



**LAA TYPE ACCEPTANCE DATA SHEET  
TADS 000  
DEFAULT TADS**

Issue 1	Initial Issue	Dated 28/01/21	JP
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This TADS is intended as a summary of available information about the type and should be used during the build, operation and permit revalidation phases to help owners and inspectors. Although it is hoped that this document is as complete as possible, other sources may contain more up to date information, e.g. the manufacturer's website.

Section 1 contains general information about the type.

Section 2 contains information about the type that is **MANDATORY** and must be complied with.

Section 3 contains advisory information that owners and inspectors should review to help them maintain and operate the aircraft in an airworthy and safe condition. If due consideration and circumstances suggest that compliance with the requirements in this section can safely be deferred, is not required or not applicable, then this is a permitted judgement call. This section also provides a useful repository for advisory information gathered through defect reports and experience.

**Section 1 - Introduction**

1.1 UK contact

Note: Many aircraft types are unofficially supported by type groups which may be based in the UK or elsewhere.

It should be remembered that rules, regulations and procedures for operating an LAA administered aircraft type may well differ from such information derived from other sources and LAA requirements take precedence.

1.2 Description

LAA Engineering is continually writing and amending TADS and will eventually provide a dedicated TADS for all aircraft types administered by the LAA. In the meantime, this default 'TADS 000' is designed to provide a TADS to cover any aircraft type not yet covered by a type-specific TADS.

When completing Permit to Fly revalidation application forms for aircraft yet to be covered by a type-specific TADS, inspectors should refer to the information provided below and indicate compliance by entering this TADS and issue number.

At all times, primary responsibility for the airworthiness condition of an aircraft, and compliance with applicable requirements, remains the responsibility of the owner(s) of the aircraft.

**Section 2 – Mandatory information for owners, operators and inspectors**

At all times, responsibility for the maintenance and airworthiness of an aircraft rests with the owner. A Condition of a Permit to Fly requires that: *"the aircraft shall be maintained in an airworthy condition"*.



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### 2.1 Fast Build Kit 51% Compliance

Type specific.

### 2.2 Build Manual

Type specific.

### 2.3 Build Inspections

Type specific.

### 2.4 Flight Manual

Wherever possible, refer to manufacturer-issued Flight Manual, Pilot Operating Handbooks, Pilot's Notes etc.

Note: The information presented on the LAA Operating Limitations document for LAA administered aircraft take precedence over information from other sources.

### 2.5 Maintenance Schedule

Owners and inspectors must refer to the specific aircraft's Operating Limitations document to determine whether compliance with a particular maintenance program is specified as a condition of the Permit to Fly, and if so, ensure that this is satisfied.

In the absence of any specific 'mandatory' maintenance program being specified, the aircraft must be maintained in an airworthy condition following aeronautical standard good practice. There is a wealth of useful information and guidance on this subject provided with the [Technical Leaflets](#) presented on the LAA website.

The CAA [CAP 411 Light Aircraft Maintenance Schedule](#) provides a useful guide to aircraft maintenance, along with the LAA Generic Maintenance Schedule.

Refer to LAA Technical Leaflet [TL 2.19: LAA Generic Maintenance Schedule](#) and also to the [Aircraft Maintenance](#) section of the LAA website.

Manufacturer's manuals and service information should be consulted where available.

Refer also to the relevant [Engine TADS](#) for manufacturer's maintenance information.

### 2.6 Airworthiness Directives

Airworthiness Directives are mandatory for any aircraft of a type that previously held a Certificate of Airworthiness. Refer to [CAA MPD 1995-001 R5](#).

For amateur-built aircraft the LAA recommends that owners and inspectors take the technical content of Airworthiness Directives into consideration and determine whether compliance would be appropriate.

Airworthiness Directives will be applicable when issued by the aircraft type's State of Design and State of Registration. Possible sources of relevant Airworthiness Directives are:



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<i>Country</i>	<i>National Aviation Authority Airworthiness Directive Link</i>
Argentina	<a href="#">National Civil Aviation Administration</a>
Australia	<a href="#">Civil Aviation Safety Authority (CASA)</a>
Brazil	<a href="#">Agencia Nacional de Aviacao Civil (ANAC)</a>
Canada	<a href="#">Transport Canada Civil Aviation</a>
Czech Republic	<a href="#">Civil Aviation Authority of the Czech Republic</a>
Europe	<a href="#">European Union Aviation Safety Agency (EASA)</a>
France	<a href="#">Civil Aviation Safety Organisation (OSAC)</a>
Germany	<a href="#">Luftfahrt-Bundesamt (LBA)</a>
Iceland	<a href="#">Icelandic Transport Authority</a>
Israel	<a href="#">Civil Aviation Authority Israel (CAAI)</a>
Italy	<a href="#">Italian Civil Aviation Authority (ENAC)</a>
Japan	<a href="#">Civil Aviation Bureau</a>
Maldives	<a href="#">Maldives Civil Aviation Authority</a>
Malta	<a href="#">Transport Malta</a>
New Zealand	<a href="#">Civil Aviation Authority of New Zealand</a>
Poland	<a href="#">Urząd Lotnictwa Cywilnego (ULC)</a>
Russia	<a href="#">Federal Air Transport Agency (Rosaviatsia)</a>
Spain	<a href="#">Agencia Estatal de Seguridad Aera (AESA)</a>
Sweden	<a href="#">Transport Styrelsen</a>
Switzerland	<a href="#">Federal Office of Civil Aviation (FOCA)</a>
United Kingdom	<a href="#">Civil Aviation Authority</a>
USA	<a href="#">Federal Aviation Authority</a>

**2.7 Mandatory Permit Directives**

A check should be made to ensure that all applicable Mandatory Permit Directives have been satisfied.

Refer to the CAA MPD lists accessed from the links below and also check the LAA Technical Leaflet TL 2.22 for non type-specific MPDs.

<i>Reference ID</i>	<i>Date</i>	<i>Description</i>
<a href="#">CAP 661</a>	31 Jan 12	MPDs issued up to and including 30 Jan 12
<a href="#">CAA List of MPDs</a>	Current	Current listing of MPDs
<a href="#">LAA TL 2.22</a>	01 Oct 19	Technical Leaflet listing non type-specific MPDs



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2.8 LAA Required Modifications (including LAA issued AILs, SBs, etc)

LAA issued mandatory modification requirements are type specific.

Check the [Airworthiness Alert](#) section of the LAA website for a listing of Airworthiness Alerts. Airworthiness Information Leaflets will be linked from within the relevant [Airworthiness Alert](#).

2.9 Additional engine operating limitations to be placarded or shown by instrument markings

Notes:

Refer to the specific engine manufacturer's latest documentation for the definitive parameter values and recommended instruments.

Where an instrument is not fitted, the limit need not be displayed.

2.10 Control surface deflections

Control surface deflections are type specific. Refer to relevant manufacturer's data wherever possible and/or the relevant Type Certificate Data Sheet.

2.11 Operating Limitations and Placards

Owners and inspectors must consult the specific aircraft's Operating Limitations document to determine that the aircraft's cockpit and instruments are fully and correctly placarded and marked.

Further advice is provided in LAA Technical Leaflet [TL 2.11: Aircraft Placards, Labels and Registration Markings](#) available on the [Technical Leaflets](#) section of the LAA website.

Note: that the wording on an individual aircraft's Operating Limitations document takes precedence, if different from information derived from any other source.

Additional Placards for all aircraft:

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"

A fireproof identification plate must be fitted to fuselage, engraved or stamped with aircraft's registration letters.

2.12 Maximum permitted empty weight

Refer to the specific aircraft's LAA issued Operating Limitations document and, for microlight aircraft, [TL 3.16](#).



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**Section 3 – Advice to owners, operators and inspectors**

**3.1 Maintenance Manual**

Owners and inspectors must refer to the specific aircraft's Operating Limitations document to determine whether compliance with a particular maintenance program is specified as a condition of the Permit to Fly, and if so, ensure that this is satisfied.

In the absence of any specific 'mandatory' maintenance program being specified, the aircraft must be maintained in an airworthy condition following aeronautical standard good practice. There is a wealth of useful information and guidance on this subject provided with the [Technical Leaflets](#) presented on the LAA website.

The CAA [CAP 411 Light Aircraft Maintenance Schedule](#) provides a useful guide to aircraft maintenance, along with the LAA Generic Maintenance Schedule.

Refer to LAA Technical Leaflet [TL 2.19: LAA Generic Maintenance Schedule](#) and also to the [Aircraft Maintenance](#) section of the LAA website.

Manufacturer's manuals and service information should be consulted where available.

Refer also to the relevant [Engine TADS](#) for manufacturer's maintenance information.

**3.2 Manufacturer's/Standard Options**

Type specific.

**3.3 Manufacturer's Information (including Service Bulletins, Service Letters, etc)**

In the absence of any over-riding LAA classification, inspections and modifications published by the type manufacturer should be satisfied according to the recommendation of the manufacturer.

It is the owner's responsibility to be aware of and supply such information to their Inspector.

Note: For ex-certified aircraft, the named Type Certificate Holder often changes from the original manufacturer.

**3.4 Special Inspection Points**

Type specific.

**3.5 Operational Issues**

Type specific.

**3.6 Standard Modifications**

Type specific.



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3.7 Further Information

The list below provides links to useful information pertaining to certain ex-certified types not yet covered by a specific LAA TADS:

<i>Type</i>	<i>Reference ID</i>	<i>Reference Source</i>
<a href="#">Bucker 131 Jungmann</a>	Nr 717	LBA
<a href="#">Globe Swift</a>	A-766	<a href="#">FAA TCDS</a>
<a href="#">Great Lakes 2T</a>	A18EA	<a href="#">FAA TCDS</a>
<a href="#">Jabiru UL-D</a>	BM71	<a href="#">CAA TADS</a>
<a href="#">Jodel DR100, DR105, DR1050 &amp; DR1051</a>	Fiche 34	Bureau Veritas France
<a href="#">Jodel D112 &amp; D112A</a>	Fiche 3	Bureau Veritas France
<a href="#">Jodel D119</a>	Fiche 21	Bureau Veritas France
<a href="#">Jodel D120</a>	Fiche 17	Bureau Veritas France
<a href="#">Jodel D140B, D140C &amp; D140E</a>	Fiche 20	Bureau Veritas France
<a href="#">Liberty Aerospace Liberty XL-2</a>	A00008DE	<a href="#">FAA TCDS</a>
<a href="#">Monocoupe 90</a>	A-306	<a href="#">FAA TCDS</a>
Nord NC 854, 854S, 858, 858S	Fiche 5	Link to follow
<a href="#">Piper J4 (various types)</a>	A-703	<a href="#">FAA TCDS</a>
<a href="#">Piper J5 (various types)</a>	A-725	<a href="#">FAA TCDS</a>
<a href="#">Piper PA-12 &amp; PA-12S</a>	A-780	<a href="#">FAA TCDS</a>
<a href="#">Piper PA-15</a>	A-800	<a href="#">FAA TCDS</a>
<a href="#">Piper PA-17</a>	A-805	<a href="#">FAA TCDS</a>
<a href="#">Piper PA-18 &amp; PA-19 (various types)</a>	1A2	<a href="#">FAA TCDS</a>
<a href="#">Porterfield (various types)</a>	A-720	<a href="#">FAA TCDS</a>
<a href="#">Rearwin 175, 180, 180F 185 &amp; 190</a>	A-729	<a href="#">FAA TCDS</a>
<a href="#">Rearwin 8500 &amp; 9000</a>	A-591	<a href="#">FAA TCDS</a>
<a href="#">Ryan PT-22</a>	A-749	<a href="#">FAA TCDS</a>
Sipa 901, 903	Fiche 8	Link to follow
<a href="#">SNCAN Stampe SV 4C</a>	Fiche 6	Bureau Veritas France
<a href="#">Stinson HW-75</a>	A-709	<a href="#">FAA TCDS</a>
<a href="#">Varga 2150A Kachina</a>	4A19	<a href="#">FAA TCDS</a>
Wassmer WA51A, 52	Fiche 126	Link to follow

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Please report any errors or omissions to LAA Engineering: [engineering@laa.uk.com](mailto:engineering@laa.uk.com)