

EASA Certification Information

No.: 2019-13
Issued: 13 May 2019

Subject: Revocation of Type Certificate No. UK BA17 and EASA Type Certificate Data Sheet No. EASA.A.390 affecting Slingsby T67 Firefly aircraft series and issuance of EASA Specific Airworthiness Specification No. EASA.SAS.A.390

Type Certificate No: UK BA17

Type Certificate Data Sheet No.: EASA.A.390, Issue 2

Affected product(s): The Type Certificate No. UK BA17 and EASA Type Certificate Data Sheet No. EASA.A.390, Issue 2 for the Slingsby T67 Firefly aircraft series concerns the following aircraft models: T67A, T67B Firefly, T67C Firefly, T67M Firefly, T67M-MkII Firefly, T67M200 Firefly, T67M260 Firefly and T67M260-T3A Firefly

Issue date:

- for T67A, 1st October 1981^(*)
- for T67B Firefly, 18th September 1984^(*)
- for T67C Firefly, 15th December 1987^(*)
- for T67M Firefly, 2nd August 1983^(*)
- for T67M-MkII Firefly, 20th December 1985^(*)
- for T67M200 Firefly, 19th June 1987^(*)
- for T67M260 Firefly, 11th November 1993^(*)
- for T67M260-T3A Firefly, 15th December 1993^(*)

Issued by: EASA (European Aviation Safety Agency)
^(*) Initial approval issued by CAA UK and deemed to be issued by EASA in accordance with Article 3 point (1) (a) (i) of Commission Regulation (EU) No. 748/2012¹, currently under EASA Type Certificate Data Sheet No. EASA.A.390 at Issue 2, dated 24th August 2007.

Type Certificate Holder: Slingsby Advanced Composites Limited
Ings Lane
Kirkbymoorside
North Yorkshire
England, YO62 6EZ
United Kingdom

¹ Commission Regulation (EU) No. 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 224, 12.08.2012, p. 1), as amended.



Background: On 9th November 2017 Marshall of Cambridge Aerospace Limited (MA) requested to surrender the Type Certificate for Slingsby T67 Firefly series to EASA.

The Type Certificate for the Slingsby T67 Firefly series concerns the following models: T67A, T67B Firefly, T67C Firefly, T67M Firefly, T67M-MkII Firefly, T67M200 Firefly, T67M260 Firefly and T67M260-T3A Firefly.

The T67 Firefly series were originally approved under Type Certificate No. UK BA17, issued by CAA UK (United Kingdom) to Slingsby Advanced Composites Limited, Ings Lane, Kirkbymoorside, North Yorkshire, England, YO62 6EZ, United Kingdom. The T67 Firefly series is currently under EASA TCDS No. EASA.A.390 in accordance with Article 3, paragraph 1(a)(i) of Commission Regulation (EU) 748/2012.

Marshall of Cambridge Aerospace Limited (MA) informed EASA that the T67 Firefly series (T67A, T67B, T67M, T67M-MkII, T67M200, T67M260 & T67M260-T3A), with Type Certificate No. UK BA17, were manufactured by Slingsby Advanced Composites Limited (SACL) from May 1981 until production ceased in March 2003.

Slingsby Advanced Composites Limited (SACL) was acquired by Marshall of Cambridge Aerospace Limited (MA) in December 2010. Since Slingsby Advanced Composites Limited (SACL) remains the Type Certificate Holder for the T67 Firefly series, however the Type Certificate Holder's responsibilities are currently discharged by Marshall of Cambridge Aerospace Limited (MA) under EASA Design Organisation Approval No. EASA.21J.181.

By the same letter, Marshall of Cambridge Aerospace Limited (MA) informed EASA of its intent to withdraw its support for the Slingsby T67 Firefly series because with no significant contract coverage to maintain the engineering and continued airworthiness services necessary for Type Certificate holder obligations the provision of this support is no longer economically viable. In addition, Marshall Aerospace and Defence Group is currently being restructured. Hence Marshall of Cambridge Aerospace Limited (MA) wishes to surrender the Type Certificate for the Slingsby T67 Firefly series.

Further, Marshall of Cambridge Aerospace Limited (MA) sent to EASA a list of the Slingsby T67 Firefly series operators known to them.

Finally, Marshall of Cambridge Aerospace Limited (MA) informed EASA of its willingness to transfer the type certificate to a new certificate holder or in the event that neither a natural or legal person is interested in taking over the type certificate, to assist EASA in the issuance of a Specific Airworthiness Specification.

On 11th March 2019, EASA published on the EASA website for public consultation the [EASA Certification Information 2019-07](#) to inform any natural or legal person to whom the intended surrender of the above mentioned Type Certificate could be of direct and individual concern as well as to any other possible interested persons in accordance with the applicable EASA administrative procedures.

After satisfactory evaluation of the comments received, EASA decided to cancel the Type Certificate No. UK BA17 and EASA Type Certificate Data Sheet No. EASA.A.390 in accordance with the applicable administrative procedures established by EASA.



Consequences: Any Slingsby T67 Firefly aircraft registered in an EU Member State is no longer eligible for a normal Certificate of Airworthiness according to Article 14 (c) of Regulation (EU) No. 2018/1139².

Notwithstanding this decision EASA has issued the EASA Specific Airworthiness Specification No. EASA.SAS.A.390 in accordance with Article 21.A.173 (b) (2) of Annex Part 21 to Commission Regulation (EU) No. 748/2012 for the purposes of issuing a Restricted Certificate of Airworthiness to allow continuation of operation of any Slingsby T67 aircraft registered in an EU Member State.

The respective EASA Specific Airworthiness Specification No. EASA.SAS.AS.390 Issue 1 cancels and replaces Type Certificate No. UK BA17 and EASA Type Certificate Data Sheet No. EASA.A.390.

The Slingsby T67 Firefly aircraft models will be listed under EASA SAS No. EASA.SAS.A.390 with TC Holder designation 'WITHOUT TC HOLDER - ORPHANED' and with type designation "SLINGSBY T67" in the relevant EASA product list on the EASA website³.

The EASA Specific Airworthiness Specification No. EASA.SAS.A.390 is also published on the EASA website⁴.

The individual aircraft must be transferred from its Certificate of Airworthiness linked to the EASA TCDS No. EASA.A.390 to a Restricted Certificate of Airworthiness linked to the above EASA Specific Airworthiness Specification No. EASA.SAS.A.390 before 13th May 2020.

For any Slingsby T67 aircraft registered outside the EU, operators should contact their State of Registry for a decision on the continuing validity of any certificates they have issued.

Contact: Any request, query or comment should be sent to:

European Aviation Safety Agency
Attn. Mrs. Caroline RUGA
Postfach 10 12 53
D – 50452 Köln
Deutschland
E-Mail: caroline.ruga@easa.europa.eu

² Regulation (EU) No 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.08.2018, p. 1), as amended.

³ <https://www.easa.europa.eu/download/easa-product-lists/EASA-PRODUCT-LIST-Small-Aeroplanes.pdf>

⁴ <https://www.easa.europa.eu/document-library/specific-airworthiness-specifications>

