

Mandatory Requirements for Airworthiness

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Safety and Airspace Regulation Group

CAP 747

Mandatory Requirements for Airworthiness

24 September 2025

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Issue 3, 30 November 2009

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Issue 3, incorporating amendments to 2010/05

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Issue 3, incorporating amendments to 2011/03

Issue 3, incorporating amendments to 2011/04

Issue 3, incorporating amendments to 2011/05

Issue 3, incorporating amendments to 2011/06

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Issue 3, incorporating amendments to 2012/04

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Foreword

I Introduction

This CAP 747 is the means by which airworthiness requirements made mandatory by the CAA are notified; (pursuant to Article 39 of the Air Navigation Order 2016 as amended). This publication also identifies the sources for other requirements made mandatory for UK-registered aircraft included in the scope of UK Regulation (EU) 2018/1139.

NOTE: Retained European Union Legislation (REUL) was a type of domestic law created by the EU (Withdrawal) Act 2018 (EUWA) and came into effect at the end of the UK's post-Brexit transition period (which ended on 31 December 2020). The primary objective of REUL was to provide legal continuity and certainty at the end of the transition period. On 29 June 2023, the Retained EU Law (Revocation and Reform) Bill 2023 received Royal Assent. Under the 'REUL Act', REUL which had not been revoked by the end of 2023 became "assimilated law". Unlike REUL, assimilated law is not interpreted in line with EU principles of interpretation; these principles were removed from domestic law by the REUL Act with effect from 1 January 2024. Throughout this document, references to regulations refer to assimilated law.

2 ICAO Compliance Statement to CAP 747 Mandatory Requirements for Airworthiness

- 2.1 The Civil Aviation Authority (Chicago Convention) Directions 2007, issued by the Department for Transport (DfT), require the Civil Aviation Authority (CAA) to ensure that it acts consistently with the obligations placed on the UK under the Convention on International Civil Aviation (Chicago Convention) of December 1944.
- 2.2 This document is published in support of the CAA's discretionary powers contained in the Air Navigation Order and includes requirements based on certain International Standards and Recommended Practices (SARPs) contained in Annexes to the Chicago Convention.
- 2.3 It is the policy of the CAA to have reference to this document when exercising the discretionary powers referred to above and, in particular, it will exercise those powers to ensure the effective implementation of any such requirements based on SARPs.

3 Classification of Products

- 3.1 Each aircraft type is categorised as either:
 - a "Part 21 aircraft"; (an aircraft that is included in the scope of UK Regulation (EU) 2018/1139); or
 - a "non-Part 21 aircraft"; (an aircraft that is subject to the Air Navigation Order).
- 3.2 Aircraft that fall within the categories set out in Annex I to UK Regulation (EU) 2018/1139 are "non-Part 21 aircraft" types. In addition, individual aircraft that are operated for certain State or public service purposes as set out in Article 2 of UK Regulation (EU) 2018/1139 are subject to national ANO regulations;

(e.g. military, customs, police, search and rescue, firefighting, border control, coastguard aircraft). All other aircraft are “Part 21 aircraft” regardless of their State of Design or State of Manufacture.

- 3.3 For both Part 21 and non-Part 21 aircraft, CAA requirements, and requirements notified by the State of Design of the aircraft, (and its engines, propellers and equipment as applicable) may be mandatory. Section 1, Part 5 of this CAP 747 identifies the sources of these mandatory requirements.

4 Status

- 4.1 This CAP 747 is the means by which airworthiness requirements made mandatory by the CAA are notified.
- 4.2 Some requirements previously made mandatory for UK-registered aircraft were withdrawn on 28 September 2003, when European regulations came into force. Aircraft owners and operators should ensure that:
- a) any retained modifications installed in order to comply with previous additional UK requirements continue to be maintained in accordance with all applicable approved data and service information;
 - b) any de-modification of an aircraft is performed by approved organisations or licensed aircraft engineers in accordance with approved airworthiness documentation. Following de-modification, a review and re-issue of the continued airworthiness instructions must be carried out and a Certificate of Release to Service obtained;
 - c) any data from the Type Certificate Holder that has previously been made mandatory by the CAA, but is no longer mandatory, should still be considered for inclusion in the maintenance programme. Failure to do so could expose the aircraft to safety hazards and may invalidate the Certificate of Airworthiness.

5 UK Withdrawal from the EU

- 5.1 As a result of the UK leaving the EU, and because the CAA is no longer a member of EASA, the CAA has taken on State of Design responsibilities from EASA for products where the UK is State of Design. The CAA is now responsible for fulfilling the UK’s obligations as State of Design or Manufacture specified in Part II of Annex 8 – “Airworthiness of Aircraft” to the Convention on International Civil Aviation.
- 5.2 Under the ‘REUL Act’, Retained European Union Legislation which had not been revoked by the end of 2023 became “assimilated law”. Hence these aviation regulations continue to apply to all Part 21 products, whether or not the UK is State of Design.
- 5.3 Non-Part 21 products (i.e. that fall within the categories set out in Annex I of UK Regulation (EU) 2018/1139) continue to be the responsibility of the UK CAA.
- 5.4 Lists of Part 21 products where the UK is the State of Design are provided in Section 1 Part 4.

6 Generic Concessions

- 6.1 A number of concessions are set out in Section 2, Part 5 of this CAP 747. These may be used by UK-registered aircraft subject to the limitations and

conditions specified.

7 Interpretation

- 7.1 The Requirements, with or without explanatory material, should not be regarded as constituting text book material. The interpretation of the Requirements against a background of current aeronautical knowledge is essential.
- 7.2 Mandatory clauses are denoted by the use of “shall” or “must”; “should” or “may” are used in the text to introduce permissive or recommended clauses.
- 7.3 Imperatives such as “ensure”, “prevent” and “shall be designed”, imply that all steps deemed necessary will be taken, on the basis of the knowledge and techniques available at the time.
- 7.4 It is implicit in requirements expressed qualitatively (e.g. “readily visible”, “adequately tested”, etc.) that the CAA will adjudicate in cases where doubt exists.
- 7.5 An Airworthiness Directive is a document issued or adopted by the Authority of the State of Registry of an aircraft which mandates the actions to be performed to restore an acceptable level of safety to an aircraft when an unsafe condition has been identified.
- 7.6 Words purporting the masculine gender include the feminine.

8 Notification of Requirements

- 8.1 Aircraft on the UK Register are required by law to comply with applicable Airworthiness Directives (ADs) issued by the UK CAA, EASA, and the National Aviation Authority (NAA) of the State of Design. See Guide to Identifying the Applicable Requirements, in Section 1, Part 1.

8.2 Non-Emergency ADs

- 8.2.1 For Part 21 products where the UK is the State of Design, Airworthiness Directives published up to 31 December 2020 are listed in the EASA Safety Publications Tool on the EASA website at: <https://ad.easa.europa.eu/>. Airworthiness Directives published by the CAA from 1 January 2021 are published on the CAA AD website at: <https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/continuing-airworthiness/airworthiness-directives/>.
- 8.2.2 For Part 21 products where the UK is not the State of Design, Airworthiness Directives published up to 31 December 2020 are listed on the EASA Safety Publications Tool on the EASA website. [Note that the EASA Safety Publications Tool may not include some European ADs issued by the NAA before 28 September 2003 and most foreign State of Design ADs issued before August 2006. Any State of Design AD not (yet) located in the EASA Safety Publications Tool should be retrieved from the original State of Design NAA.] For Airworthiness Directives published from 1 January 2021, contact the National Aviation Authority of the State of Design. A contact list is available on the CAA website, see CAP 747 Section 1, Part 5. From 1 January 2021, any State of Design Airworthiness Directives not adopted by the CAA are published on the CAA website. A link to the CAA Decisions not to adopt these ADs is also provided in CAP 747 Section 2 Part 2. Airworthiness Directives published by the CAA from 1 January 2021 are published on the CAA AD website. A link to

these ADs is also provided in this issue of CAP 747 at Section 2, Part 1B. The legacy mandatory information and ADs issued up to 31 December 2020, previously published within Section 2, Part 1 of CAP 747 (up to and including Issue 4), is now published on the CAA AD website. A link to this material is also provided in this issue of CAP 747 at Section 2 Part 1A. The CAA AD website is: <https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/continuing-airworthiness/airworthiness-directives/>.

- 8.2.3 For non-Part 21 products where the UK is State of Design, Airworthiness Directives are published on the CAA AD website. Links are also provided in this issue of CAP 747 at Section 2 Part 1A and 1B.
- 8.2.4 Section 1, Part 1 provides a guide and flowcharts to identifying the applicable mandatory requirements for your product.
- 8.2.5 The CAA is responsible for notifying other ICAO Contracting States of Airworthiness Directives for UK products. Notification will be provided electronically after the State of Registry has registered with the CAA's free publications subscription service at www.caa.co.uk > Publications > Subscriptions and choose the 'Safety Critical Information' category.

8.3 Emergency ADs

- 8.3.1 Where urgency dictates that a short timescale is required to address an unsafe condition, the CAA, EASA or NAA will issue an Emergency Airworthiness Directive (EAD).
- 8.3.2 All EADs for affected UK-registered aircraft are published by the CAA on its AD website at
- 8.3.3 To receive notification when a new EAD is published owners/ operators/ maintenance organisations etc. should register with the CAA's free publications subscription service at www.caa.co.uk > Publications > Subscriptions and choose the 'Safety Critical Information' category. Existing Subscribers should ensure this category is added to their subscription. Subscribers will then be notified every time a new EAD is published on the CAA website.
- 8.3.4 EADs issued by the CAA are published on the CAA AD website. Other EADs will be available for a period of two months from date of issue and then they will be removed. They may then be obtained from EASA or the originating NAA as applicable.
- 8.3.5 In order for NAAs of ICAO Contracting States of Registry to receive UK Emergency ADs in a timely manner they must also subscribe to the above service.

9 Responsibilities of Owners/Operators and Individuals/Organisations Carrying Out Maintenance and Overhaul

- 9.1 In order to ensure compliance with all applicable mandatory requirements, the owners and operators of aircraft must ensure that they are aware of the content of any Airworthiness Directives issued by the National Aviation Authority of the State of Design and EASA and of any applicable CAA Airworthiness Directives or mandatory requirements.
- 9.2 In addition, organisations or individuals undertaking maintenance and overhaul must ensure that they are in receipt of Airworthiness Directives issued by the National Aviation Authority of the State of Design and EASA, and any CAA Airworthiness Directives or mandatory requirements applicable

to the Products, Parts and Appliances which they maintain or overhaul.

NOTE: When an individual or organisation maintains or overhauls Products, Parts and Appliances for an owner/operator whose aircraft is not registered in the United Kingdom, the individual/organisation must make arrangements with that owner/ operator to receive any Airworthiness Directives issued or adopted by the Civil Aviation Authority of the State of Registry.

10 Repetitive Inspection

10.1 Non-Part 21 Aircraft used for Purposes Other Than Commercial Operations

- 10.1.1 Where an Airworthiness Directive requires an inspection to be carried out at intervals not exceeding 24 hours (elapsed time) the CAA may invoke the authorisation given under paragraph 10.1.2 below, for inspection by the pilot in command. In such cases, the text of the Airworthiness Directive will prescribe the authorisation.
- 10.1.2 The Civil Aviation Authority (CAA), in exercise of its powers under Article 48(1) (c) of the Air Navigation Order 2016 as amended, hereby authorises a pilot as a person competent to issue a Certificate of Release to Service in respect of a mandatory inspection required by an Airworthiness Directive where the inspection recurs at periods not exceeding 24 hours elapsed time, subject to the following conditions:
- a) The pilot must hold a Group or Type rated licence applicable to the type quoted in the inspection.
 - b) The pilot must have sufficient technical knowledge and have received specific training to provide that person with the competence to accomplish the inspection which may also require the use of simple visual inspection aids.
 - c) The specific training must be provided by an appropriately licenced aircraft maintenance engineer or organisation approved by the CAA for that purpose.
- 10.1.3 When certifying an inspection in accordance with paragraph 10.1.2 the certifying signature will be that of the pilot followed by his licence number.

10.2 Aircraft Subject to UK Regulation (EU) 2018/1139

- 10.2.1 All maintenance-related certifications for aircraft subject to UK Regulation (EU) 2018/1139 must be made by persons authorised in accordance with UK Regulation (EU) No. 1321/2014. The authorisation of 10.1.2 above cannot be used.
- 10.2.2 For compliance with a repetitive pre-flight mandatory action, where the Airworthiness Directive states specifically that the flight crew may carry out the action, the action must be carried out in accordance with the relevant Part of UK Regulation (EU) No. 1321/2014. The appropriate references (as applicable) are:
- Annex I (Part M),
 - M.A.606(h)(1) Annex II (Part 145), 145.A.30(j)(3)
 - Annex Vd (Part-CAO), CAO.A.040 (c)(1)
- 10.2.3 When certifying an inspection in accordance with paragraph 10.2.2 the certifying signature will be that of the person authorised by the Part-145

organisation and the relevant authorisation reference shall be recorded.

I I Mandatory Changes to Flight Manuals or Performance Schedules

- 11.1 Where an Airworthiness Directive introduces a change to an aircraft Flight Manual or Performance Schedule, the Owner/Operator of the affected aircraft must ensure that the change is made by attaching the Airworthiness Directive or the documents that it specifies, to the Flight Manual or Performance Schedule.

NOTE: Where permission has been given to utilise an Operations Manual in lieu of the Flight Manual, the Owner/Operator must ensure that the information specified in the Airworthiness Directive is embodied in the Operations Manual within the specified compliance time.

I 2 Extension of Airworthiness Directive Compliance Timescale

- 12.1 Aircraft owners, operators and contracted maintenance organisations must assess all Airworthiness Directives relating to relevant aircraft types and initiate early requisition and/or provision of aircraft parts and/or maintenance resources to meet the Airworthiness Directive compliance timescales.
- 12.2 Any application to extend an Airworthiness Directive compliance timescale will be assessed by the CAA on a case-by-case basis. The applicant, normally supported by the organisation responsible for the type design, must demonstrate, to the satisfaction of the CAA, an equivalent level of safety. Extensions of this nature are intended to be used in exceptional circumstances that could not reasonably have been foreseen by the owner, operator or contracted maintenance organisation.

I 3 Airworthiness Directive Alternative Method of Compliance (AMOC)

- 13.1 Any application to satisfy an Airworthiness Directive by means of an 'alternative method of compliance' will be assessed by the CAA on a case by case basis and will normally need to be supported by the organisation responsible for the type design. The applicant must demonstrate, to the satisfaction of the CAA, an equivalent level of safety. A request for an AMOC should be made to the CAA. Further information is available on the CAA website at: <https://www.caa.co.uk/Commercial-industry/Aircraft/Airworthiness/Type-design-approvals/Alternative-Method-of-Compliance-to-an-Airworthiness-Directive/>
- 13.2 The UK aviation safety arrangements with Canada and Brazil allow for automatic acceptance of certain AMOCs issued by the airworthiness authorities of these countries when acting as State of Design for the product, part or appliance. AMOCs issued in the United States of America by the FAA, when acting as State of Design, are subject to a CAA Decision (Ref: [ORS9 - CAA Decision No. 4](#)). The text of these arrangements may be obtained from the CAA website: <https://www.caa.co.uk/Commercial-industry/Aircraft/Airworthiness/Organisation-and-maintenance-programme-approvals/Bilateral-agreements/What-is-a-bilateral-agreement/>

I 4 Accuracy of Information

- 14.1 The information presented in CAP 747 is the best available on the date that

each amendment is approved for publication.

I 5 Amendments

- 15.1 Amendments to CAP 747 are published as required. Each page is identified by the date of issue or date at which it is amended. Where text has overflowed, the affected pages are identified by the date of re-issue. The remaining pages retain their existing dates.

I 6 Enquiries

- 16.1 Any enquiries regarding CAP 747 should be sent to the Airworthiness Policy Team (AWPolicy@caa.co.uk)

Revision History

Initial Issue

June 2004

The initial issue of CAP 747 was brought about by the coming into force of European legislation, creating the European Aviation Safety Agency (EASA) and the consequent need for the CAA to declare its intention to retain certain requirements for UK registered aircraft.

Issue 2

September 2004

The purpose of Issue 2 was to provide a single point of reference for all mandatory information for continuing airworthiness, including airworthiness directives, as applicable to civil aircraft registered in the UK.

Issue 3

November 2009

The purpose of Issue 3 was to provide all mandatory information for continuing airworthiness as issued by the CAA in one CAP. Therefore all ADs issued by EASA have been removed and are available on the EASA website.

Issue 3, amdt 2010/01

January 2010

Issue 3, amdt 2010/02

February 2010

Issue 3, amdt 2010/03

March 2010

Issue 3, amdt 2010/04

June 2010

Issue 3, amdt 2010/05

September 2010

Issue 3, amdt 2010/06

November 2010

Issue 3, amdt 2011/01

February 2011

Issue 3, amdt 2011/02

March 2011

Issue 3, amdt 2011/03

May 2011

Issue 3, amdt 2011/04

June 2011

Issue 3, amdt 2011/05

August 2011

Issue 3, amdt 2011/06

October 2011

Issue 3, amdt 2012/01

February 2012

Issue 3, amdt 2012/02

May 2012

Issue 3, amdt 2012/03

June 2012

Issue 3, amdt 2012/04

November 2012

Issue 3, amdt 2012/05	December 2012
Issue 3, amdt 2014/01	February 2014
Issue 3, amdt 2014/02	November 2014
Issue 3, amdt 2016/01	30 July 2016
Issue 3, amdt 2017/01	21 July 2017
Issue 3, amdt 2020/01	24 March 2020
Issue 4	1 January 2021

CAP 747 has been amended to reflect the fact that the UK has left the EU and the CAA is no longer a member of the European Union Aviation Safety Agency (EASA). As a result, the CAA has taken on State of Design responsibilities from EASA for products where the UK is State of Design. The CAA is now responsible for fulfilling the UK's obligations as State of Design or Manufacture as specified in Annex 8 of the ICAO Convention on International Civil Aviation.

Section 1, Part 1 provides new flowcharts to assist in identifying the applicable mandatory requirements for airworthiness relating to your product.

The main changes include:

- Text changes to the Foreword.
- Text changes and new flowcharts in Section 1, Part 1.
- A new Section 1, Part 3 - Lists of Part 21 Aircraft Types on the G-Register with a Specific Airworthiness Specification (SAS) originally issued by EASA.
- A new Section 1, Part 4 - Lists of Part 21 Products Where the UK is the State of Design.
- A new Section 2, Part 2, to contain State of Design Airworthiness Directives not adopted by the CAA (from 01/01/2021).

A review of the Generic Requirements and Generic Concessions, in Section 2, will be undertaken in due course and they will be updated as required to reflect the fact that the UK has left the EU.

Issue 4, amdt 2021/01	June 2021
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Issue 5	24 September 2025
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CAP 747 has been amended to be more web-based. The legacy mandatory material has been moved to the CAA website, with links provided within the CAP, to make all the contents much more accessible. This enables greater searchability for the contents and will also make it much easier to revise/update/reissue contents such as the Generic Requirements (GCs) and the Generic Concessions (GCs) in due course. Since January 2021, new CAA ADs have been published on the CAA website. The Airworthiness Directives and Mandatory Information issued by the CAA up to 31 December 2020, and which was previously published within the CAP, is now available on the CAA website.

The main changes include:

- Editorial text changes to the Foreword to reflect the Retained EU Law (Revocation and Reform) Bill 2023, and to reflect that much of the material in Section 2 is now on the CAA Website.
- Editorial text changes to the Revision History to make it more concise.
- Editorial text changes to Section 1 Part 1 - Introduction and Guide to Use, including figures 2 to 4.
- Editorial update to Section 1 Part 2 - List of Non-Part 21 Products, their Classification, and States of Design
- Replacement of the previous list in Section 1 Part 3 – List of Part 21 Aircraft with a SAS originally issued by EASA, with a link to the Specific Airworthiness Specifications webpage on the CAA website.
- Editorial update to Section 1 Part 4 - Lists of Part 21 Products where the UK is the State of Design.
- Editorial update to Section 2 Introduction, including some explanatory text relating to CAP 476.
- Editorial update to the Section 2 Contents page to reflect that much of the material is now on the CAA Website. The legacy Airworthiness Directives and Mandatory Information up to 31 December 2020 is now added to the CAA website and separated from Airworthiness Directives published on the CAA website from 1 January 2021.
- The bulk of the contents of Section 2 Parts 2, 3, 4 & 5 is also now added to the CAA website.
- Minor editorial update to Appendix 1.

Section 1 General Information

Part 1 Introduction and Guide to Use

I Classification of aircraft as “Part 21 Aircraft” and “Non-Part 21 Aircraft”

11 “Part 21 aircraft” are those aircraft that are included in the scope of UK Regulation (EU) 2018/1139.

“Non-Part 21 aircraft” are aircraft that fall within the categories set out in Article 2, paragraph 3(a) and Annex I of UK Regulation (EU) 2018/1139. Non-Part 21 aircraft are not subject to regulation of airworthiness by EASA, but are subject to national regulations.

12 All Part 21 products with a Type Certificate (TC) either issued or accepted by UK CAA or EASA, or with a Specific Airworthiness Specification issued by EASA or UK CAA, are listed on the CAA website at the following website addresses:

<https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/type-certificate-and-type-approval-data-sheets/part-21/>

<https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/type-certificate-and-type-approval-data-sheets/part-21/specific-airworthiness-specifications/>

From 1 January 2021, for all Part 21 products, the acceptance of the TC is through the aviation safety arrangements (such as bilateral agreements and working arrangements) with the appropriate NAA of the State. Where no arrangement is in place, contact the CAA for further information.

Part 21 aircraft types, on the G-Register, with a Specific Airworthiness Specification (SAS) originally issued by EASA [Ref: 21.A.173(b)(2)] are listed in Section 1 Part 3. Article 140(1) of the assimilated UK Regulation (EU) 2018/1139, the UK Basic Regulation, and points 21.A.173(b) and 21.B.327(a) of assimilated UK Regulation (EU) No. 748/2012 provide the legal basis for the ongoing validity of previously issued Specific Airworthiness Specifications and the issue of Restricted Certificates of Airworthiness by the CAA based on those SAS. Aircraft on the G-register with a SAS originally issued by EASA should continue to follow the applicable Airworthiness Directives as listed in the SAS and on the EASA Safety Publications Tool at: <https://ad.easa.europa.eu/>. In addition, check CAP 747 Section 2, Parts 1A and 1B for any applicable Airworthiness Directives issued by the CAA. See Figure 3. The CAA will not issue any new SAS as they are no longer recognised as approval of the design of an aircraft.

13 Annex I of UK Regulation (EU) 2018/1139 defines various categories of aircraft where the regulations do not apply and therefore are designated as “non-Part 21 aircraft”. These categories include homebuilts, microlights, gyroplanes and foot-launched gliders. Additional categories in Annex I are historic aircraft (or aircraft having historical relevance), research aircraft and ex-military aircraft. The list of aircraft given in Section 1, Part 2 of this CAP 747 shows aircraft types on the UK register in these last three categories and which have therefore been designated as “non-Part 21 aircraft”. The list also includes aircraft notified by EASA as “not transferred” and which remain subject to regulation under National Procedures.

NOTE: This CAP 747 also contains UK additional mandatory requirements for Part 21 aircraft types on the UK register.

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- 14 Individual aircraft engaged in certain State or public services are subject to national airworthiness regulations, even if other aircraft of the same type (that are not engaged in such activities) are subject to regulation as a Part 21 aircraft (reference Article 2 of UK Regulation (EU) 2018/1139). These individual aircraft are not identified in CAP 747 because their status may change depending upon the purpose of a particular flight. For further guidance see CAP 562 (CAAIP) Leaflet B-60.

2 Guide to identifying the Applicable Requirements

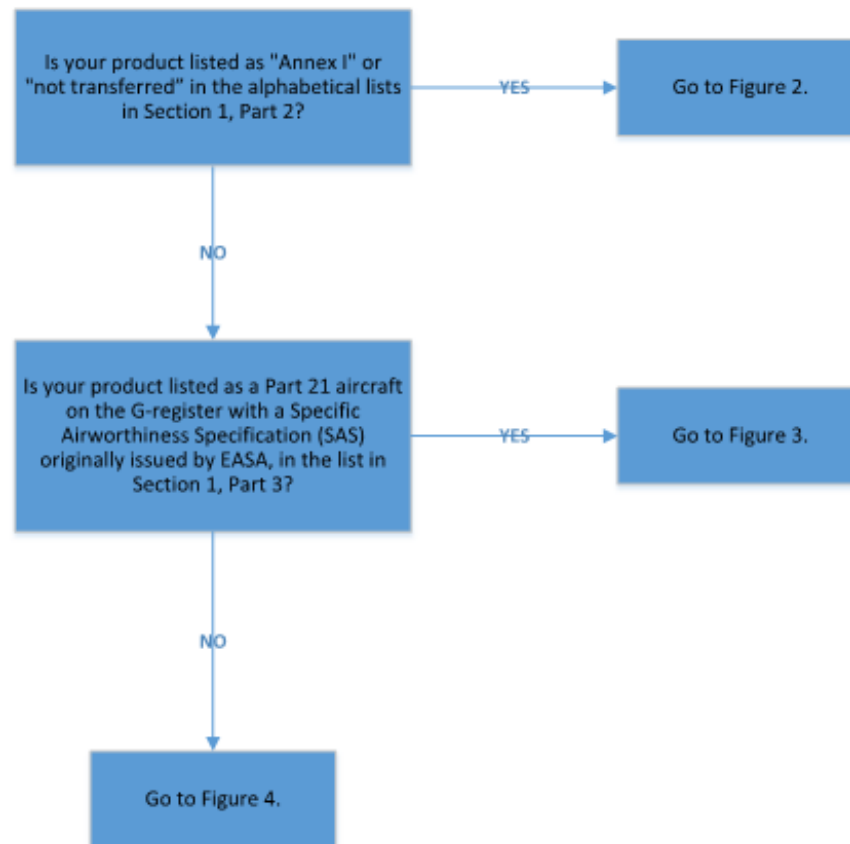


Figure 1 How to determine the applicable requirements for your product

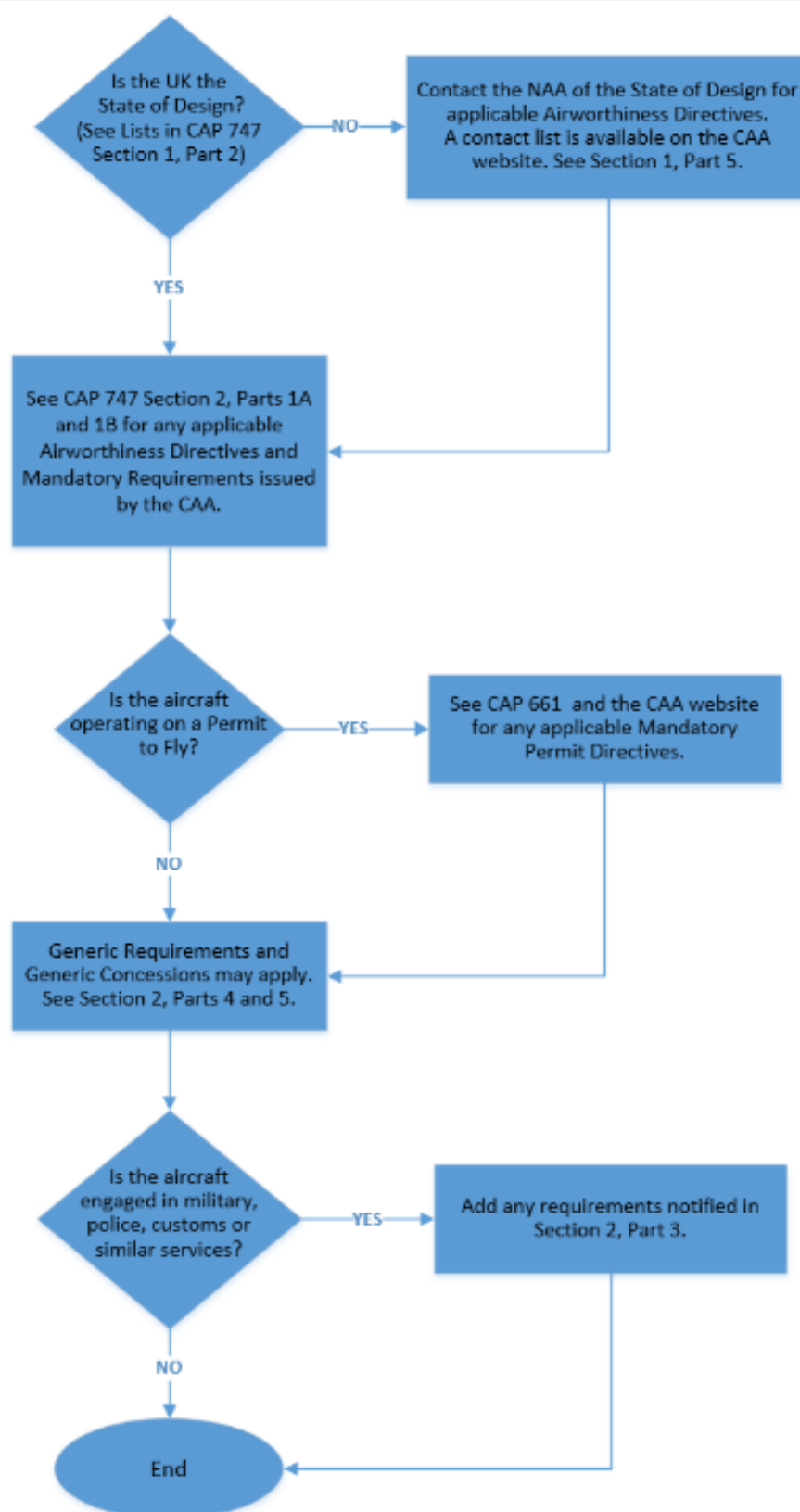


Figure 2 How to locate mandatory requirements for a non-Part 21 product

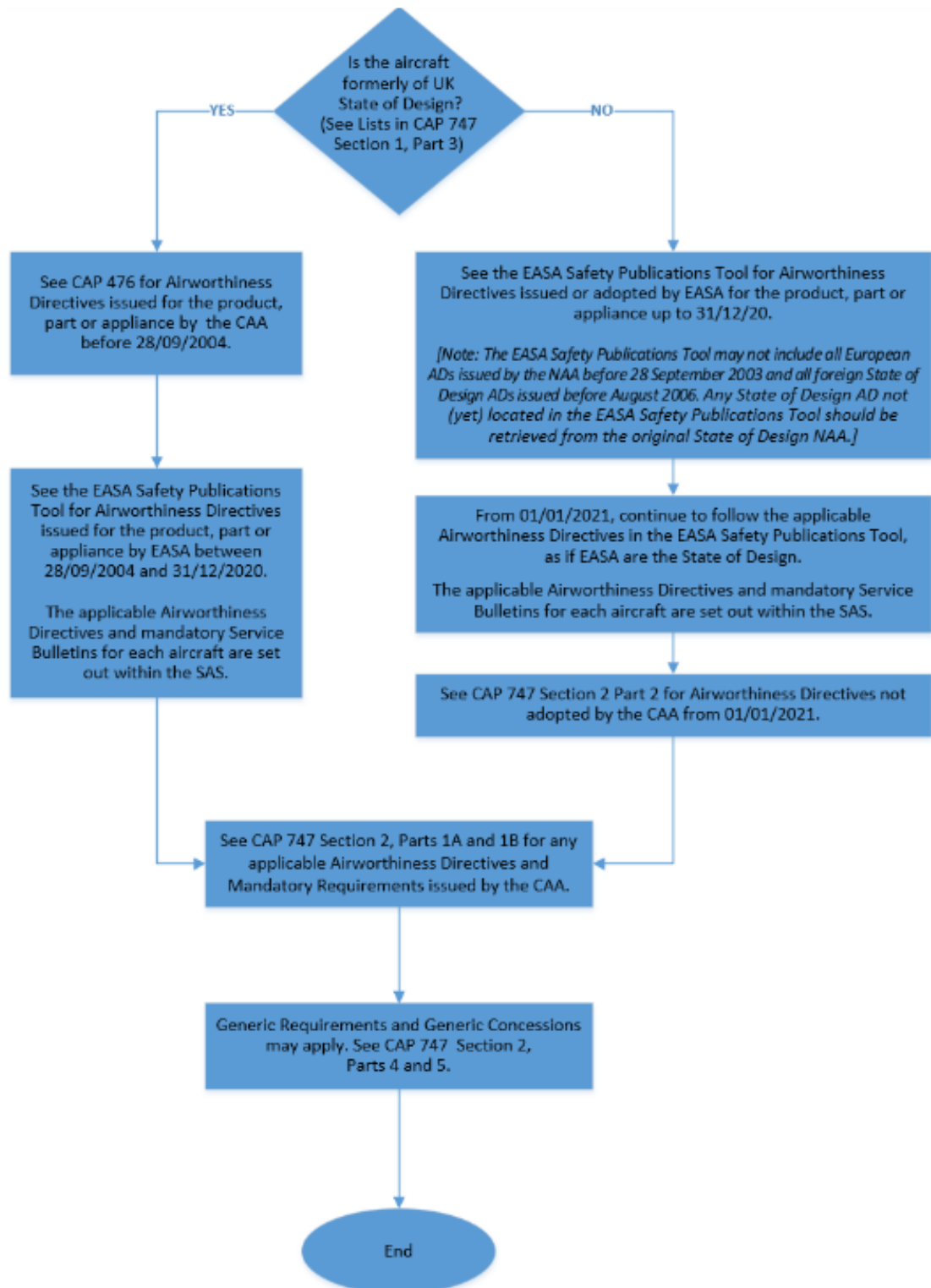


Figure 3 How to locate mandatory requirements for a Part 21 Aircraft on the G-register with a Specific Airworthiness Specification (SAS) originally issued by EASA

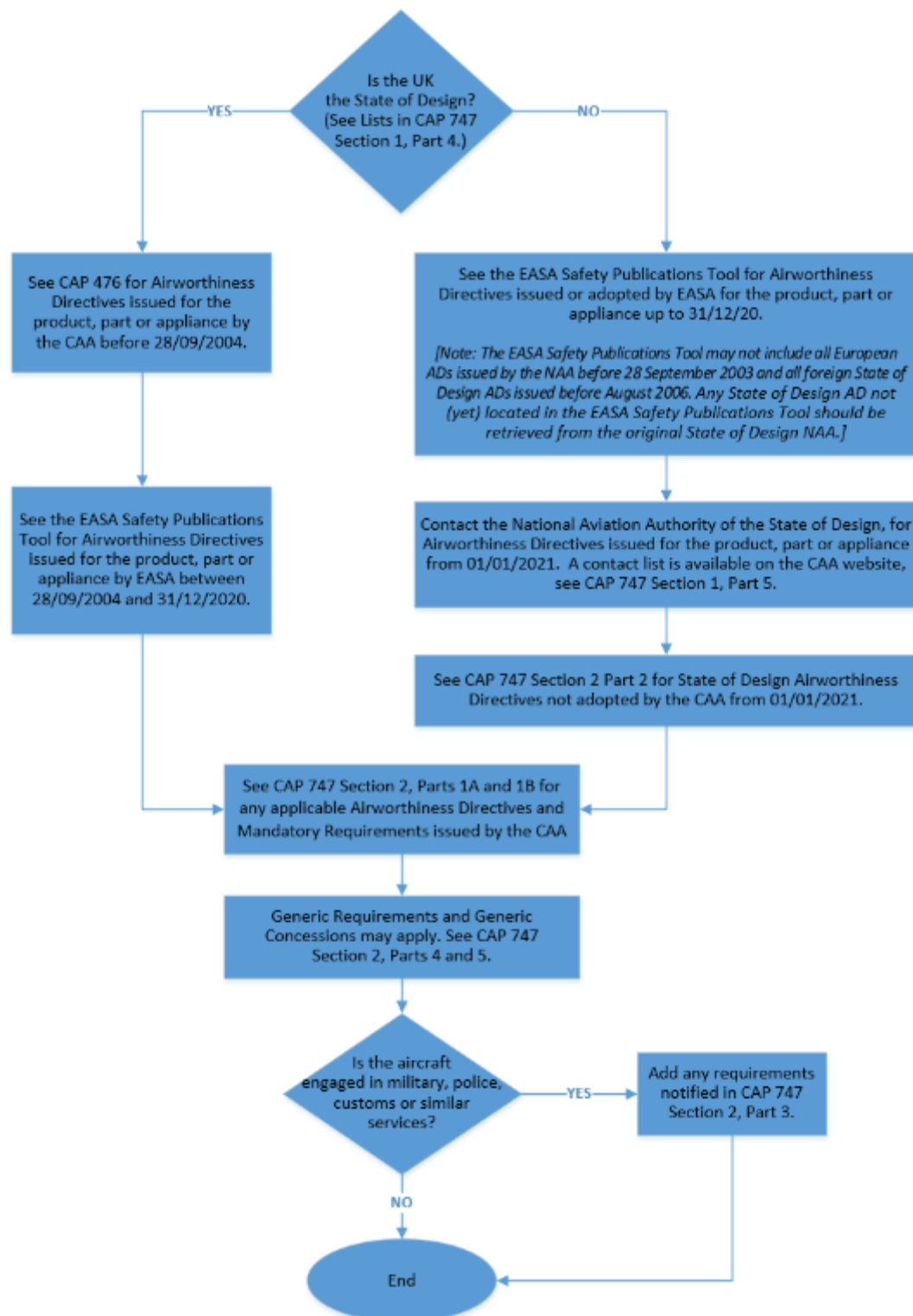


Figure 4 How to locate mandatory requirements for a Part 21 product

3 Applicability of Mandatory Requirements to engines, propellers, parts and appliances installed in “Part 21 Aircraft” and “Non-Part 21 Aircraft” with a Certificate of Airworthiness (CofA)

31 Where a State of Design Airworthiness Directive is in force for any engine, propeller, part or appliance, it shall be complied with regardless of whether the engine, propeller, part or appliance is installed in a Part 21 aircraft or a non-Part 21 aircraft, unless the CAA notifies otherwise.

32 A product, part or appliance installed in a non-Part 21 aircraft shall comply with the mandatory requirements for non-Part 21 aircraft that are applicable to the product, part or appliance.

33 Where a product, part or appliance is installed in a non-Part 21 aircraft and there is a conflict between State of Design Airworthiness Directives and CAA Airworthiness Directives or mandatory requirements applicable to the product, part or appliance, the advice of the CAA shall be obtained.

34 Where a product, part or appliance is transferred from one aircraft to another, the installer shall ensure that the mandatory requirements applicable to the receiving aircraft are complied with.

4 Applicability of Mandatory Requirements to engines, propellers, parts and appliances installed in aircraft with a UK National Permit to Fly

41 A product, part or appliance installed in an aircraft with a National Permit to Fly shall comply with the Mandatory Permit Directives published by the CAA.

42 Where a State of Design Airworthiness Directive is in force for any engine, propeller, part or appliance used on a Permit to Fly aircraft, it shall be complied with, unless the CAA or any A8-26 approved organisation holding the appropriate privilege notifies otherwise.

Part 2 Lists of Non-Part 21 Products, their Classification, and States of Design

NOTE: In the following Tables the abbreviations “N” and “A” are used in the last column to signify:

- N Aircraft notified by EASA as ‘not transferred’ and which remain subject to regulation under National Procedures;
- A Aircraft classified as Annex I (non-Part 21) aircraft.

Table 1.1 Large Aeroplanes

Manufacturer/ TC Holder	Product Name	TC number	State of Design	N/A
Aviation Traders	ATL 98 Carvair		UK	A
AVRO	Lancaster		UK	A
BAE Systems (Operations) Limited	Jetstream 3102 s/n 614		UK	A
Boeing (Including McDonnell Douglas/ Douglas)	B-17G		USA	A
Bristol	170		UK	A
British Aerospace	146-301 ARA		UK	A
Consolidated	PBY-5A 28-5ACF Catalina		USA	A
Douglas	DC-3C-R-1830-90C		USA	A
	DC-6 Series		USA	A
English Electric	Canberra Series		UK	A
Ilyushin	IL-18		Russia	N
	IL-62			N
PZL	AN-28		Poland	N
Tupolev	TU-134M		Russia	N
	TU-154B2			N
Yakovlev	YAK-42D		Russia	N

Table 1.2 Light / Commuter / Very Light Aeroplanes

Aero	145		Czech Republic	A
	C104			A
	L-29 Delfin			A
	L-39 Albatros Series			A
	L-159 Albatros Series			A
Aeronca	11	A-761/A-796	USA	A
	65 Series	A-728		A
	100	A-396		A
	C3	A-396		A
	K	A-676/688		A
	O-58B	A-751		A

Table I.2 Light / Commuter / Very Light Aeroplanes (Continued)

Manufacturer/ TC Holder	Product Name	TC number	State of Design	N/A
Aeronca/American Champion/Bellanca/ Champion	7AC	A-759	USA	A
	7ACA	A-759		A
	7BCM	A-759		A
	7ECA with Continental O-200-A/ McCauley Prop.	A-759		A
	7ECA with Lycoming O-235-C1/ McCauley Prop.	A-759		A
	7ECA with Lycoming O-235-C1/ Sensenich Prop.	A-759		A
	7ECA with Lycoming O-235- K2C/Sensenich Prop. (pre 1981)	A-759		A
	7FC	A-759		A
	7GCAA with Lycoming O-320- A2B/McCauley Prop.	A-759		A
	7GCAA with Lycoming O-320- A2B/Sensenich Prop.	A-759		A
	7GCBC with Lycoming O-320- A2B/McCauley Prop.	A-759		A
	7GCBC with Lycoming O-320- A2B/Sensenich Prop.	A-759		A
	7KCAB	A-759		A
AESL	Airtourer 115 (modified)		New Zealand	A
Albatros	D.Va-1 Replica		Germany	A
Alon	A-2		USA	A
ANEC	II		UK	A
Antonov	An-2		Russia	A
Arrow	Active II		UK	A
ARV Aviation Ltd	ARV1 ARV1 Super 2		UK	A
Auster	All Series		UK	A
Avia	FL3		Italy	A
Aviamilano/Aeromere	Falco F8L		Italy	A
Avro	504K		UK	A
	643 Cadet Series			A
	652A Anson T21			A
	Avian Series			A
	C19 Series 2			A
	Triplane Replica			A
	Tutor			A
BA	Eagle 2		UK	A

Table I.2 Light / Commuter / Very Light Aeroplanes (Continued)

Manufacturer/ TC Holder	Product Name	TC number	State of Design	N/A
BA	Swallow 2		UK	A
BAC	167 Strikemaster Series		UK	A
BAC (1935) Ltd.	Drone		UK	A
Barfuss	Marabu		Switzerland	A
Beagle	A.61 Terrier Series		UK	A
	A.109 Airedale			A
	B206 Series			A
	E3			A
Beagle Auster	D5 Series 180		UK	A
Beech	35, G35	A-777	USA (A-777 Models)	A
	D17S		USA	A
	Expeditor Series			A
Bell	P-39Q Airacobra	TC-21	USA	A
	P-63 Kingcobra			A
Bellanca	Model 14 Series	A-773	USA	A
Binder-Aviatick GmbH	CP 301 Smaragd	564/SA	Germany	A
Blackburn	1912 Monoplane		UK	A
	B.2 Series 1			A
Bleriot	XI		France	A
Boeing	75 Stearman Series	A-743	USA	A
Bristol	Bolingbroke MK.IV T		UK	A
	Boxkite Replica			A
	Fighter F2B			A
	M1C Monoplane Replica			A
Bucker	BU131 Jungmann	LBA 717/SA	Germany	A
	BU133 Jungmeister Series	LBA 582/SA		A
	BU181 Bestmann (including Heliopolis Gomhouria MK6)	LBA 716/SA		A
Canadian Car & Foundry	Harvard Series	A-80	Canada	A
CASA	1-131E Series		Germany	A
Cessna	120 Series	FAA A-768	USA	A
	140 Series	FAA 5A2/A-768		A
	C-165			A
	170 Series	FAA A-799		A
	190/195 Series	FAA A-790		A
	305C			A

Table I.2 Light / Commuter / Very Light Aeroplanes (Continued)

Manufacturer/ TC Holder	Product Name	TC number	State of Design	N/A	
Chance-Vought	FG-1D Corsair		USA	A	
Chilton	DW1 Series		UK	A	
Chrislea	CH3 Super Ace Series 2		UK	A	
Civilian	Coupe 02		UK	A	
CMC	Leopard 001/002 Prototypes		UK	A	
Commonwealth	CA 18 MK 22 (Mustang P-51D)		USA	A	
Comper	CLA7 Swift		UK	A	
	CLA7 Swift Replica			A	
Crofton Auster	J1-A		UK	A	
Culver	LCA Cadet		USA	A	
Curtiss	C-2 Robin (Modified)		USA	A	
	H-75A-1 Hawk			A	
	P-36			A	
	P-40 Series			A	
	Travel Air 12Q			A	
Dart	Kitten		UK	A	
de Havilland	DH9	AAN 27543 Iss 2	UK	A	
	DH51			A	
	DH53 Hummingbird			A	
	DH60G			A	
	DH60M/GM/GMW			AAN 29290 Iss 1	A
	DH60GIII			AAN 28474 Iss 2	A
	DH60X			AAN 28787 Iss 2 (G-EBWD only)	A
	DH71 Tiger Moth	AAN 28870 Iss 1		A	
	DH80A Puss Moth			A	
	DH82A (Aust) Tiger Moth			A	
	DH82A Tiger Moth	AAN 22556 Iss 9		A	
	DH82B Queen Bee			A	
	DH83 Fox Moth Series			A	
	DH84 Dragon	AAN 24808 Iss 4		A	
	DH85 Leopard Moth	AAN 28148 Iss 1		A	
	DH87B Hornet Moth	AAN 24160 Iss 3		A	
	DH88 Comet Racer	AAN 27522 Iss 4		A	

Table I.2 Light / Commuter / Very Light Aeroplanes (Continued)

Manufacturer/ TC Holder	Product Name	TC number	State of Design	N/A
de Havilland contd.	DH89A Rapide Series	AAN 25002 Iss 2	UK	A
	DH90A Dragonfly	AAN 23636 Iss 1 (G-AEDU only)		A
	DH94 Moth Minor	AAN 29291 Iss 1	UK	A
	DH100 Vampire Series		UK	A
	DH104 Dove Series	AAN 23020 Iss 2	UK	A
	DH110 Sea Vixen FAW MK2			A
	DH112 Venom Series			A
de Havilland Canada	DHC-1 Chipmunk Mk21	AAN 1399 Iss 1	UK	A
	DHC-1 Chipmunk Mk22 + 22A	AAN 4383 Add4 Iss 6		A
	DHC-1 Chipmunk Mk23	AAN 10239		A
de Havilland Canada (Viking Air)	DHC-1A-1 Chipmunk	A-19	Canada	A
	DHC-2 Beaver 1	A-22		A
	DHC-3 Otter	A-27		A
Deperdussin	Monoplane		France	A
Desoutter	Monoplane		UK	A
Dornier	Do 27	LBA 514/SA	Germany	A
Douglas	Skyraider AD4-NA		USA	A
Druine/Rollason	D.31 Turbulent		UK	A
	D.62 Condor Series			A
EADS PZL	PZL-101 Gawron		Poland	A
	PZL-111 Koliber			A
Edgar Percival	EP9 Prospector		UK	A
English Electric	Wren		UK	A
Ercoupe	415 Series		USA	A
Extra Flugzeugbau GmbH	EA 230		Germany	A
Fairchild	24R-46A Argus Series		USA	A
	M62 Cornell			A
Fairey	Battle		UK	A
	Gannet Series			A
Federal Aircraft Factory	C3605 Schlepp		Switzerland	A

Table I.2 Light / Commuter / Very Light Aeroplanes (Continued)

Manufacturer/ TC Holder	Product Name	TC number	State of Design	N/A
Fiat	CR42		Italy	A
	G46-3B			A
Fieisler	F156 Series	LBA 725/SA	Germany	A
Fleet	Model 80 Canuck		Canada	A
Flugzeugbau W. Uetz	U3M Pelikan		Switzerland	A
	U4M Pelikan			A
Focke-Wulfe	FW189A-1	LBA 726/SA	Germany	A
	FW44J Steiglitz			A
Focke-Wulfe/Flug + Werk	FW190 Series		Germany	A
Fokker	DR1 Replica		Germany	A
Fokker	S11-1		Netherlands	A
Folland	Gnat T MK 1		UK	A
Forney	F-1A		USA	A
Foster-Wikner	Wicko GM-1		UK	A
Fouga	CM.170 Magister		France	A
Garland-Bianchi/ Fairtravel	Linnet 1/2		UK	A
Globe	CG-1B Swift		USA	A
Glos-Air	Airtourer Series	CTA No A-4	New Zealand	A
Gloster	Gladiator		UK	A
	Meteor NF11			A
	Meteor T-7			A
Gould-Taylorcraft	Plus D Special		USA	A
Great Lakes	2T-1A		USA	A
Grumman	F6F-3 Hellcat	LTC-23	USA	A
	F7F-3 Tigercat			A
	F8F-2P Bearcat			A
	FM2 Wildcat			A
	TBM-3R Avenger			A
Hawker	Audax		UK	A
	Cygnat Replica			A
	Demon			A
	Fury Mk1			A
	Fury/Sea Fury Series			A
	Hind			A

Table I.2 Light / Commuter / Very Light Aeroplanes (Continued)

Manufacturer/ TC Holder	Product Name	TC number	State of Design	N/A
Hawker contd.	Hunter Series			A
	Hurricane Series			A
	Nimrod Series			A
	Tempest II/V			A
	Tomtit			A
Helton	Lark 95		USA	A
Hindustan	HAL-26 Push Pak		India	A
Hispano	HA1112M1L		Spain	A
Hispano	HA1112M4L Buchon		Germany	A
Hunting	P84 Jet Provost Series		UK	A
Jodel	D14		France	A
	D112	TCDS 3		A
	D117			A
	D119	TCDS 21		A
	D120	TCDS 17		A
	D127	TCDS 3		A
	D128	TCDS 21		A
	D140	TCDS 20		A
	D150	TCDS 81/TC 27		A
	D1120	TC 23		A
	D1190	TC 23		A
	DR100	TCDS 34		A
	DR105	TCDS 34		A
	DR1050	TCDS 34/TC 6		A
	DR1051	TCDS 34/TC 6		A
Junkers	JU87/R4		Germany	A
Klemm	KI 35	LBA 710/SA	Germany	A
	L25-1A	LBA 573/SA		A
Lake Aircraft Corp	LA-4-180		USA	A
Latinoamericana de Aviacion (Lavia) SA (Lavia manufactured aircraft) Note: Piper manufactured PA-25 aircraft are eligible for an EASA C of A.	PA-25	AV-0004	Argentina	N
	PA-25-235			N
	PA-25-260			N
Lockheed	T-33 Silver Star 3		USA	A
Luscombe Aircraft Corp.	Luscombe 8 Series	A-694	USA	A
LVG	CVI		Germany	A

Table I.2 Light / Commuter / Very Light Aeroplanes (Continued)

Manufacturer/ TC Holder	Product Name	TC number	State of Design	N/A
Max Holste	MH1521 Series	TCS 47 & 57	France	A
Menavia/Piel/Scintex	CP 301 A/B Emeraude	TCDS 18/28	France	A
	CP 1310/1320/1330/Super Emeraude	TCDS 75		A
	CP 1315 Super Emeraude	TCDS 75		A
Messerschmitt	BF108	LBA 572/SA	Germany	A
	BF109 Series			A
Miles	M2L Hawk Six		UK	A
	M2W Hawk			A
	M3A Falcon			A
	M5 Sparrowhawk			A
	M11A Whitney Straight			A
	M14A Magister/Hawk Trainer 3			A
	M17 Monarch			A
	M28 Mercury			A
	M38 Messenger Series			A
	M65 Gemini 1A			A
Monocoupe	90A		USA	A
Morane Saulnier	MS.230		France	A
	MS.315E D2			A
	MS.317			A
	MS.505 Criquet			A
	MS.733 Alcyon			A
	MS.760			A
	N Replica			A
Nanchang	CJ-6A		China	A
NAS	Tiger Moth		UK	A
Naval Aircraft Factory	N3N-3	A-2-569	USA	A
Nieuport	Scout 17/23 Replica		France	A
Noorduyn	AT-16 Harvard IIB		Canada	A
Nord	1002	TCDS 45 TCS 89	France	A
	1101			A
	N3202-B1			A
	NC 854 S			A
	NC 856 Norvigie			A
	NC 858 S			A
Norman Aeroplane Co.	NAC-1/2 Series 180 Freelance		UK	A

Table I.2 Light / Commuter / Very Light Aeroplanes (Continued)[illegible]

Table I.2 Light / Commuter / Very Light Aeroplanes (Continued)

Manufacturer/ TC Holder	Product Name	TC number	State of Design	N/A
Piper Aircraft Corp contd.	PA-12	A-780		A
	PA-14	A-797		A
	PA-15	A-800		A
	PA-16	1A1		A
	PA-17	A-805		A
	PA-18	1A2		A
	PA-19	1A2		A
	PA-20	1A4		A
	PA-22	1A6		A
	PA-23-160 Apache	1A10		A
Polikarpov	PO-2		Russia	A
Porterfield	CP50/65		USA	A
Putzer Elster	B	LBA 584/SA	Germany	A
Rearwin	175		USA	A
	8125 Cloudster			A
	8500			A
Reid and Sigrist	RS4 Desford		UK	A
Republic Aviation Corporation (Sky Enterprises Inc)	RC-3 Seabee	FAATCDS A-769	USA	A
Republic/Curtiss	P-47 Thunderbolt Series		USA	A
Robinson	Redwing		UK	A
Rollason	BETA		UK	A
Royal Aircraft Factory	SE5A		UK	A
	Be2 Series Replica			A
Ryan	PT-22		USA	A
	ST3KR			A
Saab	91D Safir		Sweden	A
Scottish Aviation	Bulldog Series	UK TCDS BA.7	UK	A
	Twin Pioneer 3			A
Short Brothers	S312 Tucano T.Mk1		UK	A
SIPA	903	TCDS 8	France	A
	S91	TCS 7		A
SNCAN	Stampe SV4 Series	DGAC-FTCDS 6	Belgium	A
Soko	P-2 KRAGUJ		Yugoslavia	A
Sokol	M1C		Czech Republic	A
Somers Kendall	SK1		UK	A
Sopwith	1 1/2 Replica Strutter		UK	A
	7F.1 Snipe Replica			A

Table I.2 Light / Commuter / Very Light Aeroplanes (Continued)

Manufacturer/ TC Holder	Product Name	TC number	State of Design	N/A
Sopwith contd.	Camel Replica			A
	Dove			A
	Pup			A
	Triplane Replica			A
Southern	Martlet		UK	A
Spartan	Arrow		UK	A
SPP	Super Aero 45		Poland	A
Stinson	108		USA	A
	HW-75			A
Stinson contd.	L -1 Vigilant	A-774		A
	V-77 Reliant			A
Taylorcraft	65 Series		USA	A
	BC12D			A
	F-19 Series			A
	F-21 Series			A
Taylorcraft contd.	F-22 Series		USA	A
	Plus D			A
Thruxton	Jackaroo		UK	A
Topsy	Belfair		Belgium	A
	Nipper			A
	Trainer 1			A
Trago Mills Ltd	SAH-1		UK	A
UTVA	66		Yugoslavia	A
Vickers-Supermarine	Seafire Series		UK	A
	Spitfire Series			A
	Walrus MK1			A
Victa	Airtourer Series		Australia	A
Vought/Goodyear	F4U/FG-1D Corsair		USA	A
Waco	UPF-7		USA	A
	YKS-7			A
Wassmer/Issoire	WA 51	TC 51 TC 51	France	A
	WA 52			A
	WA 80			A
	WA 81			A
Westland	Lysander IIIA		UK	A
	Widgeon III			
Yakovlev	Yak-1		Russia	A
	Yak-3U			A

Table I.2 Light / Commuter / Very Light Aeroplanes (Continued)

Manufacturer/ TC Holder	Product Name	TC number	State of Design	N/A
Yakovlev contd.	Yak-9			A
	Yak-12			A
	Yak-18 (But NOT -18T)			A
	Yak-50			A
	Yak-52			A
	Yak C.11			A

Table I.3 Sailplanes/Powered Sailplanes

Manufacturer/TC Holder	Product Name	TC number	State of Design	N/A
Akaflieg Munchen	Mu 13		Germany	A
Alexander Schleicher GmbH	Rhönlerche II	LBA 164	Germany	A
Auto-Aero Budapest - Ungarn	R 26 SU "Gòbè"		Hungary	N
Birmingham Guild	BG-135		UK	A
Breguet	900		France	A
	901-7			A
	904 Series			A
Carmam	M100		Italy	A
Carden/Abbott-Baynes	Scud Series		UK	A
Edgley	EA9 Optimist		UK	A
Elan Flight Ltd. Begunje - Slovenia	DG 303 Elan		Slovenia	N
Elliot's	Olympia Series		UK	A
ERI Aviation	PIK-16 Vasama		Finland	A
Ets Roche	AIR 100/102		France	A
Fabrika Aviona i Jadrilica 'Jastreb' Vr	ST CIRBUS G/81		Slovenia	N
Fauvel	AV22		France	A
	AV36/361			A
Focke Wulfe	Kranich Series	LBA 111	Germany	A
	Olympia Meise			A
	Weihe	LBA 68		A
Fournier Aerostructure	RF 8		France	A
	RF 10			A
Grunau	Baby Series		Germany	A
Heine Dittmar	Condor 4		Germany	A
Issoire Aviation	D77		Germany	A

Table I.3 Sailplanes / Powered Sailplanes (continued)

Manufacturer/ TC Holder	Product Name	TC number	State of Design	N/A
Issoire Aviation contd.	E75, 78, 78B			A
	WA 20			A
	WA 21			A
	WA 22, 22A			A
	WA 30			A
Loavia	LA		France	A
Lunak	LF-107		Czech Republic	A
Moswey-Werke	Moswey III	S-38-04	Switzerland	A
Neukom	Elfe PM3		Switzerland	A
	Elfe S-2			A
Oberlechner	Mg19 Series	SF15/92	Austria	A
Rolladen Schneider	Ls8-tpw		Germany	A
Scheibe	Rhonsperber		Germany	A
Schempp-Hirth Flugzeugbau GmbH	Go3 Mimimoa	LBA 59	Germany	A
	Hutter 17	LBA 67		A
Schleicher	Ka2 Series	LBA 140/203	Germany	A
	Ka3 Series	LBA 154		A
	Rhonbussard	LBA 50		A
Scott	Viking		UK	A
Shenstone	Harbinger		UK	A
Siren Bertin	C34		France	A
Slingsby	Kestrel 22		UK	A
	All models up to and including T50			A
	T59 Kestrel 19 S/no SSK/JP/054			A
	T.61			A
SNCAN	C800		France	A
Swales	SD3		UK	A
Voigt Alfred	Lo100		Germany	A
Zlin	24 Kranjanek		Czech Republic	A

Table I.4 Balloons

Manufacturer/TC Holder	Product Name	TC number	State of Design	N/A
Airtour	All Models		UK	A
Balóny Kubíček spol.s.r.o	AB 3		Czech Republic	N
	AV 2			N

Table I.4 Balloons (Continued)

Manufacturer/ TC Holder	Product Name	TC number	State of Design	N/A
Cameron Balloons	GB1000		UK	A
	S-31			A
	Thunder AX3 Sky Chariot			A
	V-20			A
Colt Balloons	Colt 56C		UK	A
Dragon Balloons	All Models		UK	A
Flying Pictures	Apoly1 44000		UK	A
Interavia	70TA		Russia	A
	80TA			A
Thunder Balloons	0-5		UK	A
	AX-3 Sky Chariot Series		UK	A
Ultramagic SA	Ultramagic V-14		Spain	A
Western Balloons	All Models		UK	A

Table I.5 Airships

Manufacturer/ TC Holder	Product Name	TC number	State of Design	N/A
Lindstrand Hot Air Balloons Ltd	LBL GT110		UK	A
Thunder Balloons	AS-33		UK	A

Table I.6 Rotorcraft

Manufacturer/ TC Holder	Product Name	TC number	State of Design	N/A
Agusta/Bell/Westland	47 Series		USA	A
Bristol	B.171 Sycamore		UK	A
Hiller Helicopters	UH 12 Series		USA	A
ICA Brasov	SA316B Alouette III		Romania	A
RotorSport UK Ltd	Cavalon Pro	UK TCDS BG07	UK	A
SARO	Skeeter 12		UK	A
Sud Aviation	SE313/3130 Alouette II		France	A
Westland	Gazelle AH.MK1		UK	A
	Gazelle HT.MK2			A
	Gazelle HT.MK3			A
	Scout AH1			A
	Wasp HAS1			A
	Wasp MK1B			A
	Whirlwind HAR MK.10			A
	WS.58 Wessex Series			A

Part 3 Part 21 Aircraft Types on the G-Register with a Specific Airworthiness Specification (SAS) originally issued by EASA

NOTE: Aircraft issued with a SAS can only continue to be operated if they hold a Restricted Certificate of Airworthiness or a Permit to Fly, as referenced in the aircraft SAS document.

The link below to the Specific Airworthiness Specifications webpage on the CAA website provides a list of existing SASs, and a CAA Product List for orphaned aircraft without a TC Holder. The list details aircraft type, model and corresponding SAS document.

Unless indicated otherwise, these aircraft types have no valid Type Certificate associated with them and therefore are orphaned.

<https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/type-certificate-and-type-approval-data-sheets/part-21/specific-airworthiness-specifications/>

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Part 4 Lists of Part 21 Products where the UK is the State of Design

NOTE: The tables below list products with a TC originally issued by EASA or UK CAA.

Table 1.1 Large Aeroplanes

Manufacturer/TC Holder	Type	Model	TCDS Number
BAe Systems (Operations) Ltd	ATP BAe 146/Avro 146-RJ	ATP Avro 146-RJ100 Avro 146-RJ115 Avro 146-RJ70 Avro 146-RJ85 BAe 146 Series 100 BAe 146 Series 200 BAe 146 Series 300	EASA.A.192 EASA.A.182
	Jetstream 4100 Series	Jetstream 4100 Series	EASA.A.189

Table 1.2 Light/Commuter/Very Light Aeroplanes

Manufacturer/TC Holder	Type	Model	TCDS Number
BAe Systems (Operations) Ltd	Jetstream 3100/3200	Jetstream 3100 Series Jetstream 3200 Series	EASA.A.191 EASA.A.191
Britten-Norman Aerospace Ltd	BN2A Mark III Trislander	BN.2A Mark III BN.2A Mark III-1 BN.2A Mark III-2 BN.2A Mark III-3	UK.TC.A.00043
	BN2 Islander Series Aircraft	BN2 BN2A BN2A-2 BN2A-20 BN2A-21 BN2A-26 BN2A-27 BN2A-3 BN2A-6 BN2A-8 BN2A-9 BN2B-20 BN2B-21	UK.TC.A.00042

Table I.2 Light/Commuter/Very Light Aeroplanes (continued)

Manufacturer/TC Holder	Type	Model	TCDS Number
Britten-Norman Aircraft Ltd	BN2 Islander Series Aircraft	BN2B-26 BN2B-27 BN2T BN2T-2 BN2T-2R BN2T-4R BN2T-4S	UK.TC.A.00042

Table I.3 Sailplanes / Powered Sailplanes

Manufacturer/TC Holder	Type	Model	TCDS Number
Slingsby Sailplanes Ltd	Slingsby T65 Vega	T.65 Vega	UK BG3

Table I.4 Balloons

Manufacturer/TC Holder	Type	Model	TCDS Number
Cameron Balloons Limited	Cameron GB	GB 1000	EASA.BA.521
	Cameron HAB	Cameron A Type Cameron C Type Cameron GP Type Cameron H Type Cameron N Type Cameron O Type Cameron "Sport" Type Cameron TR Type Cameron V Type Cameron Z Type Colt A Type Colt "Bullet" Type Thunder A Type Thunder AX-Series S1 Thunder AX-Series S2 Thunder "Bolt" Type Thunder Z Type	UK.TC.BA.00002
	Cameron R Series RB	R-200 R-210 R-270 R-450 R-550 R-77 R-90	UK.TC.BA.00014

Table I.4 Balloons (continued)

Manufacturer/TC Holder	Type	Model	TCDS Number
Cameron Balloons Limited	Cameron SSHAB	Special Shape Hot Air Balloons	UK.TC.BA.00001
	TGB	TGB-1150	EASA.BA.523
	Lindstrand AType HAB	AType Series	UK.TC.BA.00003
	Lindstrand BType HAB	BType Series	
	Lindstrand Cloudhopper HAB	AType Cloudhopper Series	
	Lindstrand CType HAB	CType Series	
	Lindstrand LType HAB	LType Series	
	Lindstrand SSHAB	Special Shape Hot Air Balloons	
	Lindstrand SType HAB	SType Series	
	Lindstrand XType HAB	Lindstrand XType	
	Sky Hot Air Balloons	Sky-16 Series	
	Sky Hot Air Balloons	Sky-24 Series	
	Sky Hot Air Balloons	Sky-28 Series	
Diamond Hot Air Balloons Ltd	P Series	P-50 P-60 P-70 P-80 P-90 P-90L	UK.TC.BA.00072
	S Series	S-77 S-90 S-105 S-120	
	Special Shape Series	Alien-48	
Lindstrand Technologies Ltd	203T HiFlyer	203T 9T	EASA.BA.005 EASA.BA.005
	Lindstrand Technologies HAB	Lindstrand Racer Series Lindstrand Series 1 & 2	UK.TC.BA.00006
	LTL Series Special	LTL Series Special	EASA.BA.030

Table I.5 Airships

Manufacturer/TC Holder	Type	Model	TCDS Number
Cameron Balloons Limited	AS	AS 105 GD AS 105 MkII AS 120 MkII AS 80 GD AS 80 MkII AS 105 GD	UK BAS7 UK BAS7 UK BAS7 UK BAS7 UK BAS7 EASA.AS.002 (transferred from GEFA Flug)
	Cameron D-Series HAA DG-14	D-Series DG-14	EASA.AS.511 UK BAS5
Cameron Balloons Limited	DP 'Skystar'	DP-50 DP-60 DP-70 DP-80 DP-90	UK BAS3 UK BAS3 UK BAS3 UK BAS3 UK BAS3

Table I.6 Rotorcraft

Manufacturer/TC Holder	Type	Model	TCDS Number
None			

Table I.7 Propellers

Manufacturer/TC Holder	Type	Model	TCDS Number
GE Aviation Systems Ltd (trading as Dowty Propellers)	R175	R175/4-30-4/13E	UK Approval Letter
	R184	R184/4-30-4/50	UK Approval Letter
	R187	R187	UK Approval Letter
	R193	R193/4-30-4/50	UK 104
		R193/4-30-4/61	UK 104
		R193/4-30-4/64	UK 104
		R193/4-30-4/65	UK 104
		R193/4-30-4/66	UK 104
	R209	R209/4-40-4.5/2	UK Approval Letter
	R212 and R251	R212/4-30-4/22	UK 107
		R251/4-30-4/49	UK 107
	R306	R306/3-82-F/7	UK Approval Letter

Table I.7 Propellers (continued)

Manufacturer/TC Holder	Type	Model	TCDS Number
GE Aviation Systems Ltd (trading as Dowty Propellers)	R321	R321/4-82-F/8	UK Approval Letter
	R324	R324/4-82-F/9	UK Approval Letter
	R333	R333/4-82-F/12	UK 108
	R334	R334/4-82-F/13	UK 115
	R339 and R341	R339/4-123-F/8 R341/4-123-F/9	UK 102 UK 102
	R350	R350/4-123-F/12	UK 111
	R352	R352/6-123-F/1 R352/6-123-F/2	UK 105 UK 105
	R410	R410/6-123-F/35 R410/6-123-F/36	UK 110 UK 110
	R414	R414	UK Approval Letter

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Part 5 Sources of Data

This CAP 747 makes reference to data published by ICAO Member States, but does not republish that information. Owners/operators must obtain the data from the issuing organisation. To ensure continuous and timely receipt of mandatory Continuing Airworthiness Information it is necessary to subscribe to a service from the relevant State of Design. Links to foreign NAA websites are listed on the [Airworthiness Directives](https://www.caa.co.uk/Commercial-industry/Aircraft/Airworthiness/Continuing-airworthiness/Airworthiness-Directives/) webpage of the CAA website: <https://www.caa.co.uk/Commercial-industry/Aircraft/Airworthiness/Continuing-airworthiness/Airworthiness-Directives/>

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Section 2 Mandatory Information

Introduction

- 1 This Section of CAP 747 provides the airworthiness directives and mandatory information issued by the CAA for specific types of aircraft, engine, propeller and equipment; with the information presented in alphabetical order of each type. (Generic requirements that may apply to any number of products are provided in Section 2, Part 4).
- 2 Mandatory requirements may be applied by the CAA under UK Regulation (EU) 2018/1139 or the UK Air Navigation Order, depending upon their scope and the particular circumstance. Requirements applied to Part 21 aircraft are notified under Article 70 of UK Regulation (EU) 2018/1139. Requirements applied to non-Part 21 aircraft are notified under the UK Air Navigation Order. Equipment ADs are issued by the CAA in accordance with the UK ANO or, since 1 January 2021, in accordance with UK Regulation (EU) No. 748/2012, acting as the Authority of the State of Design for the affected product(s) under Article 34 of the Air Navigation Order 2016 (ANO), and in accordance with UK Regulation (EU) No. 1321/2014 Annex I Part-M/Annex VB Part ML. For clarity, the introductory text of the AD describes the regulation under which the AD is applied.
- 3 CAP 476 “Mandatory Modifications and Inspections Summary” lists (with their associated Airworthiness Directive numbers) modifications, inspections and service bulletins declared mandatory by the CAA for aircraft, engines, propellers and equipment of UK design up to September 2004. CAP 476 was frozen at issue 278 (final issue - September 2004). At this time, following the formation of EASA, CAP 747 was created to contain UK ADs and mandatory information issued by the CAA.

NOTE: For non-Part 21 products of UK design (i.e. that are subject to the Air Navigation Order), only those mandatory requirements that are currently applicable have been transferred from CAP 476 Mandatory Modifications and Inspections Summary. Those items that were cancelled or superseded have not been included.

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Section 2, Contents

Part 1 Airworthiness Directives and Mandatory Information Issued by the CAA for Aircraft, Engines, Propellers and Equipment

Part 1A UK Airworthiness Directives and Mandatory Information (up to 31 December 2020)

**UK Airworthiness Directives (up to 31 December 2020) by
applicability**

Part 1B UK Airworthiness Directives (from 1 January 2021)

UK Airworthiness Directives (from 1 January 2021) by applicability

Part 2 State of Design Airworthiness Directives not adopted by the CAA (from 01/01/2021)

Part 3 Requirements applicable to State/public service aircraft

Part 4 Generic Requirements (GRs)

Part 5 Generic Concessions (GCs)

Part 1**Part 1 Airworthiness Directives and Mandatory Information Issued by the CAA for Aircraft, Engines, Propellers and Equipment**

This Section 2, Part 1 contains:

Part 1A**[UK Airworthiness Directives and Mandatory Information \(up to 31 December 2020\)](#)****[UK Airworthiness Directives and Mandatory Information \(up to 31 December 2020\) by applicability](#)**

Note: Where this legacy material shows a (1) or (2) in front of the aircraft, engine, propeller or equipment heading, the following key applies:

- (1) Requirement applied to Part 21 aircraft and notified under Article 70 of UK Regulation (EU) 2018/1139.
- (2) Requirement applied to non-Part 21 aircraft under the UK Air Navigation Order.

Part 1B**[UK Airworthiness Directives \(from 1 January 2021\)](#)****[UK Airworthiness Directives \(from 1 January 2021\) by applicability](#)**

Part 2 State of Design Airworthiness Directives not Adopted by the CAA (from 01/01/2021)

This Section 2, Part 2 contains [CAA Decisions not to adopt State of Design Airworthiness Directives](#), from 01/01/2021.

Part 3 Requirements applicable to State/public service aircraft

I Classification of aircraft as “carrying out military, customs, police, search and rescue, firefighting, border control, coastguard or similar activities or services”

- 11 Article 2 of UK Regulation (EU) 2018/1139, specifies that any individual aircraft carrying out military, customs, police, search and rescue, firefighting, border control, coastguard or similar activities or services remains subject to national regulation, even if other aircraft of the same type, that are not carrying out such activities, are subject to UK Regulation (EU) 2018/1139 and it's Annexes.
- 12 The United Kingdom's interpretation is that the UK aircraft excluded by Article 2 of UK Regulation (EU) 2018/1139 are:
- a) Any aircraft engaged in the service of the UK Ministry of Defence;
 - b) Any aircraft engaged in the service of a Chief Officer of Police;
 - c) Any aircraft engaged in the service of HM Revenue and Customs; and
 - d) Any aircraft (whether or not in the service of the UK Government) engaged to undertake search and rescue, firefighting, coastguard duties, fisheries patrol, border/ immigration control, or to safeguard national security.

Where there is doubt over the status of any particular aircraft with respect to Article 2 of UK Regulation (EU) 2018/1139, clarification should be sought from the CAA.

2 Compliance with Mandatory Requirements for Airworthiness in accordance with the Air Navigation Order

- 21 The categories of requirements that must be complied with by aircraft registered in the UK and “carrying out military, customs, police, search and rescue, firefighting, border control, coastguard or similar activities or services”, are specified in Section 1, Part 1 of CAP 747, which references this Section 2 Part 3.
- 22 This Section 2 Part 3 contains the further requirements applied by the CAA under the Air Navigation Order to aircraft carrying out military, customs, police, search and rescue, firefighting, border control, coastguard or similar activities or services and any engine, propeller, part or appliance installed in that aircraft.

MD 900 (902 configuration)**[G-2008-0005RI](#)**

Part 4 Generic Requirements (GRs)

This Section 2, Part 4 contains [Generic Requirements](#), including those which were published previously as Airworthiness Notices in CAP 455.

Part 5 Generic Concessions (GCs)

This Section 2, Part 5 contains [Generic Concessions](#).

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Appendix 1 Requirements Removed

CAA Airworthiness Directives and Mandatory Requirements removed from CAP 747 up to Issue 4

The requirements removed from this CAP are listed below. Separate tables are used for aircraft, engines, propellers and equipment. Each table is arranged in alphabetical order of manufacturer.

The date in the last column of the table is the date of the amendment to CAP 747 that each AD, Requirement or Concession was superseded or cancelled.

NOTE: The removal of the EASA ADs at Issue 3 of this publication is not recorded.

I Requirements removed from Section 2, Part 1

1.1 Aircraft

AD Number	Type/Model	Superseded/Cancelled by and date
27-04-83	Agusta A109	Cancelled October 2005
008-05-85	Agusta Bell 47	Cancelled October 2005
002-01-97 Rev 1	Agusta Bell 206	Cancelled October 2005
001-02-96 Rev 1	Agusta Bell 206	Cancelled October 2005
026-04-83	Agusta Bell 206	Cancelled October 2005
001-10-97 Rev 2	Apex Aircraft (Avions Pierre Robin)	Cancelled June 2007
001-10-97 Rev 1	Apex Aircraft (Avions Pierre Robin)	001-10-97 Rev 2 May 2005
002-02-87 Rev 2	Apex Aircraft (Avions Pierre Robin)	002-02-87 Rev 3 May 2005
002-02-87 Rev 3	Apex Aircraft (Avions Pierre Robin)	2005-0028 December 2005
028-06-83 Rev 1	Apex Aircraft (Avions Pierre Robin)	2005-0027 December 2005
001-01-85	Ayres S2R Series	Cancelled June 2007
002-09-1984	BAe 146	G-2005-0020 6 July 2005

1.1 Aircraft (Continued)

009-12-1987	BAe 146	G-2005-0020 6 July 2005
007-06-2003	BAe 146-100, 200 and 300 Series Aircraft and Avro 146-RJ70, RJ85 and RJ100	G-2005-0002 12 January 2005
G-2004-0007	BAe 146 and Avro 146-RJ	G-2004-0031 January 2005
002-05-2001	BAe 146 and Avro 146-RJ	G-2005-0018 6 July 2005
008-04-83 Revision 1	BAe 146 and Avro 146-RJ	G-2005-0015 13 July 2005
002-09-96	BAe 146 and Avro 146-RJ	Cancelled March 2006
003-07-95	BAe 146 and Avro 146-RJ	2007-0058 01 March 2007
044-09-89	BAe 146 and Avro 146-RJ	2007-0270 October 2007
G-2005-0015	BAe 146 and Avro 146-RJ	2007-0271 October 2007
G-2007-0270	BAe 146 and Avro 146-RJ	2007-0270 R1 November 2007
015-10-98	BAe 146 and Avro 146-RJ	2007-0305 20 December 2007
G-2005-0019	BAe 146 and Avro 146-RJ	2008-0092 May 2008
015-08-91	BAe 146 and Avro 146-RJ	2008-0168 02 September 2008
G-2005-0002	BAe 146 and Avro 146-RJ	2009-0070 April 2009
002-06-2000	BAe 146 and Avro 146-RJ	2009-0197 September 2009
G-2004-0020	BAe ATP Series Aircraft	G-2005-0031 October 2005
G-2005-0031	BAe ATP Series Aircraft	2007-0251 September 2007
047-09-1989	BAe ATP Series Aircraft	Cancelled 28 November 2008
021-04-1991	BAe ATP Series Aircraft	Cancelled 28 November 2008
003-11-2002	BAe HP137 Jetstream Mk1, Jetstream Series 200, 3100 and 3200	G-2004-0029 20 December 2004
006-11-2000	BAe HP137 Jetstream Mk1, Jetstream Series 200, 3100 and 3200	G-2005-0011 19 April 2005
003-06-2003	BAe HP137 Jetstream Mk1, Jetstream Series 200, 3100 and 3200	G-2005-0012 20 April 2005

1.1 Aircraft (Continued)

006-02-2003	BAe HP137 Jetstream Mk1, Jetstream Series 200, 3100 and 3200	G-2006-0003 February 2006
G-2004-0029	BAe HP137 Jetstream Mk1, Jetstream Series 200, 3100 and 3200	2009-0135 June 2009
G-2005-0011	BAe HP137 Jetstream Mark 1, Jetstream Series 200, 3100 and 3200	2006-0087 April 2006
G-2005-0010	BAe HP137 Jetstream Mark 1, Jetstream Series 200, 3100 and 3200	2006-0343 November 2006
G-2004-0024	BAe Jetstream Series 3200	2007-0074 March 2007
002-05-97	BAe Jetstream 4100	G-2005-0022 17 August 2005
007-04-2002	BAe Jetstream 4100	G-2004-0023 22 September 2004
005-03-97	BAe Jetstream 4100	2007-0056 01 March 2007
G-2004-0023	BAe Jetstream 4100	G-2005-0005 February 2005
G-2005-0005	BAe Jetstream 4100	2006-0088 April 2006
G-2004-0003	BAe Jetstream 4100	2006-0131 May 2006
2060 PRE 80	Beagle B.121 Pup Aircraft	G-2005-0030 12 October 2005
006-11-79	Beech 60	Cancelled June 2007
007-11-79 Rev 3	Beech 200 Series	Cancelled June 2007
085-11-78 Rev 1	Beech Series	Cancelled June 2007
002-01-97 Rev 1	Bell 206	Cancelled October 2005
001-02-96 Rev 1	Bell 206	Cancelled October 2005
0937 PRE 78	Bell 206	Cancelled October 2005
002-08-2000	Bell 212	Cancelled October 2005
003-07-87	Bell 212	2006-0173 June 2006
023-04-83	Bell 222	Cancelled October 2005
017-06-80	Boeing 747 Series	Cancelled June 2007

1.1 Aircraft (Continued)

011-12-82	Bolkow (Daimler Chrysler) 209	Cancelled October 2005
012-12-82	Bombardier (De Havilland Canada) DHC-6 Twin Otter	Cancelled June 2007
001-11-81	Bombardier (De Havilland Canada) DHC-7	Cancelled June 2007
0467 PRE 78	Brantly (Hynes) Series	2006-0170 June 2006
G-2004-0014	Britten-Norman: BN2, BN2A, BN2B, BN2T, BN2T-4R, and BN2T-4S Islander Series	G-2004-0014 R1 August 2005
G-2005-0034	Britten-Norman: BN2, BN2A, BN2B, BN2T, BN2T-4R, and BN2T-4S Islander Series; BN2A-MkIII Trislander Series	2006-0143 June 2006
002-04-2002	Cessna	002-04-2002 R1 February 2005
042-09-89 Rev 1	Cessna 300/400 Series	Cancelled June 2007
012-08-78 Rev 3	Cessna 300/400 Series	Cancelled June 2007
003-11-79	Cessna 404	Cancelled June 2007
004-11-79 Rev 1	Cessna 414A	Cancelled June 2007
002-04-2002 R1	Cessna 421C	Cancelled June 2007
005-11-79 Rev 1	Cessna 421C	Cancelled June 2007
004-09-90	Cessna 425	Cancelled June 2007
002-02-2002	Cessna 425 and 441	Cancelled June 2007
002-06-93 Rev 1	Christen Industries (Pitts) S-1 and S-2 Series Aircraft	2005-0031 December 2005
011-01-83	Dassault Falcon	Cancelled October 2005
G-2005-0025	De Havilland Support Ltd: DH60 (all variants), DH83, DH85, DH87A and DH87B	Cancelled September 2007
G-2005-0033	De Havilland Support Ltd: DH84, DH89A (all series), DH90	Cancelled September 2007
002-03-98	De Havilland DH 60, DH 80, DH 82, DH 83, DH 85, DH 87, DH 94 and Queen Bee	Cancelled February 2009
2804 Pre 80	De Havilland Support Ltd: DHC-1, Mk21, 22 + 22A, 23	G-2012-0001 March 2012
2854 Pre 80	Douglas DC3 and Dakota	Refer to CAA AD 001/07/78
001-08-97 Rev1	Embraer Bandeirante EMB-110 Series	2007-0123 May 2007

1.1 Aircraft (Continued)

008-11-79 Rev 5	Embraer Bandeirante EMB-110 Series	Cancelled June 2007
010-02-81 Rev 3	Embraer Bandeirante EMB-110 Series	Cancelled June 2007
002-03-85 Rev 1	Enstrom Series	Cancelled October 2005
002-11-86	Enstrom Series	Cancelled June 2007
007-12-83 Rev 1	Enstrom F28 and 280	2006-0292 October 2006
001-07-85	Enstrom F28A and 280	2006-0172 R1 July 2006
G-2003-0002	Enstrom 480, Enstrom 480B	2006-0290 October 2006
010-12-82	Eurocopter Deutschland BO 105	Cancelled October 2005
012-04-82	Eurocopter France AS 332	Cancelled October 2005
002-10-2001 Rev 2	Eurocopter France AS 350	Cancelled October 2005
012-11-82	Eurocopter France AS 350	Cancelled October 2005
011-04-82	Eurocopter France AS 355	Cancelled October 2005
003-10-2001 Rev 2	Eurocopter France AS 355	EASA AD 2010-0023 March 2010
009-11-82	Eurocopter France SA 315B	Cancelled October 2005
010-11-82	Eurocopter France SA 330 Puma	Cancelled October 2005
011-11-82	Eurocopter France SA 341	Cancelled October 2005
013-11-82	Eurocopter France SA 365	Cancelled October 2005
008-11-82	Eurocopter France SE 3130, SE 313B, SA 3180, SA 313 B/C	Cancelled October 2005
034-06-83	Eurocopter France SE 316 / SA 319 Alouette	Cancelled October 2005
005-12-90	FFA AS 202 Bravo Series	Cancelled June 2007
017-03-90 Rev 1	Gulfstream Aerospace 112 and 114	Cancelled December 2005
006-09-87	Gulfstream Aerospace G-159	Cancelled June 2007

1.1 Aircraft (Continued)

0527 PRE 78 Rev 2	Gulfstream American AA-1 Series and Gulfstream Aerospace AA-5 Series	2005-0036 January 2006
002-02-2000 Rev 1	Hughes (Schweizer) 269 Series	2006-0171 June 2006
G-2008-0005	MD Helicopters Inc. (MDH): MD900 (902 configuration)	G-2008-0005 R1 December 2008
008-11-93	Pilatus Britten-Norman BN-2, BN-2A, BN-2B and BN-2T Islander Series	Cancelled April 2008
010-07-80	Pilatus Britten-Norman BN-2, BN-2A, BN-2B and BN-2T Islander Series	Cancelled April 2008
010-10-91	Pilatus Britten-Norman BN-2, BN-2A, BN-2B and BN-2T Islander Series	Cancelled April 2008
0634 PRE 80	Pilatus Britten-Norman BN-2, BN-2A, BN-2B and BN-2T Islander Series	Cancelled July 2008
006-11-92	Pilatus Britten-Norman BN-2A Mk III Trislander Series	Cancelled April 2008
012-07-80	Pilatus Britten-Norman BN-2A Mk III Trislander Series	Cancelled April 2008
013-07-80	Pilatus Britten-Norman BN-2A Mk III Trislander Series	Cancelled April 2008
0665 PRE 80	Pilatus Britten-Norman BN-2A Mk III Trislander Series	Cancelled April 2008
001-08-98	Piper PA-28 and PA-32	2005-0032 December 2005
001-05-2000	Piper PA-28 and PA-32	2005-0034 January 2006
002-06-99	Piper PA-28 and PA-32	2005-0035 January 2006
002-02-79	Piper PA 31P	Cancelled June 2007
001-02-79	Piper PA 31 and 31-325	Cancelled June 2007
091-11-78 Rev 1	Piper PA 31-350	Cancelled June 2007
012-03-81	Piper PA 36-375	Cancelled June 2007
009-04-84	PZL-104 Wilga	Cancelled October 2005
014-08-90	Raytheon HS 125 and Hawker Series	2006-0063 March 2006
1609 PRE 80	Raytheon HS 125 and Hawker Series	2006-0062 March 2006
002-10-94	Robinson R22 Series	2006-0167 June 2006

1.1 Aircraft (Continued)

003-10-94 Rev 1	Robinson R44 Series	2006-0166 June 2006
009-06-2003	Short Brothers plc: DC3-60	G-2005-0013 24 May 2005
0434 PRE 80	Short Brothers plc: SC7 Skyvan Series 3, 3A and 3M	2006-0190 31 July 2006
G-2004-0021 R1	Short Brothers SD3-30, SD3-60, SD3-Sherpa and SD3-60 Sherpa	2006-0198 July 2006
G-2004-0032	Short Brothers SD3-60	G-2005-0013 June 2005
G-2005-0021	Short Brothers SD3-60	G-2006-0001 January 2006
G-2004-0005	Short Brothers SD3-60	G-2004-0005 Cor. January 2007
G-2005-0013	Short Brothers SD3-60	2007-0107 April 2007
003-03-83	Socata TB Series	Cancelled June 2007
004-03-94	Slingsby T67 Series	2009-0013 February 2009
005-05-87	Slingsby T67 Series	2009-0013 February 2009
006-02-96	Slingsby T67 Series	2009-0013 February 2009
007-08-96	Slingsby T67 Series	2009-0013 February 2009
012-01-97	Slingsby T67 Series	2009-0013 February 2009
013-11-85	Slingsby T67 Series	2009-0013 February 2009
014-01-93	Slingsby T67 Series	2009-0013 February 2009
015-03-94	Slingsby T67 Series	2009-0013 February 2009
001-12-2002	Slingsby T67 Series	G-2005-0004 18 January 2005
002-08-2001	Victa Airtourer 100 and 115	Combined with AESL and Glos Air Airtourer page June 2005

1.2 Engines

AD Number	Type/Model	Superseded/Cancelled by and date
001-02-99	General Electric Engines	2004-0007 February 2005
004-10-97	Pratt & Whitney Engines	2008-0008 R1 February 2005
002-01-98 Rev 1	Pratt & Whitney Engines	Cancelled October 2005
003-06-95	Pratt & Whitney Engines	Cancelled October 2005
0238 PRE 80	Rolls-Royce Avon - All Marks	Cancelled 1 December 2004
0239 PRE 80	Rolls-Royce Avon - Compliance required as called for in Alert Service Bulletin Av 72-381	Cancelled 1 December 2004
0244 PRE 80	Rolls-Royce Avon 524B, 524C, 525B and 525C (Comet installations) and Avon 527B, 531B, 532R-B and 533R (Caravelle installations)	Cancelled 1 December 2004
0245 PRE 80	Rolls-Royce Avon 524B, 524C, 525B and 525C, 527B, 531B, 532R-B and 533R	Cancelled 1 December 2004
0241 PRE 80	Rolls-Royce Avon 524B, 524C, 525B, 525C, 527B, 531B, 532R-B and 533R	Cancelled 1 December 2004
0242 PRE 80	Rolls-Royce Avon 524B, 524C, 525B, 525C, 527B, 531B, 532R-B and 533R	Cancelled 1 December 2004
0240 PRE 80	Rolls-Royce Avon 524B, 525B, 527, 527B and 531B	Cancelled 1 December 2004
0237 PRE 80	Rolls-Royce Avon 524B, 525B, 527, 527B, 531B, 532R-B and 533R	Cancelled 1 December 2004
0243 PRE 80	Rolls-Royce Avon 531B, 532R-B and 533R	Cancelled 1 December 2004
003-12-99	Rolls-Royce RB211	G-2004-0027 19 November 2004
008-03-97	Rolls-Royce RB211	2009-0219-CN 19 October 2009
G-2003-0006	Rolls-Royce RB211-22B	G-2003-0006 Cor. January 2005
004-01-2000	Rolls-Royce RB211-22B	G-2005-0003 24 January 2005
005-07-1995	Rolls-Royce RB211-524	G-2003-0011 1 October 2003
006-04-2002	Rolls-Royce RB211-524	G-2005-0008 8 March 2005
G-2006-0002	Rolls Royce RB211-524	G-2006-0002 Cor. February 2006

12 Engines (Continued)

G-2005-0028	Rolls-Royce RB211-524, -535E4, -535C	G-2005-0028 R1 October 2005
G-2005-0007	Rolls-Royce RB211 Trent 500	G-2005-0007 R1 July 2005
G-2005-0029	Rolls-Royce RB211 Trent 500	G-2005-0029 Cor. October 2005
G-2005-0007 R1	Rolls-Royce RB211 Trent 500	G-2005-0007 R1 Cor. January 2006
G-2005-0029	Rolls-Royce RB211 Trent 500	2009-0103 May 2009
G-2003-0014	Rolls-Royce RB211 Trent 768-60, 772-60, 772B-60	G-2004-0010 8 April 2004
G-2003-0016	Rolls-Royce RB211 Trent 768-60, 772-60, 772B-60	G-2004-0016 29 June 2004
001-02-2001 and G-2003-0015	Rolls-Royce RB211 Trent 875, 877, 884, 884B- 17, 892, 892B, 895	G-2004-0008 29 April 2004
001-05-2003	Rolls-Royce RB211 Trent 875, 877, 884, 884B- 17, 892, 892B, 895	Cancelled 30 June 2004
002-08-2002	Rolls-Royce RB211 Trent 875, 877, 884, 892, 892B and 895	2006-0239 9 August 2006
002-01-2003	Rolls-Royce RB211 Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17 and 895-17	2007-0003 January 2007
G-2005-0016	Rolls-Royce RB211 Trent 768-60, 772-60, 772B-60	G-2005-0016 R1 October 2005
G-2005-0016 R1	Rolls-Royce RB211 Trent 768-60, 772-60, 772B-60	2005-0024 October 2005
G-2004-0010	Rolls-Royce RB211 Trent 768-60, 772-60, 772B-60	2007-0206 August 2007
G-2004-0016	Rolls-Royce RB211 Trent 768-60, 772-60, 772B-60	2006-0355 December 2006
G-2004-0015	Rolls-Royce RB211 Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, 895-17	G-2004-0030 January 2005
G-2004-0009	Rolls-Royce RB211 Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, 895-17	2009-0071 April 2009
004-07-99	Rolls-Royce Tay 650	Cancelled 22 March 2005
001-01-2002	Rolls-Royce Tay 650-15	Cancelled 8 December 2004
025-04-89	Rolls-Royce Tyne 522	Cancelled September 2009
004-06-2000 Rev 1	Teledyne Continental Motors Engines	2004-0006 February 2005

13 Propellers

AD Number	Type/Model	Superseded by / Cancelled and date
004-05-91	British Aerospace/Hamilton Standard Propellers: 6/5500/F-1, fitted to BAe.ATP aircraft	FAA AD 93-06-06 February 2012
003-11-2001	Dowty Propellers: R334/4-82-F/13	G-2005-0027 8 September 2005
G-2005-0027	Dowty Propellers: R334/4-82-F/13	2009-0147 July 2009
006-10-99	Dowty Propellers: R389/4-123-F/25, -F/26 and -F/27	2009-0005 30 January 2009
007-05-2000	Dowty Propellers: R408/6-123-F/17	2007-0208-CN 8 August 2007

14 Equipment

AD Number	Type/Model	Superseded by / Cancelled and date
009-07-80	AP Precision Hydraulics applicable to all Pilatus Britten-Norman BN-2 and BN-2A aircraft (SB.135)	Cancelled April 2008
005-02-2000 Rev 2	Cory Connectors P/N CAMA 11W1P	Cancelled October 2005
005-12-85	Fairey Hydraulics applicable to all Pilatus Britten-Norman BN-2A, BN-2B and BN-2T Series aircraft (SB.170)	Cancelled April 2008
005-03-86	Fairey Hydraulics applicable to all Pilatus Britten-Norman BN-2A Mark III Series Trislander (SB.173)	Cancelled April 2008
001-01-2003	Honeywell MST 67A Mode 'S' transponders	2006-0269 September 2006
001-05-99	Installation of Helicopter Health and Usage Monitoring System	ANO 2005 Amdt 1/2007 April 2007
G-2003-0010	Lindstrand Balloons Ltd: Fuel Hoses	G-2008-0001 January 2008
002-12-99 Rev 2	Mode 'C' or Mode 'S' transponder system(s) using Gilham code altitude input	2006-0265 September 2006
001-09-96	Switches, Carling Part No. TA201TBW, Piper aircraft no. 47664-07, Grumman Part No. TB201-TB-W, B206 and Cessna Part No. S1824-1 or S2160-1	2006-0274 September 2006

2 Requirements removed from Section 2, Part 3

None at present.

3 Requirements removed from Section 2, Part 4

Cancelled Generic Requirements

GC No.	Title	Date of Cancellation
1	Unprotected Starter Circuits In Aircraft Not Exceeding 5700 kg (12,500 lb)	September 2005
2	Minimum Space for Seated Passengers	25 November 2014
3	Access to and Opening of Type III and Type IV Emergency Exits	25 November 2014
5	Airborne ILS (Localiser) VOR and VHF Communications Receivers - Improved FM Broadcast Interference Immunity Standards	October 2005
7	Continuing Structural Integrity of Aeroplanes Operated for the Purposes of Public Transport	June 2007
12	Fuel Tank Safety Review	August 2005
13	Flame Resistant Furnishing Materials	25 November 2014
14	Improved Flammability Test Standards for Cabin Interior Materials	25 November 2014
20	Fire Precautions – Aircraft Toilets	25 November 2014
21	Cargo Containment	25 November 2014
22	Galley Equipment	25 November 2014

4 Requirements removed from Section 2, Part 5

Cancelled Generic Concessions

GC No.	Title	Date of Cancellation
2	Use of Motor Gasoline (MOGAS) in Certain Light Aircraft	25 November 2014
3	Use of Filling Station Forecourt Motor Gasoline (MOGAS) in Certain Light Aircraft	25 November 2014
4	Use of Filling Station Forecourt Unleaded Motor Gasoline in Microlight Aircraft	25 November 2014
5	Use of Filling Station Forecourt Unleaded Motor Gasoline in Certain Light Aircraft	25 November 2014

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