TYPE-CERTIFICATE

DATA SHEET

NO. EASA.A.616

for

JS-MD Single

Type Certificate Holder

M&D Flugzeugbau GmbH & Co. KG

Streeker Straße 5 b
26446 Friedeburg
Germany

For models:  
JS-MD 1C  
JS-MD 3  
JS-MD 3 RES
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**SECTION A: JS-MD 1C**

**A.I General**

1. **Type/ Model/ Variant**
   - 1.1 Type: JS-MD Single
   - 1.2 Model: JS-MD 1C

2. **Airworthiness Category**
   - Sailplane and powered Sailplane (self-sustaining)
   - CS-22 - Utility

3. **Manufacturer**
   - M&D Flugzeugbau GmbH & Co. KG
   - Streeker Straße 5 b
   - 26446 Friedeburg
   - Germany

4. **EASA Type Certification Application Date**
   - 07.05.2014

5. **EASA Type Certification Date**
   - 01.06.2017

**A.II EASA Certification Basis**

1. **Reference Date for determining the applicable requirements**
   - 07.05.2014

2. **Airworthiness Requirements**
   - Certification Specifications for Sailplanes and Powered Sailplanes (CS 22), Amendment 2 issued 5th of March 2009

3. **Requirements elected to comply**
   - Standards for Structural Substantiation of Sailplane and Powered Sailplane Components consisting of Glass or Carbon Fibre Reinforced Plastics, issued July 1991
   - Guidelines concerning proof of compliance for the electrical system of powered sailplanes, issued September 1992

4. **Special Conditions**
   - None

5. **Exemptions**
   - None

6. **Equivalent Safety Findings**
   - None

7. **Environmental Protection**
   - ICAO Annex 16 (details refer to TCDSN EASA.A.616)
   - CS-34.1 Fuel Venting
A.III  Technical Characteristics and Operational Limitations

1. Type Design Definition  
   Description  
   According to MD01-DWL-00-001_R15 or later approved revisions  
   The JS-MD 1C is an all composite, single-seat sailplane with conventional T-tail.  
   Or, with jet-engine installed, an all composite, powered, self-sustaining, single-seat sailplane with retractable jet-engine mounted behind the cockpit in the fuselage and conventional T-tail.  
   For both configurations the wing is split in center and either 18m or 21m span outer wing including winglets. The wing is equipped with flaperons over nearly all wing span and Schempp-Hirth type airbrakes on the upper wing surface.  
   The main landing gear is retractable, the tail wheel is fixed.

2. Equipment  
   Min. Equipment:  
   Airspeed indicator, 50 to 350 km/h  
   Altimeter  
   4-point symmetrical seat harness  
   Operating placards  
   Control surface gap seals (Mylar seals) on all control surfaces  
   Outside air temperature (when flying with water ballast)  
   Magnetic compass (when Jet Sustainer installed)  
   Turn and bank indicator or artificial horizon (when flying in clouds)  
   Variometer to indicate vertical speed (when flying in clouds)

3. Dimensions  
   Span  
   18,00 m  
   21,00 m  
   Wing area  
   11,83 m²  
   13,16 m²  
   Length  
   7,10 m  
   7,10 m  
   Height  
   1,50 m  
   1,50 m

4. Engine (optional)  
   4.1 Model  
   MD-TJ42  
   4.2 Type Certificate  
   EASA.E.099  
   4.3 Limitations  
   max power 97,000 RPM  
   4.4 Maximum Continuous Power  
   205 N at 80,000 RPM

5. Fuel capacities (when Jet Sustainer installed)/Battery  
   5.1 Tank in the fuselage  
   42 l  
   5.2 Tank in right wing  
   None  
   5.3 Tank in left wing  
   None  
   5.4 Non-usable fuel  
   0.4 l
6. Launch Procedures Aerotow
   Winch launch

7. Launching Hooks
   CG Hook Tost G88 TCDS 60.230/2
   Nose Hook Tost E22 NTS 11.402/9

8. Weak Links
   for winch launch max. 825 daN
   for aerotow max. 935 daN

9. Load Factors
   Max positive up to 203 Km/h IAS +5,3
   Max negative up to 203 Km/h IAS -2,65
   Max positive up to 270 Km/h IAS +4,0
   Max negative up to 270 Km/h IAS -1,5
   Max with airbrake extended positive up to 270 Km/h IAS +3,5

10. Indicated Air Speeds
    Never Exceed Speed $V_{NE}$ 270 Km/h
    Manoeuvring Speed $V_A$ 203 km/h
    Maximum permitted speeds
    - with flaps set 1 & 2 $V_{FE}$ 270 km/h
    - with flaps set 3 $V_{FE}$ 230 km/h
    - with flaps set 4&5 $V_{FE}$ 165 km/h
    - with flaps set L $V_{FE}$ 160 km/h
    - in rough air $V_{RA}$ 203 km/h
    - for Winch launching (18m) $V_W$ 150 km/h
    - for Winch launching (21m) $V_W$ 140 km/h
    - for aerotowing $V_T$ 180 km/h
    - for gear operation $V_{LO}$ 180 km/h
    - for engine operation $V_{PO}$ 140 Km/h
    - for engine extended $V_{PE}$ 250 Km/h

11. Approved Operations Capability
    VFR-Day Utility Category
    Cloud flying (with 18 m wing span configuration and without water ballast only)
    Aerobatic manoeuvres according to Flight Manual (with 18 m wing span configuration and without water ballast only)

12. Maximum Masses
    Wing span 18 m 21 m
    Max. Mass 600 kg 720 kg
    Max. T/O Mass Aero-tow 600 kg 720 kg
    Max. T/O Mass Winch launch 600 kg 600 kg
    Cloud flying (no water ballast) 482 kg Not approved
    Non-lifting parts 350 kg 325 kg
13. Centre of Gravity Range

<table>
<thead>
<tr>
<th>Location</th>
<th>Wing span</th>
<th>Fwd</th>
<th>Aft</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>18 m</td>
<td>244 mm</td>
<td>375 mm</td>
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<tr>
<td></td>
<td>21 m</td>
<td>269 mm</td>
<td>375 mm</td>
</tr>
</tbody>
</table>

14. Datum

The datum is defined as the wing leading edge at the wing root rib.

15. Levelling Means

Attitude for weighing is defined with the aft fuselage boom forward of the fin positioned at gradient of 1000:25.

16. Control Surface Deflections

see JS-MD 1C Aircraft Maintenance Manual

17. Minimum Flight Crew

1

18. Lifetime limitations

see JS-MD 1C Aircraft Maintenance Manual and
JS-MD 1C Jet Sustainer Maintenance Manual Supplement
A.IV Operating and Service Instructions

1. Flight Manual
   JS-MD 1C AIRCRAFT FLIGHT MANUAL, dated 15.05.2017 or later EASA approved revision
   JS-MD 1C Jet Sustainer Flight Manual Supplement, dated 16.05.2017 or later EASA approved revision (when Jet Sustainer installed)

   JS-MD 1C Aircraft Maintenance Manual, dated 17.05.2017 or later revision
   JS-MD 1C Jet Sustainer Maintenance Manual Supplement, dated 17.05.2017 or later revision (when Jet Sustainer installed)

   JS-MD Aircraft Repair Manual, dated 10.02.2017 or later revision

   MD-TJ42 Operating and Maintenance Manual, 18.05.2016 or later EASA approved revision

5. Operating Manual for the Launching Hooks
   Manual for the TOST Release latest revision
A.V  Notes

1. Manufacturing is confined to industrial production.
2. All parts exposed to sun radiation –except the areas for markings and registration –must have a white colour surface.
SECTION B:  

JS-MD 3

B.I  General

1. Type/ Model/ Variant
   1.1 Type: JS-MD Single
   1.2 Model: JS-MD 3
   1.3 Sales Name: JS-3

2. Airworthiness Category
   Sailplane and powered Sailplane (self-sustaining) CS-22 - Utility

3. Manufacturer
   M&D Flugzeugbau GmbH & Co. KG
   Streeker Straße 5 b
   26446 Friedeburg
   Germany

4. EASA Type Certification Application Date 28.10.2016
5. EASA Type Certification Date 18.07.2019

B.II  EASA Certification Basis

1. Reference Date for determining the applicable requirements 28.10.2016

2. Airworthiness Requirements
   Certification Specifications for Sailplanes and Powered Sailplanes (CS 22), Amendment 2 issued 5th of March 2009

3. Requirements elected to comply
   Standards for Structural Substantiation of Sailplane and Powered Sailplane Components consisting of Glass or Carbon Fibre Reinforced Plastics, issued July 1991
   Guidelines for the Analysis of the Electrical System for Powered Sailplanes, issued September 1992

4. Special Conditions
   None

5. Exemptions
   None

6. Equivalent Safety Findings
   None

7. Environmental Protection
   ICAO Annex 16 (details refer to TCDSN EASA.A.616)
   CS-34.1 Fuel Venting
**B.III  Technical Characteristics and Operational Limitations**

1. **Type Design Definition**
   Description
   According to MD10-DWL-00-001-R02 or later approved revisions. The JS-MD 3 is an all composite, single-seat sailplane with conventional T-tail.
   Or, with jet-engine installed, an all composite, powered, self-sustaining, single-seat sailplane with retractable jet-engine mounted behind the cockpit in the fuselage and conventional T-tail.
   For both configurations the wing is split in center and either 15m or 18m span outer wing including winglets. The wing is equipped with flaperons over nearly all wing span and Schempp-Hirth type airbrakes on the upper wing surface.
   The main landing gear is retractable, the tail wheel is fixed.

2. **Equipment**
   Min. Equipment:
   - Airspeed indicator, 50 to 300 km/h
   - Altimeter
   - 4-point symmetrical seat harness
   - Operating placards
   - Control surface gap seals (Mylar seals) on all control surfaces
   - Outside air temperature (when flying with water ballast)
   - Magnetic direction indication (when Jet Sustainer installed)
   - Jet Display Unit (when Jet Sustainer installed)
   - Turn and bank indicator or artificial horizon (when flying in clouds)
   - Variometer to indicate vertical speed (when flying in clouds)

3. **Dimensions**
   Span 15,00 m  18,00 m
   Wing area 8,75 m²  9,95 m²
   Length 6,86 m  6,86 m
   Height 1,35 m  1,35 m

4. **Engine (optional)**
   4.1 Model  MD-TJ42
   4.2 Type Certificate  EASA.E.099
   4.3 Limitations  max power 97,000 RPM
   4.4 Maximum Continuous Power  205 N at 80,000 RPM
5. Fuel capacities (when Jet Sustainer installed)
   5.1 Tank in the fuselage        22.2 l
   5.2 Tank in right wing         None
   5.3 Tank in left wing          None
   5.4 Non-usable fuel            0.33 l

6. Launch Procedures Aerotow
   Winch launch

7. Launching Hooks
   CG Hook Tost G88 TCDS 60.230/2
   Nose Hook Tost E22 NTS 11.402/9

8. Weak Links
   for winch launch   max. 750 daN
   for aerotow       max. 600 daN

9. Load Factors
   Max positive up to 207 Km/h IAS +5.3
   Max negative up to 207 Km/h IAS -2.65
   Max positive up to 280 Km/h IAS +4.0
   Max negative up to 280 Km/h IAS -1.5
   Max with airbrake extended positive up to 280 Km/h IAS +3.5

10. Indicated Air Speeds
    Never Exceed Speed       $V_{NE}$ 280 km/h
    Manoeuvring Speed        $V_A$ 207 km/h
    Maximum permitted speeds
    - with flaps set 1 & 2   $V_{FE}$ 280 km/h
    - with flaps set 3      $V_{FE}$ 230 km/h
    - with flaps set 4&5     $V_{FE}$ 165 km/h
    - with flaps set L       $V_{FE}$ 160 km/h
    - in rough air           $V_{RA}$ 207 km/h
    - for Winch launching (15m) $V_W$ 150 km/h
    - for Winch launching (18m) $V_W$ 150 km/h
    - for aerotowing         $V_T$ 180 km/h
    - for gear operation     $V_{LO}$ 180 km/h
    - for engine operation   $V_{PD}$ 140 km/h
    - for engine extended    $V_{PE}$ 250 km/h
11. Approved Operations Capability
   VFR-Day only
   Cloud flying according to Flight Manual (with 15 m and 18 m wing span configuration without water ballast only)
   Aerobatic manoeuvres according to Flight Manual (with 15 m and 18 m wing span configuration without water ballast only)

12. Maximum Masses

<table>
<thead>
<tr>
<th></th>
<th>Wing span</th>
<th>15 m</th>
<th>18 m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. Mass</td>
<td>525 kg</td>
<td>600 kg</td>
<td></td>
</tr>
<tr>
<td>Max. T/O Mass Aero-tow</td>
<td>525 kg</td>
<td>600 kg</td>
<td></td>
</tr>
<tr>
<td>Max. T/O Mass Winch launch</td>
<td>525 kg</td>
<td>600 kg</td>
<td></td>
</tr>
<tr>
<td>Cloud flying (no water ballast)</td>
<td>418 kg</td>
<td>418 kg</td>
<td></td>
</tr>
<tr>
<td>Aerobatics (no water ballast)</td>
<td>418 kg</td>
<td>418 kg</td>
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<tr>
<td>Non-lifting parts</td>
<td>320 kg</td>
<td>313 kg</td>
<td></td>
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</tbody>
</table>

13. Centre of Gravity Range

<table>
<thead>
<tr>
<th></th>
<th>Wing span</th>
<th>15 m</th>
<th>18 m</th>
</tr>
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<tbody>
<tr>
<td>Fwd</td>
<td>270 mm</td>
<td>270 mm</td>
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</tr>
<tr>
<td>Aft</td>
<td>390 mm</td>
<td>398 mm</td>
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</tbody>
</table>

14. Datum
   The datum is defined as the wing leading edge at the wing root rib

15. Levelling Means
   Attitude for weighing is defined with the aft fuselage boom forward of the fin positioned at gradient of 1000:18

16. Control Surface Deflections
   see JS-MD 3 Aircraft Maintenance Manual

17. Minimum Flight Crew
   1

18. Lifetime limitations
   see JS-MD 3 Aircraft Maintenance Manual and
   JS-MD 3 Jet Sustainer Maintenance Manual Supplement
B.IV  Operating and Service Instructions

1. Flight Manual  JS-MD 3 AIRCRAFT FLIGHT MANUAL, dated 24.04.2019 or later EASA approved revision
   JS-MD 3 Jet Sustainer Flight Manual Supplement, dated 08.02.2019 or later EASA approved revision (when Jet Sustainer installed)

2. Maintenance Manual  JS-MD 3 Aircraft Maintenance Manual, dated 31.05.2019 or later revision
   JS-MD 3 Jet Sustainer Maintenance Manual Supplement, dated 14.03.2019 or later revision (when Jet Sustainer installed)


5. Operating Manual for the Launching Hooks
   TOST Operating Manual - Europa G 88 Safety Releases_Issued February 1989_revision 4_March 2001 or latest available revision
   TOST Operating Manual - Tow Release E22_Issued October 2002_revision 1_May 2003 or Latest available revision
B.V Notes

1. Manufacturing is confined to industrial production.
2. All parts exposed to sun radiation – except the areas for markings and registration – must have a white colour surface.
SECTION C: JS-MD 3 RES

C.I  General

1. Type/ Model/ Variant
   1.1 Type: JS-MD Single
   1.2 Model: JS-MD 3 RES
   1.3 Sales Name: JS-3 RES

2. Airworthiness Category  Sailplane and powered Sailplane
   CS-22 - Utility

3. Manufacturer  M&D Flugzeugbau GmbH & Co. KG
                 Streeker Straße 5 b
                 26446 Friedeburg
                 Germany

4. EASA Type Certification Application Date  03.12.2021
5. EASA Type Certification Date  18.08.2021

C.II  EASA Certification Basis

1. Reference Date for determining the applicable requirements  29.09.2020
2. Airworthiness Requirements  Certification Specifications for Sailplanes and Powered
   Sailplanes (CS 22), Amendment 2 issued 5th of March 2009
3. Requirements elected to comply  Standards for Structural Substantiation of Sailplane and
   Powered Sailplane Components consisting of Glass or
   Carbon Fibre Reinforced Plastics, issued July 1991
   Guidelines concerning proof of compliance for the electrical
   system of Powered Sailplanes, issued September 1992
4. Special Conditions  SC-22.2014-01 Issue 2 Special Condition applicable to
   Powered Sailplanes equipped with Electric Propulsion Units
5. Deviation  None
6. Exemptions  None
7. Equivalent Safety Findings  CS 22.335 (f)
8. Environmental Protection  ICAO Annex 16, Chapter 10 Aircraft Noise
C.III  Technical Characteristics and Operational Limitations

1. Type Design Definition
   According to MD11-DWL-00-001-R02 or later approved revisions.

2. Description
   The JS-MD 3 RES is an all composite, single-seat sailplane with conventional T-tail. The wing is split in center and either 15m or 18m span outer wing including winglets. The wing is equipped with flaperons over nearly all wing span and Schempp-Hirth type airbrakes on the upper wing surface. The JS-MD 3 RES is based on the JS-MD 3 with modified rear fuselage to enable the fitment of larger doors for an electric motor and batteries for self-launch. The horizontal tailplane and elevator area were increased to enhance stability and control surface effect compared to the JS-MD 3. The main landing gear is retractable, the tail wheel is fixed or retractable.

3. Equipment
   Min. Equipment:

   - Airspeed indicator, 50 to 300 km/h
   - Altimeter
   - Display and Control Unit (DCU)
   - RES master switch guard
   - Rear view mirror
   - Supplemental (independent) fire warning system
   - Magnetic direction indicator
   - 4-point symmetrical seat harness
   - Operating placards or Placard booklet
   - Control surface gap seals (Mylar seals) on all control surfaces
   - Outside air temperature (when flying with water ballast)

4. Dimensions
   Span       15,00 m    18,00 m
   Wing area  8,75 m²    9,95 m²
   Length     6,94 m     6,94 m
   Height     1,22 m     1,22 m

5. Engine
   Solo Electric Propulsion System 80400 consisting of Motor Emrax 208 HV, SOLO econtrol, BM384 Li-Ion battery system, and Power Electronics Emelectric and Power cables

   EASA Engine Type Certificate Data Sheet No. EASA.E.237

4.1 Engine Limits
   Maximum Take-off Power 40 kW
6. **Propellers**
   Technoflug KS-1C-120-R-065-S
   EASA Type Certificate Data Sheet EASA P.115

7. **Launch Procedures**
   Aerotow including Sustainer Assisted Aerotow
   Winch launch
   Self-launch

8. **Launching Hooks**
   CG Hook Tost G88 TCDS 60.230/2
   Nose Hook Tost E22 NTS 11.402/9

9. **Weak Links**
   for winch launch max. 750 daN
   for aerotow max. 600 daN

10. **Load Factors**
    Max positive up to 207 km/h IAS +5,3
    Max negative up to 207 km/h IAS -2,65
    Max positive up to 240 km/h IAS +4,0
    Max negative up to 240 km/h IAS -1,5
    Max with airbrake extended positive up to 240 km/h IAS +3,5

11. **Indicated Air Speeds**
    Never Exceed Speed $V_{NE}$ 270 km/h
    Manoeuvring Speed $V_A$ 195 km/h
    Maximum permitted speeds
    - with flaps set 1 & 2 $V_{FE}$ 270 km/h
    - with flaps set 3 $V_{FE}$ 230 km/h
    - with flaps set 4&5 $V_{FE}$ 165 km/h
    - with flaps set L $V_{FE}$ 160 km/h
    - in rough air $V_{RA}$ 195 km/h
    - for Winch launching (15m) $V_W$ 150 km/h
    - for Winch launching (18m) $V_W$ 150 km/h
    - for aerotowing $V_T$ 180 km/h
    - for assisted aerotowing $V_T$ 150 km/h
    - for gear operation $V_{LO}$ 180 km/h
    - with engine extended $V_{FE}$ 150 km/h
    - for engine operation $V_{max}$ 150 km/h

12. **Maximum Operating Altitudes**
    7000 m AMSL
13. Approved Operations Capability

VFR-Day only

Cloud flying permitted according to specifications in Flight manual with restricted mass and without water ballast, and engine pylon retracted

Aerobatic manoeuvres permitted according to specifications in manual with restricted mass and without water ballast

14. Maximum Masses

<table>
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<td>15 m</td>
<td>525 kg</td>
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<td>525 kg</td>
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<td>418 kg</td>
<td>340 kg</td>
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<tr>
<td>18 m</td>
<td>600 kg</td>
<td>600 kg</td>
<td>600 kg</td>
<td>575 kg</td>
<td>418 kg</td>
<td>418 kg</td>
<td>340 kg</td>
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15. Centre of Gravity Range

<table>
<thead>
<tr>
<th>Wing span</th>
<th>Fwd</th>
<th>Aft</th>
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<tbody>
<tr>
<td>15 m</td>
<td>270 mm</td>
<td>390 mm</td>
</tr>
<tr>
<td>18 m</td>
<td>270 mm</td>
<td>398 mm</td>
</tr>
</tbody>
</table>

16. Datum

The datum is defined as the wing leading edge at the wing root rib

17. Levelling Means

Attitude for weighing is defined with the aft fuselage boom forward of the fin positioned at gradient of 1000:18

18. Control Surface Deflections

see JS-MD 3 RES Aircraft Maintenance Manual

19. Minimum Flight Crew

1

20. Lifetime limitations

see JS-MD 3 RES Aircraft Maintenance Manual
C.IV  Operating and Service Instructions

1. Flight Manual        JS-MD 3 RES AIRCRAFT FLIGHT MANUAL, dated 14.03.2023 or later EASA approved revisions
2. Flight Manual Supplement        JS-MD 3 RES AIRCRAFT FLIGHT MANUAL SUPPLEMENT, dated 24.03.2023 or later approved revisions
3. Maintenance Manual        JS-MD 3 RES Aircraft Maintenance Manual, dated 23.05.2022 or later revisions
4. Maintenance Manual Supplement        JS-MD 3 RES Aircraft Maintenance Manual supplement, dated 23.05.2022 or later revisions
5. Structural Repair Manual        JS-MD Aircraft Repair Manual, dated 10.05.2022 or later issue
6. Operating Manual for the Launching Hooks
   TOST Operating Manual – Europa G 88 Safety Releases_Issued
   February 1989_revision 4_March 2001 or latest available revision
   TOST Operating Manual – Tow Release E22_Issued
   October 2002_revision 1_May 2003 or Latest available revision
C.V  Notes

1. Manufacturing is confined to industrial production.
2. All parts exposed to sun radiation – except the areas for markings and registration – must have a white colour surface.
SECTION D: ADMINISTRATIVE SECTION

D.I Acronyms & Abbreviations
EASA European Union Aviation Safety Agency
IAS Indicated Air Speed
MTOM Maximum Take-off Mass
TC Type Certificate
TCDS Type Certificate Data Sheet
TCDSN Type Certificate Date Sheet for Noise
T/O Take-off
VFR Visual Flight Rules

D.II Type Certificate Holder Record
M&D Flugzeugbau GmbH & Co. KG
Streeker Straße 5 b
26446 Friedeburg
Germany

D.III Change Record

<table>
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<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC Issue No. &amp; Date</th>
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<tr>
<td>Issue 01</td>
<td>01 June 2017</td>
<td>Initial Issue</td>
<td>Initial Issue, 01 June 2017</td>
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<tr>
<td>Issue 02</td>
<td>27 October 2017</td>
<td>Clarification as pure Sailplane and powered sailplane (self-sustaining)</td>
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<td>Issue 03</td>
<td>07 February 2019</td>
<td>Correction of Type Design Definition, Launch Procedures added, Aerobatic manoeuvres added</td>
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<tr>
<td>Issue 04</td>
<td>18 July 2019</td>
<td>Addition of Model JS-MD3</td>
<td>18 July 2019</td>
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<tr>
<td>Issue 05</td>
<td>11 August 2021</td>
<td>Addition of Model JS-MD3 RES, Editorial Changes for JS-MD 3</td>
<td>18 August 2021</td>
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<tr>
<td>Issue 06</td>
<td>06 July 2023</td>
<td>Addition of installed RES system. Deviation DEV-B22.335-01 and Battery restriction removed</td>
<td>06 July 2023</td>
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