note 5 e)

21. Wheels and Tyres

Main Wheel Tyre Size	800x260 mm
Tail Wheel Tyre Size	350x135 mm

22. (Reserved)

A.IV. Operating and Service Instructions

1. Flight Manual	Airplane Flight Manual for PZL-106 BT-601 TURBO KRUK Airplane, Issued January 26, 1996; Rev. 11 as per January 31, 2005; (or latest approved revision)
2. Maintenance Manual	Maintenance Manual for the PZL-106 BT-601 TURBO KRUK Airplane, Issued 1996, Rev. 11 as per January 31, 2005; (or latest approved revision)
3. Structural Repair Manual	Repair Manual for the PZL-106 BR PZL-106 BS/BSA PZL-106 BT/BTU KRUK Aircraft, Issued 1989, Rev. 1 as per July 15, 2000; (or latest approved revision)
4. Weight and Balance Manual	See Airplane Flight Manual, Section 6
5. Illustrated Parts Catalogue	PZL-106 BR KRUK PZL-106 BT-601 TURBO-KRUK Catalogue of Spare Parts, Issued 1989, Rev. 2 as per April 28, 1991; (or latest approved revision)

A.V. Notes

Note 1.

Engines manufactured before April 01, 1993 could be designated as WALTER M601D(8).

Note 2.

Propeller designation V508D-AG/99/A/A was introduced by manufacturer of the propeller on April 9, 2002 instead of hitherto used propeller designation V508D-AG.
It is allowed to use the VJ8.508D propeller unit including V508D-AG propeller.
The aircraft may be equipped with VJ8.508D propeller unit including V508D/7 with serial number listed in the Service Bulletin No. V508D/2a published by the propeller manufacturer AVIA-HAMILTON STANDARD AVIATION (present name AVIA PROPELLER LTD.). Operation of V508D-AG must be done within the limitations given in the said Bulletin.

Note 3.

Current weight and balance report, including list of equipment in certificated empty weight must be included with each aircraft provided with the airworthiness certificate. The empty aircraft and the corresponding centre of gravity location must include unusable fuel, i.e. 70 l [18.49 US gal.] and full oil (7 l) [7.40 U.S. qts].

Note 4.

All placards specified in the Airplane Flight Manual and in the Airplane Maintenance Manual, Chapter 11, must be displayed in the airplane.

Note 5. VARIOUS LIMITATIONS

a) Take-off and landing not permitted when indication difference of left and right fuel gauge is higher than 120 l [31.71 U.S. gal.].
b) Air bleed from engine compressor, to clean the air filter, must not be switched on the take-off rating.
c) Electro-pneumatic unit must not be switched on when the engine is stopped or when the engine is running with feathered propeller.
d) Admissible number of passenger – 1 mechanic for ferry flights only.
e) When the weight of airplane is higher than 3000 kg [6614 lb]
   Baggage space loading – prohibited
   Passenger service – prohibited
f) It is prohibited to operate the airplane with the engine air inlet fairing, 906.69.885.00-0 removed:
   - at outside air temperature below 18°C
   - in ferry flight
g) In flight the power lever must not be reset beyond the idling limit stop (beyond the idling locking). Excessively deep reset can result in loss of the aircraft controllability or in the powerplant overspeed and further in the loss of the engine power.

Note 6.

Outside air temperature limits:

Minimum	- 20°C
Maximum	+ 50°C

Note 7.

If the chemicals hopper is used as the additional fuel tank, the Airplane Flight Manual for the PZL-106BT-601 TURBO KRUK together with Supplement No. 1 “Airplane operated with additional fuel tank” must be adhered to.

Note 8.

Currently: Airbus Poland S.A.

SECTION B: PZL-106 BTU-34 TURBO KRUK

B.I. General

1. Type/ Model	
1.1 Type	PZL-106 TURBO KRUK
1.2 Model	PZL-106 BTU-34 TURBO KRUK
2. Airworthiness Category	Restricted (FAR 21.25)
3. Manufacturer	PZL „Warszawa-Okęcie” Al. Krakowska 110/114 02-256 Warszawa Poland See note 8
4. Type Certification Application Date	January 21, 1997
5. State of Design Authority	Poland
6. State of Design Authority Type Certificate Date	November 02, 2000 (TC No. BB-195)
7. EASA Type Certification Date	April 13, 2007

B.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements: January 21, 1997
2. Airworthiness Requirements

- FAR 21.25 (Restricted Category) as amended through Amendment 21-69 effective September 16, 1991,
- FAR 23, Effective February 01, 1965, including Amdt. 23-1 through Amdt. 23-37, effective August 18, 1990, except following points:

23.221 (a)	23.1353 (g)(1)
23.629 (f)(1)	23.1385 (a)
23.677 (a)	23.1389 (b)
23.781 (a)	23.1391
23.951 (b)	23.1393
23.1303 (e)(1)	23.1395

Equivalent level of safety was complied with for paragraphs:

23.562	23.903(a)(2)
23.629(e)	23.951(c)
23.777(c)(3)	23.1093(b)
23.777(f)(1)	23.1337(b)

- FAR 34.11 (only for overflow tank installed)
- Airworthiness Notice No. 90, Issue 1, April 1, 1983
- The airplane is to be operated according to:
  Airworthiness Notice No. 90, Issue 1, April 1, 1983

3. Special Conditions	None
4. Exemptions	None
5. Deviations	None
6. Equivalent Safety Findings	None
7. Environmental Protection	N/A (Agricultural Aircraft)

B.III. Technical Characteristics and Operational Limitations

1. Type Design Definition — Master Drawings List of PZL-106 BTU-34 TURBO KRUK Aircraft, Revision No. 0, February 17, 2000

2. Description — Single engine, turboprop agricultural airplane of metal structure, low wing braced monoplane, fixed landing gear with tail wheel.

3. Equipment — Master Equipment List of PZL-106 BTU-34 TURBO KRUK Aircraft, Revision No. 0, February 17, 2000
Refer also to Airplane Flight Manual

4. Dimensions

Span	15.00 m [49 ft 2.5 in]
Length	10.34 m [33 ft 11 in]
Height in flight position	4.85 m [15 ft 9.9 in]
Wing Area	31.69 m2 [341.11 sq. ft]

5. Engine

5.1. Model — PT6A-34AG, acc. to Build Specification 970, turboprop, twin shaft, with free power turbine and reverse flow of air and combustion gases

5.2 Type Certificate — No. E-6 – issued by Department of Transport Canada

5.3 Limitations

Operating limitations	ENGINE OPERATING LIMITS									
Power Setting	SHP (9*)	Torque (1*) [psi]	NOM ITT [^{0}C]	Max. observed ITT [^{0}C]	Gas generator Speed Np (2*) [R P M]	%	Propeller Speed Np (1*) [RPM]	%	Oil pressure (3*) [psi]	Oil temperature (4*) [^{0}C]
Take-off and Max. Continuous/Enroute Emergency (5*)	750 ISA+16^{0}C	64.5		790	38100	101.5	2200	100	85÷105	10÷99
Max. Climb	700 ISA+13.3^{0}C	60.2	740	765	38100	101.5	2200	100	85÷105	0÷99
Max. Cruise	700 ISA+4.4^{0}C	60.2		740	38100	101.5	2200	100	85÷105	0÷99
Idle (6*)				685 (6*)	19000 (6*)	51 (6*)			Min. +40	-40÷99
Starting			925	1090 (7*)						Min. -40
Acceleration		68.4		850 (7*)	38500 (7*)	102.6 (7*)	2420	110		0÷99
Max. Reverse	750	64.5 (8*)		790	38100	101.5	2100	95.5 (8*)	85÷105	0÷99

(1*) Maximum permissible sustained torque is 64.5 psi Np must be set so as not to exceed power limitations.
(2*) For every 10°C [18°F] below –30°C [-22°F] ambient temperature, reduce maximum allowable Ng by 2.2%.
(3*) Normal oil pressure is 85 to 105 psi at gas generator speed above 27000 rpm [72%] with oil temperature between 60 and 71°C [140 and 160°F]. Oil pressures below 85 psi are undesirable, and should be tolerated only for the completion of the flight, preferably at reduced power setting.
(4*) For increased oil service life an oil temperature between 74 and 0°C [165 and 176°F] is recommended. A minimum oil temperature of 55°C [130° F] is recommended for fuel heater operation at take-off power.
(5*) Maximum continuous rating is intended for emergency use at the decision of the pilot.
(6*) At Ng=19000 rpm minimum advance power control lever as required to maintain ITT limit of 685°C.
(7*) These values are time-limited to 2 seconds.
(8*) Reverse power operation is limited to 1 minute.
(9*) HP = Horse Power; 1 HP = 1.0139 KM.

For other engine limits refer to AFM

6. Load factors

Mass	Positive	Negative
3500 kg [7716 lb]	3.0	1.0
3000 kg [6614 lb]	3.55	1.42
Flaps extended (both weights)	2.0	0

7. Propeller

7.1 Model — HARTZELL-PROPELLER INC, USA manufactured
HC-B3TN-3D/T10282N+4, constant speed propeller with spinner D-3434-1P/

7.2 Type Certificate — No. P15EA – issued by FAA

7.3 Number of blades — 3

7.4 Diameter — 2705 mm [106.5 in]

Pitch setting (at radius 0.762 m [30 in]):

at take-off	+18°
at feather	+87°
at reversal	- 8°

Propeller speed limiter A 210507

For other propeller limits refer to AFM

8. Fluids

8.1 Fuel — Permissible kinds of fuel in accordance with latest issue of “Engine Service Bulletin No. 1344” of engine manufacturer.

8.2 Oil

Approver oils in accordance with latest issue of "Engine Service Bulletin No. 1001" of engine manufacturer

9. Fluid capacities

9.1 Fuel

Standard:	560 l [147.96 U.S. gal.]
Usable fuel	490 l [129.47 U.S. gal.]
Unusable fuel	70 l [18.49 U.S. gal.]
Optional:	1000 l [264.22 U.S. gal.]
Usable fuel	930 l [245.72 U.S. gal.]
Unusable fuel	70 l [18.49 U.S. gal.]

It is possible to use the hopper as an additional fuel tank

See: Note 6

9.2 Oil

7 l [7.4 U.S. qts] (oil tank is integral part of engine)

10. Air Speeds (CAS)

For weights:	3000 kg (6614 lb)	3500 kg (7716 lb)
Manoeuvring - V_A	194 km/h [121 m.p.h.]	194 km/h [121 m.p.h.]
Maximum operating - V_{MO}	215 km/h [134 m.p.h.]	194 km/h [121 m.p.h.]
Maximum for agricultural operations	180 km/h [112 m.p.h.]	180 km/h [112 m.p.h.]
Maximum for firefighting operations	194 km/h [121 m.p.h.]	194 km/h [121 m.p.h.]
Flap extended - V_{FE}	170 km/h [106 m.p.h.]	170 km/h [106 m.p.h.]
Stalling - V_{SO}	97 km/h [60 m.p.h]	111 km/h [69 m.p.h.]

11. Maximum Operating Altitude

4267 m [14 000 feet]

Above 3810 m [12 500 feet] airborne time limited to max. 30 min.

12. Approved Operations Capability

VFR day

Flight into icing conditions - prohibited.

13. Maximum Masses

Take-off	Landing
3500 kg [7716 lb]	3000 kg [6614 lb]
Maximum chemicals mass (See: Note 7)	1500 kg [3307 lb]

14. Centre of Gravity Range

Take-off

Forward limit:

0.497 m [19.57 in] aft of datum [23 % M.A.C.]

Rear limit for weight above 3000 kg [6614 lb]:

0.752 m [29.61 in] aft of datum [35 % M.A.C.]

Rear limit for weight up to 3000 kg [6614 lb]:

0.864 m [34.01 in] aft of datum [40 % MAC]

Straight line variation between points given

Landing

Forward limit:

0.497 m [19.57 in] aft of datum [23 % M.A.C.]

Rear limit at 3000 kg [6614 lb]:

0.791 m [31.14 in] aft of datum [37 % M.A.C.]

Rear limit at 2885 kg [6360 lb]

0.864 m [34.01 in] aft of datum [40 % MAC]

Straight line variation between points given

15. Datum

Plane perpendicular to M.A.C. pointing into leading edge of M.A.C.

M.A.C. length 2160 mm [85.04 in]

16. Control surface deflections

Ailerons	up	21º±2º	down	15º±2º
Elevator	up	28º±2º	down	24º±2º
Rudder	left	35º±2º	right	35º±2º
Wing flap	take-off	15º±2º	landing	40º±2º
Aileron trim tab	up	18º±2º	down	18º±2º
Neutral position of aileron trim tab		0º±1º		
Balance tab of aileron at zero displacement of aileron		0º±1º		
Elevator trim tab	up	28º±2º	down	28º±2º
Rudder trim tab	left	14º±2º	right	14º±2º
Neutral position of rudder trim tab		0º±1º		
Balance tab of rudder at zero displacement of rudder	left	4º30'±30'		
Balance tab of elevator at zero displacement of aileron		0º±1º		

17. Levelling Means

Airplane flight alignment:	the levelling point “6” 409 mm above the levelling point “14”
Airplane position for weighting:	the levelling point “6” 1097 mm above the levelling point “14”

(Markings of levelling points according to levelling sheet of airplane)

18. Minimum Flight Crew	1 (Pilot)
19. Maximum Passenger Seating Capacity	1 (for mechanic)
20. Baggage/ Cargo Compartments	See: Note 4 c)
21. Wheels and Tyres	

Main Wheel Tyre Size	800x260 mm
Tail Wheel Tyre Size	350x135 mm

22. (Reserved)

B.IV. Operating and Service Instructions

1. Flight Manual	PZL-106BTU-34 TURBO KRUK Airplane Flight Manual Date of issue: November 1999; (or latest approved revision)
2. Maintenance Manual	PZL-106BTU-34 TURBO KRUK Airplane Maintenance Manual Date of issue: December 20, 1999, Revision 1, July 16, 2001; (or latest approved revision)
3. Structural Repair Manual	Repair Manual for the PZL-106 BR PZL-106 BS/BSA PZL-106 BT/BTU KRUK Aircraft, Issued 1989, Rev. 1 as per July 15, 2000; (or latest approved revision)
4. Weight and Balance Manual	See Airplane Flight Manual, Section 6

B.V. Notes

Note 1.

BS 970 (Build Specification) defines engine equipment.

Note 2.

Current weight and balance report, including list of equipment in certificated empty weight must be included with each aircraft provided with the airworthiness certificate. The empty aircraft and the corresponding centre of gravity location must include unusable fuel, i.e. 70 l [18.49 US gal.] and full oil (7 l) [7.40 U.S. qts].

Note 3.

All placards specified in the Airplane Flight Manual and in the Airplane Maintenance Manual, Chapter 11, must be displayed in the airplane.

Note 4. VARIOUS LIMITATIONS

a) Take-off and landing not permitted when indication difference of left and right fuel gauge is higher than 120 l [31.71 U.S. gal.].
b) Air bleed from engine compressor, to clean the air filter, must not be switched on the take-off rating.
c) Electro-pneumatic unit must not be switched on when the engine is stopped or when the engine is running with feathered propeller.
d) Admissible number of passenger – 1 mechanic for ferry flights only.
e) When the weight of airplane is higher than 3000 kg [6614 lb]
   Baggage space loading – prohibited
   Passenger service – prohibited
f) It is prohibited to operate the airplane with the engine air inlet fairing, 906.69.885.00-0 removed:
   - at outside air temperature below 18 °C
   - in ferry flight
g) In flight the power lever must not be reset beyond the idling limit stop (beyond the idling locking). Excessively deep reset can result in loss of the aircraft controllability or in the powerplant overspeed and further in the loss of the engine power.

Note 5.

Outside air temperature limits:

Minimum	- 20°C
Maximum	+ 50°C

Note 6.

If the chemicals hopper is used as the additional fuel tank, the Airplane Flight Manual for the PZL-106BTU-34 TURBO KRUK together with Supplement No. 1 “Airplane operated with additional fuel tank” must be adhered to.

Note 7.

Chemical hopper capacity:

hopper No. 106.81.300.00-0	1400 l [369.91 U.S. gal.]
or hopper No. 906.81.300.00-0	1600 l [422.75 U.S. gal.]

Note 8.

Currently: Airbus Poland S.A.

SECTION ADMINISTRATIVE

I. Acronyms & Abbreviations

AFM - Aeroplane Flight Manual
FAA - Federal Aviation Administration
SN - Aircraft Serial Number
VFR - Visual Flight Rules
Amdt. – Amendment
A/C – Aircraft
CAS – Calibrated Air Speed

II. Type Certificate Holder Record

Airbus Poland S.A.
Al. Krakowska 110/114
02-256 Warszawa
Poland

III. Change Record

Issue	Date	Changes	TC Issue No. & Date
Issue 01	13 April 2007	Initial Issue	Initial Issue, 13 April 2007
Issue 02	23 August 2019	Change of TC holder name from PZL “Warszawa-Okęcie” S.A. to Airbus Poland S.A.	Issue 02, 23 August 2019

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