AIRWORTHINESS APPROVAL NOTE NO: 27742

APPLICANT: CAA Internal Purposes

AIRCRAFT TYPE: Various - See List in Section 2 below

REGISTRATION NO: N/A CONSTRUCTOR'S NO: N/A

CERTIFICATE CATEGORY: Private

Approval of specific aircraft types to use unleaded motor gasoline conforming with specification EN228; (subject to the embodiment of engine modifications approved under FAA STC procedures).

1. Introduction

The FAA has approved the use of unleaded "autogas", (conforming with US standards ASTM D-439 and D-4814), for a wide range of aircraft and their engines under STC procedures. (A separate FAA STC is issued for each engine type and for each airframe type).

Due to the problems of obtaining Avgas in quantities suitable for private operations from unlicensed aerodromes, the CAA has previously allowed certain aircraft to use leaded motor gasoline conforming with BS:4040, subject to certain conditions. Airworthiness Notice 98 Schedule 1 provided a list of particular aircraft and engine combinations which the CAA accepted could use leaded motor gasoline BS:4040. Supplies of BS:4040 are now restricted by environmental legislation. The purpose of this AAN is to allow aircraft listed in Schedule 1 of AN98 to use unleaded motor gasoline subject to their engines being approved to do so.

This AAN is concerned with the approval of unleaded motor gasoline for the aircraft only, and does not approve any engine to use unleaded motor gasoline. The use of this fuel in aircraft engines is subject to separate approval under AAN 27744.

2. Modification Definition

There is no physical modification to the aircraft fuel system associated with this approval as it is based upon experience of satisfactory operation using leaded motor gasoline in unmodified aircraft. However, the engine of each aircraft relying on the approval given by this AAN 27744 must be modified to use unleaded motor gasoline in accordance with one of the applicable FAA STC-approved engine modifications listed in this section.

Aircraft Type	Engine Type	Engine STC(s) (as applicable)
Adam Loisir	Continental A65	SE2029CE - Petersen Aviation SE634GL - E.A.Association

Aircraft Type	Engine Type	Engine STC(s) (as applicable)
Aeronca L16	Continental C85	SE2030CE - Petersen Aviation SE634GL - E.A.Association
Aeronca 7BCM	Continental C85	SE2030CE - Petersen Aviation SE634GL - E.A.Association
Aeronca 7AC	Continental A65 or A75	SE2029CE - Petersen Aviation SE2030CE - Petersen Aviation SE634GL - E.A.Association
Aeronca 11 AC	Continental A65	SE2029CE - Petersen Aviation SE634GL - E.A.Association
Aeronca 7FC	Continental A75	SE2030CE - Petersen Aviation SE634GL - E.A.Association
Aeronca 15AC	Continental C–145	SE2006CE - Petersen Aviation SE693GL - E.A.Association
Aeronca 11CC	Continental C85	SE2030CE - Petersen Aviation SE634GL - E.A.Association
Andreasson BA4B	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Auster 4	Lycoming 0–290	SE2036CE - Petersen Aviation SE800GL - E.A.Association
Auster 5	Lycoming 0–290–3, 0–320	SE2036CE - Petersen Aviation SE1931CE - Petersen Aviation SE800GL - E.A.Association
Auster 5J2 Arrow	Continental C75	SE2030CE - Petersen Aviation SE634GL - E.A.Association
Auster 5J4/100	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Auster D4/108	Lycoming 0–235–C	SE2035CE - Petersen Aviation
Auster D5/J2	Continental A75	SE2030CE - Petersen Aviation SE634GL - E.A.Association
Auster D5/JSA	Continental A75	SE2030CE - Petersen Aviation SE634GL - E.A.Association
Auster D6 –180	Lycoming 0–320–A	SE1931CE - Petersen Aviation SE800GL - E.A.Association
Baby Lakes	Continental A65–8	SE2029CE - Petersen Aviation SE634GL - E.A.Association
Beagle Pup 100	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Beagle Pup B121/2	Lycoming 0–320–A	SE1931CE - Petersen Aviation SE800GL - E.A.Association
Bolkow Junior	Continental 0–200-A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Bellanca Citabria	Lycoming 0–320–A	SE1931CE - Petersen Aviation SE800GL - E.A.Association
Bellanca 7ACA	Continental C–85	SE2030CE - Petersen Aviation SE634GL - E.A.Association
Boeing Stearman A75N1	Continental W670 6A	SE2028CE - Petersen Aviation

Aircraft Type	Engine Type	Engine STC(s) (as applicable)
Brochet M B84	Continental A65	SE2029CE - Petersen Aviation SE634GL - E.A.Association
Cassutt Racer 111 M	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
CEA DR221	Lycoming 0–235–C	SE2035CE - Petersen Aviation
Cessna 120	Continental C90, Continental C85	SE2031CE - Petersen Aviation, SE2030CE - Petersen Aviation SE634GL - E.A.Association
Cessna 140	Continental C85	SE2030CE - Petersen Aviation SE634GL - E.A.Association
Cessna 150	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Cessna 150E	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Cessna 150M	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Cessna F150	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Cessna F150H	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Cessna F150K	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Cessna F150L	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Cessna F150M	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Cessna FA150K	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Cessna 152	Lycoming O-235-L	SE790GL - E.A.Association
Cessna F152	Lycoming O-235-L	SE790GL - E.A.Association
Cessna 170B	Continental 0–300–A	SE2006CE - Petersen Aviation SE693GL - E.A.Association
Cessna 172	Continental 0–300–A	SE2006CE - Petersen Aviation SE693GL - E.A.Association
Cessna 172A	Continental 0–300–C or –D	SE2006CE - Petersen Aviation SE693GL - E.A.Association
Cessna 172B	Continental 0–300–C or –D	SE2006CE - Petersen Aviation SE693GL - E.A.Association
Cessna 172E	Continental 0–300–C or –D	SE2006CE - Petersen Aviation SE693GL - E.A.Association
Cessna 172H	Continental 0–300–D	SE2006CE - Petersen Aviation SE693GL - E.A.Association
Cessna 172M	Lycoming 0–320–E	SE1931CE - Petersen Aviation SE800GL - E.A.Association
Cessna F172E	Continental 0–300–D	SE2006CE - Petersen Aviation SE693GL - E.A.Association
Cessna F172F	Continental 0–300–D	SE2006CE - Petersen Aviation SE693GL - E.A.Association

Aircraft Type	Engine Type	Engine STC(s) (as applicable)
Cessna F172H	Continental 0–300–D	SE2006CE - Petersen Aviation SE693GL - E.A.Association
Cessna F172L	Lycoming 0–320–E	SE1931CE - Petersen Aviation SE800GL - E.A.Association
Cessna F172M	Lycoming 0–320–E	SE1931CE - Petersen Aviation SE800GL - E.A.Association
Cessna 175	Continental GO–300	SE2105CE - Petersen Aviation SE693GL - E.A.Association
Cessna 177	Lycoming 0–320–E	SE1931CE - Petersen Aviation SE800GL - E.A.Association
Cessna 180	Continental 0–470–J or L	SE1997CE - Petersen Aviation SE693GL - E.A.Association
Cessna 182G	Continental 0–470–R	SE1997CE - Petersen Aviation SE693GL - E.A.Association
Chilton DW1	Lycoming 0–145–A2	SE2466CE - Petersen Aviation
Coates Swalsong	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Cosmic Wind	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Currie Wot	Lycoming 0–145-A	SE2466CE - Petersen Aviation
DHC –2 Beaver	Pratt &Whitney R985–AN1	SE1860CE - Petersen Aviation
Druine Condor	Continental C90, 0–200-A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Druine Turbi	Continental A65	SE2029CE - Petersen Aviation SE634GL - E.A.Association
E.A.A.Biplane	Continental C75	SE2030CE - Petersen Aviation SE634GL - E.A.Association
Evans VP –2	Continental A65	SE2029CE - Petersen Aviation SE634GL - E.A.Association
Falconair F11	Continental 0–200-A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Fokker DVIII	Warner Scarab	SE2591CE - Petersen Aviation
Fokker E111 Replica	Continental A75	SE2030CE - Petersen Aviation SE634GL - E.A.Association
Fournier RF6B –100	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Great Lakes	Warner Scarab	SE2591CE - Petersen Aviation
Issacs Fury	Lycoming 0–290	SE2036CE - Petersen Aviation SE800GL - E.A.Association
Issacs Spitfire	Continental 0–200-A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Jodel D11	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Jodel D112	Continental A65	SE2029CE - Petersen Aviation SE634GL - E.A.Association

Aircraft Type	Engine Type	Engine STC(s) (as applicable)
Jodel D117 117A	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Jodel D119	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Jodel D120	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Jodel 150	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
*Jodel DR1050	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Jurca Tempete	Lycoming 0–290–D, Continental C90	SE2036CE - Petersen Aviation SE2031CE - Petersen Aviation SE634GL - E.A.Association
Jurca Sirocco	Lycoming 0–290–D	SE2036CE - Petersen Aviation SE800GL - E.A.Association
Kittiwake 1	Lycoming 0–290–D, Continental 0–200-A	SE2036CE - Petersen Aviation SE2031CE - Petersen Aviation SE634GL - E.A.Association SE800GL - E.A.Association
Kittiwake 2	Continental 0–200-A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Luscombe 8A	Continental A65	SE2029CE - Petersen Aviation SE634GL - E.A.Association
Luscombe 8E	Continental C85	SE2030CE - Petersen Aviation SE634GL - E.A.Association
Luscombe 8F	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Luton Minor	Lycoming 0-145-A	SE2466CE - Petersen Aviation
Luton Minor 111	Continental 0–200-A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Luton Major LA5	Continental C90, Continental 0–200-A	SE2031CE - Petersen Aviation SE2031CE - Petersen Aviation SE634GL - E.A.Association
Manning Flanders	Continental C75	SE2030CE - Petersen Aviation SE634GL - E.A.Association
Minicab GY20, GY201	Continental A65	SE2029CE - Petersen Aviation SE634GL - E.A.Association
Minicab GY30, JB –01	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Midget Mustang	Continental C85, C90	SE2030CE - Petersen Aviation, SE2031CE - Petersen Aviation SE634GL - E.A.Association
Morane N Replica	Continental C90	SE2031CE - Petersen Aviation
Morane Saulnier MS 892A	Lycoming 0–320–E	SE1931CE - Petersen Aviation SE800GL - E.A.Association

*Front fuel tank must be used for take-off, initial climb and landing.

Aircraft Type	Engine Type	Engine STC(s) (as applicable)
Morane Saulnier 100ST	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Nord NC 854,854S,858S	Continental A65, Continental C90	SE2029CE - Petersen Aviation SE2031CE - Petersen Aviation SE634GL - E.A.Association
Pazmany PL4A	Continental A65	SE2029CE - Petersen Aviation SE634GL - E.A.Association
*Piel Emeraude CP 301B	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
*Piel Emeraude CP 301A	Continental 0–200–A or C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
*Piel Emeraude CP 301B	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
*Piel Emeraude CP 301C	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Piper J2, J3C–65, L4A–C85, C90	Continental A65, C85, Continental C90	SE2029CE - Petersen Aviation SE2030CE - Petersen Aviation SE2031CE - Petersen Aviation SE634GL - E.A.Association
Piper J4A	Continental A65	SE2029CE - Petersen Aviation SE634GL - E.A.Association
Piper PA12	Lycoming 0–290	SE2036CE - Petersen Aviation SE800GL - E.A.Association
Piper PA15	Lycoming 0–145-A	SE2466CE - Petersen Aviation
Piper PA15	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Piper PA16	Lycoming 0–235–C	SE2035CE - Petersen Aviation
Piper PA16	Lycoming 0–290–D	SE2036CE - Petersen Aviation SE800GL - E.A.Association
Piper PA17	Continental A65	SE2029CE - Petersen Aviation SE634GL - E.A.Association
Piper PA17	Continental C85	SE2030CE - Petersen Aviation SE634GL - E.A.Association
Piper PA18 Cub	Lycoming 0–290, 0–320–A	SE2036CE - Petersen Aviation SE1931CE - Petersen Aviation SE800GL - E.A.Association
Piper PA18–135	Lycoming 0–290–D, 0–320–A	SE2036CE - Petersen Aviation SE1931CE - Petersen Aviation SE800GL - E.A.Association
Piper PA19	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Piper PA20	Lycoming 0–290	SE2036CE - Petersen Aviation SE800GL - E.A.Association
Piper PA22 –108	Lycoming 0–235–C	SE2035CE - Petersen Aviation
Piper PA22 –135	Lycoming 0–290	SE2036CE - Petersen Aviation SE800GL - E.A.Association

*Front fuel tank must be used for take-off, initial climb and landing.

Aircraft Type	Engine Type	Engine STC(s) (as applicable)
Piper PA22 –150	Lycoming 0–320–A	SE1931CE - Petersen Aviation SE800GL - E.A.Association
Piper PA28 –140	Lycoming 0–320–E	SE1931CE - Petersen Aviation SE800GL - E.A.Association
Piper PA28 –151	Lycoming 0–320–E	SE1931CE - Petersen Aviation SE800GL - E.A.Association
Piper PA38 –112	Lycoming 0–235-L	SE790GL - E.A.Association
Pitts S1C	Lycoming 0–320–A	SE1931CE - Petersen Aviation SE800GL - E.A.Association
Rallye MS880B	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Rallye MS883	Lycoming 0–235–C	SE2035CE - Petersen Aviation
Rallye 885	Lycoming 0–235–C	SE2035CE - Petersen Aviation
Rallye 885	Continental 0–300–A	SE2006CE - Petersen Aviation SE693GL - E.A.Association
Rallye 100ST	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Rallye 150ST	Lycoming 0–320–E	SE1931CE - Petersen Aviation SE800GL - E.A.Association
Rallye ST150	Lycoming 0–320–E	SE1931CE - Petersen Aviation SE800GL - E.A.Association
Replica SE5A	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Replica SE5A	Continental 0-200-A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Replica WAR Sea Fury	Continental 0–200-A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Robin R2112 Alpha	Lycoming 0-235-L	SE790GL - E.A.Association
Robinson R22 Helicopter	Lycoming 0–320–A	SE1931CE - Petersen Aviation SE800GL - E.A.Association
Rollason Beta	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Rutan Varieze	Continental 0–200-A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Scheibe SF3A/C	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Scintex CP 301 –C2	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Scintex CP1310	Continental 0–200	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Shield Xyla	Continental A65	SE2029CE - Petersen Aviation SE634GL - E.A.Association
Sipa 91, 901, 902, 903	Continental C90, C85	SE2031CE - Petersen Aviation SE2030CE - Petersen Aviation SE634GL - E.A.Association
Socata TB9	Lycoming 0–320–E	SE1931CE - Petersen Aviation SE800GL - E.A.Association

Aircraft Type	Engine Type	Engine STC(s) (as applicable)
Sopwith Tabloid	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Stitts Playboy	Continental A75	SE2030CE - Petersen Aviation SE634GL - E.A.Association
Stolp Starlet	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Stolp V Star SA900	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Storey TSR3	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Taylorcraft Plus D	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Taylorcraft BC–12D	Continental A65	SE2029CE - Petersen Aviation SE634GL - E.A.Association
Taylorcraft F.19	Continental 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Taylorcraft F.21	Lycoming 0-235-L	SE790GL - E.A.Association
Taylor Titch	Continental C85, C90, 0–200-A	SE2030CE - Petersen Aviation SE2031CE - Petersen Aviation SE634GL - E.A.Association
Turner TSW	Lycoming 0–320–A	SE1931CE - Petersen Aviation SE800GL - E.A.Association
Volmer Sportsman	Continental C90	SE2031CE - Petersen Aviation SE634GL - E.A.Association
Wittman Tailwind	Continental C90, 0–200–A	SE2031CE - Petersen Aviation SE634GL - E.A.Association
WAR FW 190	Continental 0–200-A	SE2031CE - Petersen Aviation SE634GL - E.A.Association

The embodiment of the referenced engine modifications, including placards and document changes, must be in accordance with the relevant STC Holder's instructions, except where superseded by this AAN. All conditions specified on the applicable Supplemental Type Certificates must be adhered to, except where superseded by this AAN.

3. Approval Procedures

This modification approval has been carried out in accordance with BCAR A2-5.

4. Basis Of Approval

In the mid-1980's the CAA decided to allow certain single-engine light aircraft to use leaded motor gasoline. This decision was taken on the basis of research into the characteristics of particular generic classes of piston engine, (low compression, normally aspirated, etc), and the fuel supply system architectures commonly used in light aircraft.

To permit the use of unleaded motor gasoline conforming with EN228, the CAA requires evidence that both the engine and fuel system of the aircraft concerned is compatible with the fuel. For the fuel system assessment the basis of approval is satisfactory operation with leaded mogas, and the similarities between leaded and unleaded mogas in respect of characteristics which may affect the fuel systems.

In all cases, approval of the fuel for use in the engine is a prerequisite to approval of the fuel for the aircraft.

5. Compliance With The Basis Of Approval

CAA validation of the modifications to the engines approved by the FAA under Supplemental Type Certificates for the engines, (as referenced above), is given by AAN 27744.

A comparison has been made of the UK specifications for leaded and unleaded motor gasoline, (BS:4040 and EN228). It has been determined that in terms of vapour pressure and other properties which might affect the fuel system, the specifications are not significantly different. Consequently, acceptable fuel system performance with leaded motor gasoline to BS:4040 may be used as a justification for approving the use of unleaded motor gasoline to EN228 in the same fuel system.

The fuel systems of the aircraft listed in Schedule 1 of AN98 have shown acceptable behaviour with BS:4040 leaded mogas. AAN 27744 validates a number of FAA STCs and thereby accepts a range of modified engines as being able to operate satisfactorily using unleaded mogas. It follows that aircraft listed in Schedule 1 of AN98 with engines installed and modified in accordance with AAN 27744, may be approved to use unleaded mogas conforming with EN228. The aircraft meeting these criteria are listed in Section 2 above.

Note: Other FAA-approved modifications are available for aircraft powered by engines having higher compression ratios than those listed above. However, these STCs specify a minimum anti-knock index which is higher than that prescribed in the EN228 Specification. Consequently, such STCs are not validated under this AAN.

These modifications are assessed as having no adverse effect on the aircraft noise, and the status of the aircraft relative to the noise legislation is unaffected. The existing noise certificate, if any, remains valid.

There are additional limitations to be complied with when using motor gasoline which are based on UK service experience and assessment of fuel vapour pressure characteristics with pressure and temperature, (See Airworthiness Notice 98C). The following information shall be displayed conspicuously on a placard in full view of the pilot:

USE OF UNLEADED MOGAS
(See Airworthiness Notice 98C)

- Use freshly obtained fuel conforming with the specification EN228.
- Test the fuel to ensure that it is free from water and alcohol.
- Inspect fuel system non-metallic pipes and seals daily for deterioration and leaks.
- Verify correct functioning of the carburettor heating system.
- Verify take-off power prior to committing to take-off.
- Fuel tank temperature not to exceed 20 degrees Celsius.
- Maximum operating altitude 6000 ft.

CARBURETTOR ICING AND VAPOUR LOCK ARE MORE LIKELY WITH MOGAS

Where this placard is in conflict with the information provided by the STC Holder, this placard shall supersede any conflicting placard specified by the STC Holder.

Note: The inspection of the fuel system is recommended whatever type of fuel is used. It is required when mogas is used because generally the fuel will not be obtainable from aerodrome fuel installations in full compliance with ANO Article 112, and so will not be protected from contaminants to the same extent as Avgas.

In the case of the Jodel DR1050, and Piel Emeraude CP301A, B, or C aircraft the following additional placard must also be displayed conspicuously in full view of the pilot:

USE OF UNLEADED MOGAS
Front fuel tank must be used for take-off, initial climb, and for landing

6. Conditions Affecting This Approval

This approval applies to the use of motor gasoline conforming with the specification EN228 only. Additional limitations are applicable when the fuel is not obtained from aerodrome fuel installations in full compliance with ANO Article 112. These limitations are given in Airworthiness Notice 98C.

Attention is drawn to the condition stated on the FAA STCs that the compatibility of the modifications with other previously approved modifications, (installed on the particular aircraft, including the engine), must be verified by the installer. Where the potential for interactions between modifications exists, the advice of the CAA shall be sought.

This approval is granted to the aircraft on the understanding that the engine is to a standard approved for use of motor gasoline conforming with EN228.

7. Continued Airworthiness

The influence of the modifications on Airworthiness Directive, Service Bulletin eligibility and other data must be considered and the publications monitored accordingly. The maintenance schedule should be amended to include reference to this material additional to the original design

Records of fuel supply shall be retained; (date, location of purchase, quantity purchased, method of storage).

The fuel shall be checked for the presence of water if the aircraft has been standing for more than 24 hours. The inspection prior to first flight of the day, and other scheduled inspections shall include examination of seals and non-metallic fuel system pipes and components for evidence of leaks or deterioration. (See "Note" under (5) above).

8. Survey

No CAA survey is required.

9. Authorisation of Release to Service

The embodiment of the modifications must be included in the subsequent certification of release to service of the aircraft.

10. Approval

Subject to the conditions of Section 6, these modifications are approved for embodiment on the applicable aircraft as listed in Section 2, provided that each modification conforms with the contents of this AAN, and is within the applicability of the engine modification as approved by the FAA.

.....
C.J.Whittaker
For the Civil Aviation Authority

Date 22 January 2001

This approval does not take effect until signed
