



EASA Certification Information

No.: 2008 - 06
Issued: 20 November 2008

Subject: Request by MICROTURBO to surrender Type Certificate M-11 issued by DGAC (France) for the TRS 18-046-1, TRS 18-1 and TRS 18-1-202 turbojet engines.

Background: TRS 18-046-1, TRS 18-1 and TRS 18-1-202 engines were originally approved under Type Certificate (TC) M-11, issued by DGAC (France), to MICROTURBO, 8 Chemin du Pont de Rupé, Toulouse, France. The engines are deemed to have an EASA TC in accordance with Article 2, paragraph 3(a)(i) of Commission Regulation (EC) 1702/2003.

The engines are known to have been installed in the following European aircraft: Microjet 90 (France), Caproni A21SJ and C22J (Italy), Microstar (Variviggen) (France), and Prometheus EFF (Switzerland). In the USA, they were also installed in the NASA AD1 and Fairchild NGT aircraft.

Lack of information concerning the airworthiness of any remaining TRS 18-046-1, TRS 18-1 and TRS 18-1-202 engines led the DGAC (acting on behalf of EASA) to issue Airworthiness Directive (AD) F-2005-180 on November 23rd 2005. The AD defines mandatory conditions under which the engines can continue to be used in aircraft flying under a normal certificate of airworthiness. Compliance with the AD requires incorporation of MICROTURBO Service Bulletin 046-72-01 by qualified repair stations. MICROTURBO has not been contacted by any operator regarding compliance with the AD.

Consequently, MICROTURBO considers that no TRS 18-046-1, TRS 18-1 or TRS 18-1-202 engines are being maintained to the level of airworthiness required for continued civil operation, and has made a formal request to EASA to surrender the TC.

EASA hereby asks you to communicate the aforementioned request to any natural or legal person to whom this surrender could be of direct and individual concern as well as to other possible interested persons. When doing so, EASA also asks you to inform them about the possibility, until **19th December 2008**, of commenting on the above and/or of expressing a desire to assume ownership of the TC following its surrender. Transfer of the TC requires that the new owner demonstrate competence to fulfil the necessary obligations of a TC-holder in accordance with the applicable rules.

A list of the individuals directly concerned and other possible interested persons should be sent to EASA.

After satisfactory evaluation of the surrender request, taking into account the comments received, EASA will accept the request and take the decision to revoke or transfer the TC in accordance with the applicable administrative procedures.

Contact: Any request, query or comment should be sent, by **19th December 2008**, to:

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