

Reporte de Aceptación de Certificado Tipo



Type Certificate Acceptance Report

No. FAA A4SW, TCDS (Rev No. 43)
Issue May 07, 2024

RESTRICTED CATEGORY

THRUSH AIRCRAFT S2R-T660

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RESUMEN (SUMMARY)

La aceptación de Tipo Colombiana (AEROCIVIL) ha sido otorgada para el modelo S2R-T660 de THRUSH AIRCRAFT basados en el Certificado Tipo de la FAA número A4SW emitido el 1º de noviembre de 1965.

Colombian Civil Aviation Authority (AEROCIVIL) grants Type Certificate Acceptance for the model S2R-T660 of THRUSH AIRCRAFT based on the FAA Type Certificate A4SW Issued Nov 1, 1965.

La aplicabilidad es para el modelo THRUSH S2R-T660DC, que ya es elegible para la emisión de un Certificado de Aeronavegabilidad Especial de acuerdo con los Reglamentos Aeronáuticos Colombianos RAC 21 sección 21.845, sin embargo, esta aceptación estará sujeta a cualquier requerimiento excepcional operacional que requiera ser cumplido (Ver ítem 5 de este reporte para una revisión del cumplimiento del diseño básico con las reglas operacionales). Las variantes adicionales aprobados bajo el certificado de tipo extranjero pueden ser aceptadas de tipo después de suministrar la documentación aplicable, de acuerdo con las disposiciones del RAC 21.156.

Applicability is for THRUSH S2R-T660DC model, which is eligible for the issue of a Special Airworthiness Certificate according to Colombian Regulations - RAC section §21.845. This Acceptance is subject to any outstanding Colombian operational requirement. (See item 5 of this report for a review of compliance of the basic type design with the operating Rules). Additional variants approved under the foreign type certificate can become type accepted after supply of the applicable documentation, in accordance with the provisions of RAC §21.156.

NOTA: La información contenida en este reporte fue conforme en la fecha de su emisión. El reporte solo se actualiza cuando se recibe una solicitud para revisar la carta de aceptación de tipo. Para obtener detalles sobre el titular vigente del certificado de tipo y cualquier dato técnico específico, consulte la hoja más reciente de datos del certificado de tipo del estado de diseño.

NOTE: The information in this report was correct as at the date of issue. The report is only updated when an application is received to revise the Type Certificate Acceptance letter. For details on the current type certificate holder and any specific technical data, refer to the latest State-of-Design Type Certificate Data Sheet (TCDS).

1. INTRODUCCIÓN (INTRODUCTION)

Este reporte detalla los aspectos para la aceptación del Certificado Tipo de la FAA No. A4SW (S2R-T660DC), con el objeto de emitir un Certificado de Aeronavegabilidad Especial en Colombia, de acuerdo con los RAC 21, sección 21.845 - Emisión de certificado de aeronavegabilidad especial para aeronaves categoría restringida.

This report details the basis on which FAA Type Certificate No. A4SW (S2R-T660DC model) was accepted, for the issue of the Colombian Standard Airworthiness Certificate, in accordance with the RAC 21, section §21.845 - Issue of airworthiness certificates for restricted category aircraft.

Específicamente este reporte está dirigido a:
Specifically, the report aims to:

(a) Determinar los estándares de diseño del código de aeronavegabilidad asociados al certificado tipo extranjero para la aceptación de este modelo de aeronave en Colombia.	(a) <i>Stablish Design Standards of the airworthiness code related to the foreign Type Certificate for the acceptance of this aircraft model in Colombia.</i>
(b) Identificar cualquier condición especial, nivel equivalente de seguridad o excepción aplicable al modelo cubierto por el Certificado Tipo.	(b) <i>Identify any special conditions, Equivalent Level of Safety, or applicable exception to a model covered by the Type Certificate.</i>
(c) Establecer cualquier requerimiento adicional que deba ser cumplido, antes de emitir el Certificado de Aeronavegabilidad en Colombia.	(c) <i>Determine any additional requirement that must be complied with before issuance of Colombian Airworthiness Certificate</i>

De la información de certificación se estableció que, Ayres Corporation (Hoy Thrush Aircraft) solicitó una enmienda al Certificado de tipo A4SW para incluir el nuevo modelo S2R-T660. La base de certificación presentada por Ayres se actualizó para utilizar únicamente las regulaciones de la Parte 23 mediante la Enmienda 23-53 con ciertas excepciones. La FAA aprobó la base de certificación y aceptó el uso del Apéndice B de la parte 23 para cargas de superficie de control y el uso de niveles de enmienda anteriores de otras regulaciones y subpartes de la parte 23 porque el S2R-T660 es un derivado del S2RHG-T65. La oficina de Certificación de Aeronaves de Atlanta ha asignado el Proyecto FAA No. AT2324AT-A a este proyecto.

Los cambios mayores realizados en el S2RHG-T65 incluyen un aumento de peso bruto a 12,500 libras usando una tolva más grande de capacidad de 660 galones, un tren de aterrizaje principal con ballesta y un conjunto de rueda de cola más grande, un aumento de la envergadura de las alas de 44.5 pies a 54 pies usando una nueva sección central del ala, fuselaje alargado en 28 pulgadas, se incrementó el área del estabilizador vertical y la cubierta del motor modificada para acoplarse con la configuración de la pared de fuego modificada. El motor es el P&W PT6A-60AG que produce 1050 HP.

From the certification information it was confirmed that Ayres Corporation (Now Thrush Aircraft) requested an amendment to Type Certificate A4SW to include the new Model S2R-T660. The certification basis submitted by Ayres was updated to use only Part 23 regulations through Amendment 23-53 with certain exceptions. The FAA approved the certification basis and has agreed to the use of Appendix B to part 23 for control surface loads and the use of earlier amendment levels of other regulations and subparts of part 23 because the S2R-T660 is a derivative of the S2RHG-T65. The Atlanta Aircraft Certification office has assigned FAA Project No. AT2324AT-A to this project.

The major changes made to the S2RHG-T65 include a gross weight increase to 12,500 pounds using a larger 660 gallon capacity hopper, leaf spring main landing gear and larger tailwheel assembly, wingspan increase from 44.5 feet to 54 feet using a new wing center section, fuselage lengthened by 28 inches, increased vertical stabilizer area and modified engine nacelle to mate with an altered firewall configuration. The powerplant is the P&W PT6A-60AG producing 1050 HP.

Thrush también desarrolló un plan de certificación para el modelo S2R-T660 con doble cabina y controles dobles, y con la opción adicional del motor PT6A-65AG.

El T660 con doble cabina, denominado posteriormente T660DC, fue la configuración T660 certificada bajo el número de proyecto TD7I63AT-A con la adición del segundo puesto, controles y otros cambios que mejoraron el producto que son aplicables a configuraciones de cabina sencilla y doble. La integración de la cabina sencilla será similar en forma, ajuste y función a las versiones certificadas de doble cabina del S2RHG-T65 y S2R-T34. La certificación exitosa del PT6A-65AG o del T660DC se propone para justificar este modelo de motor también para el modelo de cabina única. Asimismo, se propone que todos los modelos de motor actualmente aprobados en el T660SC conserven la certificación en el T660DC sin más pruebas.

El esfuerzo inicial de certificación del T660DC abordado en este plan se llevó a cabo con el avión configurado con la caja de entrada Transland y el sistema de fumigación estándar equipado con un sistema Micronair AU5000 de cuatro unidades. Otras opciones de configuración se certificarán en un plan independiente.

Thrush also developed a certification plan for the S2R-T660 model with dual cockpit and dual controls, and with the PT6A-65AG as an additional engine option.

The T660 with dual cockpits, referred to subsequently as T660DC, will be the T660 configuration certified under Project Number TD7I63AT-A with the addition of the second cockpit and controls and other product improvement changes applicable to both single and dual cockpit configurations. The integration of the aft cockpit will be similar in form, fit, and function to the certified dual cockpit versions of the S2RHG-T65 and S2R-T34. Successful certification of the PT6A-65AG or the T660DC is proposed to substantiate this engine model also for the single cockpit model. Likewise, it is proposed that all engine models currently approved on the T660SC will retain certification on the T660DC without further tests.

The initial T660DC certification effort addressed in this plan will be conducted with the airplane configured with the Transland gatebox and standard spray system equipped with the four-unit AU5000 Micronair system. Other configuration options will be certified under a separate plan.

2. DETALLES DE CERTIFICACIÓN DE TIPO OACI (ICAO TYPE CERTIFICATE DETAILS)

El modelo THRUSH S2R-T660DC (Aeronave categoría restringida) cumple con los estándares de aeronavegabilidad (Aplicables) definidos en los Anexos 8 y 16 de OACI (Ver Ítem 4 (3) de este reporte), respecto a los requisitos de diseño, requisitos de aeronavegabilidad continuada y de ruido. El fabricante y su Autoridad de Aviación Civil establecen que no existe ninguna diferencia que deba ser evaluada.

The THRUSH S2R-T660DC model (Restricted category aircraft) is in compliance with the ICAO Annexes 8 and 16 (See item 4 of this report) about rules necessities for the design,

continued airworthiness conditions and noise compliance (Applicable). The manufacturer and your CAA establish that there is no difference that should be evaluated.

3. DETALLES DE ACEPTACIÓN DE TIPO (TYPE ACCEPTANCE DETAILS)

La aplicación para la aceptación del Certificado Tipo de la aeronave THRUSH modelo S2R-T660 fue recibida de la FAA, el 24 de febrero de 2024 (Radicado Aerocivil # 2024190010020583) incluyendo forma RAC-8110-12 y fue aprobada el 31 de julio de 2024, basada en el Certificado Tipo de la FAA No. A4SW, e incluye el motor Pratt & Whitney PT6A-65AG y la hélice Hartzell HC-B5MP-3F, aprobados mediante certificados tipo FAA TC No. E4EA y LBA TC No. P44GL. Su certificado de producción es el FAA PC 5SO.

The application for Colombian type certificate acceptance of the THRUSH S2R-T660 model, was received from the FAA, on 24th February 2024 (Aerocivil Ref# 2024190010020583) and form RAC-8110-12, Type Acceptance Certificate was approved on 31 July 2024, based on the FAA Type Certificate A4SW, and includes the Pratt & Whitney PT6A-65AG engine and Hartzell HC-B5MP-3F propeller, approved under FAA TC No. E4EA and FAA Type Certificate number P44GL. Production Approval FAA PC 5SO.

Carta de la FAA, quienes realizan la solicitud y asisten el proceso de validación del TC del modelo S2R-T660, con referencia **#751-24-00150** y fechada 22 de febrero de 2024; a petición del fabricante Thrush Aircraft.

FAA application and assistance letter (Reference #751-24-00150) for Thrush model S2R-T660 TC Validation, dated February 23, 2024, at the request of the manufacturer Thrush Aircraft.

Este proceso de aceptación de TC seguirá siendo válido hasta que el certificado de tipo original siga siendo válido, a menos que la FAA cancele o revoque el certificado de tipo aceptado, o el titular (THRUSH AIRCRAFT.) lo entregue voluntariamente a la FAA. Cualquier cambio en el titular del certificado de tipo debe ser notificado a esta autoridad, siendo el titular responsable de garantizar que toda la información requerida se mantenga actualizada para garantizar la operación segura y apoyar la aeronavegabilidad continuada de las aeronaves registradas en Colombia. Cualquier cambio importante en el diseño de tipo deberá notificarse a esta Autoridad y deberán proporcionarse los documentos justificativos para actualizar este reporte.

This TC acceptance process will remain valid until the original type certificate remains valid, unless FAA cancels or revokes the accepted type certificate, or the holder (THRUSH AIRCRAFT.) voluntarily surrenders it to FAA. Any changes on type certificate holder must be notified to this authority, and the holder is responsible for ensuring that all the information required is kept updated to guarantee safe operation and support the continued airworthiness of the aircraft registered in Colombia. Any major significant change to the type design must be notified to this Authority and the supporting documents must be provided to update this report.

4. REQUERIMIENTOS DE LOS RAC 21 (COLOMBIAN RAC 21 DATA REQUIREMENTS)

Los requerimientos establecidos en el RAC 21, sección 21.156 han sido cumplidos y se sustentan en la Hoja de Datos del Certificado Tipo FAA No. A4SW revisión No. 43 de fecha 7 de mayo de 2024 y con los siguientes documentos:

The Type Data requirements of RAC 21, section §21.156 have been satisfied according to the Type Certificate Data Sheet FAA No. A4SW revision No. 43 dated May 07, 2024, and the following documents:

(1) Certificados Tipo (*Type certificates*):

- FAA Type-Certificate Data Sheet No. A4SW for aircraft model S2R-T660DC.
- Pratt & Whitney PT6A-65AG engine approved under FAA TC No. E4EA
- Hartzell HC-B5MP-3F, propeller approved under FAA TC No. P44GL

(2) Resumen de los ítems de Certificación (*Summary certification items*)

(i) Bases de Certificación (*Certification Basis*):

This type of aircraft has been approved by FAA in accordance with

14CFR Part 21.25(a)(1)

14CFR Part 23 -

Subpart A, Amendment 23-53;

Subpart B, Amendment 23-53;

Subpart C, Amendment 23-53 (with A23.9(c)(3) used to calculate aileron deflections for use with 23.349(b)), but §§23.423, 23.425, 23.427, 23.441, and 23.443 are at Amendment 23-34 with Appendix B used;

Subpart D, Amendment 23-53; but §23.607 is at Amendment 23-34, §23.629 is at Amendment 23-31, §§23.785, 23.787, 23.807, 23.853, 23.865 and 23.867 are at Amendment 23-14; and §23.863 is at Amendment 23-23;

Subpart E, Amendment 23-14;

Subpart F, Amendment 23-0;

Subpart G, Amendment 23-53;

except those regulations found inappropriate for restricted category agricultural airplanes as listed in FAA Advisory Circular 21.25-1, dated December 1, 1997,

(ii) Niveles Equivalentes de Seguridad (ELOS) y Condiciones Especiales (Equivalent Safety Findings and Special Conditions SC (Issue Paper's)):

No Equivalent Safety Findings ESF or Special Conditions SC has been issued.

(iii) Requisitos de Aeronavegabilidad (Airworthiness Requirements):

14CFR Part 21.25(a)(1) (Issue of type certificate: Restricted category aircraft, the special purpose)

14CFR Part 23, different amendment, see Certification basis.

(3) Estándar de ruido de aeronaves (Aircraft Noise Standard):

FAR 36.1(a)(2): Type certificates and changes to those certificates, standard airworthiness certificates, and restricted category airworthiness certificates, for propeller-driven, small airplanes, and for propeller-driven, commuter category airplanes **except those airplanes that are designed for “agricultural aircraft operations” (as defined in § 137.3 of this chapter, as effective on January 1, 1966) or for dispersing fire fighting materials to which § 36.1583 of this part does not apply.**

Note. Only the S2R-T660 model, serial numbers T660-114DC and T660-132DCP up, has been shown to comply with the noise requirements in 14 CFR Part 36 and is approved for the special purpose of of 21.25(b)(4) Patrolling when the airplane is configured for Patrolling per NOTE 27.

(4) Lista de Cumplimiento de Certificación (Certification Compliance Listing):

AYRES CORPORATION Report ER-437 – FAA Compliance Check List for model S2R-T660, Revision 1, Dated November 29, 2000 (Addendum I)
 ER-512 - THRUSH S2R-T660 Dual Cockpit Compliance Checklist.

(5) Documentos de Certificación (Certification Documents):

No. Document for S2R-660T model	FAA	Issue Date	Revision
ER-514	Certification Program Plan Thrush Model S2R-T660 Dual cockpit (FAA project Number TD7829AT-A)	August 1, 2005	B
ER-375	STRUCTURAL DATA REPORT Model S2R-T660	January 24, 2001	16
ER-379	Landing Gear Drop Test Report Model S2R-T660	November 18, 1997	---
ER-428	Test proposal company flight test Program - AYRES model S2R-T660 FAA project AT2324AT-A	February 22, 2000	C
ER-430	Flight Test Data Analysis Proposal - AYRES model S2R-T660 FAA project AT2324AT-A	September 29, 1999	--

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ER-445	Gross Weight Increase To 14,150 Lbs. AYRES model S2R-T660	November 29, 2000	--
95000	TOP ASSY DRAWING -T660 Engineering Change Note (ECN) No. 30	January 30, 2024	F
95340	SPRAY SYSTEM INSTL – T660 Engineering Change Note (ECN) No. 14	January 27, 2022	NC
ER-501	Electrical Load Analysis for AYRES model S2R-T660	November 9, 2000	C
ER-532	Propulsion System Design Report. Engine model: PT6A-65AG Propeller Model: HC-B5MP-3F	July 20, 2005	
ER-437 (References)	Certification of small. Single Engine Piston or Turbopropeller Airplanes used for Special Purpose (FAA Memo, AC 21.25-1, Weight Increase, TC No. A19SW, Etc)	--	--

(6) Documentación técnica del fabricante (*Maintenance Manuals, Operating Manuals and Service Instructions*)

Document for S2R-T606	FAA	Issue Date	Revision
Aircraft Flight Manual	THRUSH AIRCRAFT INC - TURBO THRUSH Model S2R-T660 Airplane Flight Manual Dual Cockpit <i>Note. Serial Number T660-I 14DC and Subsequent All Serial Numbers with the DC suffix indicate the DUAL COCKPIT Configuration</i>	August 12, 2005	Revision IR
Airplane Maintenance Manual (T660-3)	TURBO THRUSH AIRCRAFT MAINTENANCE MANUAL SINGLE COCKPIT AND DUAL COCKPIT	February 23, 2022	Revision 4
Aircraft Illustrated Parts Catalogue (AIPC)	FOR SINGLE AND DUAL COCKPIT AIRCRAFT MODELS T660 - MODEL 710P	July 2, 2021	Revision B
Engine Maintenance Manual	MAINTENANCE MANUAL 72-00-00 - ENGINE - DESCRIPTION AND OPERATION Engine Model(s): MODEL(S)PT6A-65AG/PT6A- 65AR/PT6A-65B/PT6A-65R Manual Part No.3032842	April 8, 2024	Revision 70

Propeller Owner's Manual	Hartzell Propeller Manual No. 139 61-00-39	March, 2024	Revision 22
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(7) Limitaciones de Aeronavegabilidad (*Airworthiness Limitations – Reference AMM*
Section 11 – Airworthiness Limitations):

STRUCTURAL LIMITATIONS			
PART DESCRIPTION	PART NUMBER	IF ALWAYS OPERATED AT 12,500 LBS., OR LESS, THE LIFE LIMITS ARE:	IF EVER OPERATED FROM 12,500 TO 14,150 LBS., THE LIFE LIMITS ARE REDUCED TO:
Rear Spar, Doubler, Lower	P/N 95627-3	20,000 Hours	11,000 Hours
Rear Spar, Inboard Left Hand	P/N 95623-1	20,000 Hours	11,000 Hours
Rear Spar, Inboard Right Hand	P/N 95623-2	20,000 Hours	11,000 Hours
Aft Main Spar Lug, Left Hand	P/N 95605-1	21,750 Hours	11,000 Hours
Aft Main Spar Lug, Right Hand	P/N 95605-2	21,750 Hours	11,000 Hours
Forward Main Spar Lug, Left Hand	P/N 95606-1	20,000 Hours	11,000 Hours
Forward Main Spar Lug, Right Hand	P/N 95606-2	20,000 Hours	11,000 Hours
Spar Cap Assembly, Left Hand Lower	P/N 95603-1	26,625 Hours	13,680 Hours
Spar Cap Assembly, Right Hand Lower	P/N 95603-2	26,625 Hours	13,680 Hours
Steel Doubler Plate	P/N 95614-1	38,400 Hours	19,700 Hours

Note: Life limits as established for 14,150 lbs must be changed if increase in gross weight in accordance with report ER-445 is embodied.

5. REQUERIMIENTOS ADICIONALES DE LOS RAC (*ADDITIONAL COLOMBIAN AERONAUTICAL REGULATIONS REQUIREMENTS PER RAC*)

A continuación, se listan los requerimientos de aeronavegabilidad adicionales para la emisión de un certificado de aeronavegabilidad especial, definidos en el RAC 21, RAC 91 y RAC 137 "Requisitos generales de.

Compliance with the requirements for the expedition of a Special Airworthiness Certificate, to operate in Aerial Work, is according with RAC's regulations inside its part 21, part 91 and 137 Rules.:

Norma (Rule)	Descripción del requerimiento (Description)
RAC 21	CERTIFICACION DE AERONAVES Y COMPONENTES DE AERONAVES
21.156	

a) 4)	Aceptación de certificado de tipo: producto importado Acceptance of type certificate: imported product PLACAS: IDIOMA ESPAÑOL O ESPAÑOL E INGLÉS PLACARDS: SPANISH OR ENGLISH AND SPANISH (i) Las placas para información de pasajeros bajo condiciones normales o de emergencia deben estar en el idioma español e inglés (bilingüe). (ii) Las placas externas para operación en emergencia de puertas, operación normal de las puertas en tierra, operaciones de servicio, deben estar en el idioma español e inglés (bilingüe). (iii) Las placas que indican cargas en los compartimientos de carga y equipajes deben estar en el idioma español e inglés (bilingüe). <i>(i) Placards (and markings) for passenger information under normal or emergency conditions must be in Spanish and English (bilingual). (ii) The external Placards for emergency operation of doors, normal operation of doors on the ground, service operations, must be in Spanish and English (bilingual). (iii) The Placards indicating loads in the cargo and baggage compartments must be in Spanish and English (bilingual).</i>
RAC 91	REGLAS GENERALES DE VUELO Y DE OPERACIÓN GENERAL OPERATIONS AND FLIGHT RULES
91.815	CAPITULO F - INSTRUMENTOS Y EQUIPOS DE LAS AERONAVES CHAPTER F - AIRCRAFT INSTRUMENTS AND EQUIPMENT Requisitos para todos los vuelos Requirements for all flights (c) Para los vuelos VFR, todas las aeronaves deberán estar equipadas con los medios que les permitan medir y exhibir: (1) El rumbo magnético. (2) La altitud de presión barométrica (3) La velocidad indicada; y (4) El tiempo en horas, minutos y segundos. <i>(c) For flights under VFR conditions, all aircraft must be equipped with the means that allow them to measure and display: (1) The magnetic course. (2) Barometric pressure altitude (3) The indicated speed; and (4) The time in hours, minutes, and seconds.</i>
91.830	Transmisor de localización de emergencia (ELT) Emergency Locator Transmitter (ELT) (a) Para aviones: 2) Todos los aviones cuyo certificado individual de aeronavegabilidad se haya expedido por primera vez después del 1º de julio de 2008, deberán llevar, al menos, un ELT automático. (c) El equipo ELT que se lleve para satisfacer los requisitos de esta sección debe cumplir con las especificaciones técnicas correspondientes (Ser capaz de transmitir en la frecuencia de 406 MHz y 121.5 MHz simultáneamente).

	(a) <i>For airplanes:</i> 2) <i>All airplanes whose individual certificate of airworthiness was issued for the first time after July 1, 2008, must be attached to the airplane at least an approved automatic ELT.</i> (c) <i>ELT equipment must meet the corresponding technical standard specifications (Be capable of transmitting on the frequency of 406 MHz and 121.5 MHz simultaneously).</i>
91.1005	Equipos de comunicación Communication equipment (a) Una aeronave que haya de operar conforme a las reglas de vuelo visual como vuelo controlado, deberá ir provista de equipo de radio, a menos que lo exima la UAEAC, que permita la comunicación en ambos sentidos en cualquier momento durante el vuelo con: (1) Estaciones aeronáuticas; y (2) En aquellas frecuencias que prescriba la UAEAC. (a) <i>An aircraft that is required to operate under visual flight rules (VFR) as a controlled flight must be provided with radio equipment, unless exempted by the Authority (UAEAC), that allows two-way communication at any time during the flight with :</i> (1) <i>Aeronautical stations; and</i> (2) <i>In those frequencies prescribed by the UAEAC.</i>
91.810	Requerimientos de equipos e instrumentos para la operación Equipment and instrument requirements for operation. (a) Se deberán instalar o llevar en las aeronaves, según corresponda, los instrumentos y equipo que se prescriben en este capítulo, de acuerdo con la aeronave utilizada y con las circunstancias en que haya de realizarse el vuelo. (b) Todos los instrumentos y equipos requeridos deben estar aprobados, incluyendo su instalación, en conformidad con los requisitos aplicables de aeronavegabilidad. (a) The instruments and equipment prescribed in this chapter must be installed or carried on aircraft, as appropriate, in accordance with the aircraft used and the circumstances in which the flight is to be carried out. (b) All required instruments and equipment must be approved, including their installation, in accordance with applicable airworthiness requirements.
91.190	Luces que deben ostentar las aeronaves Aircraft lights. (a) Entre la puesta y la salida del sol, o durante cualquier otro período que pueda prescribir la UAEAC, todas las aeronaves ostentarán: (1) <i>En vuelo:</i> (i) <i>Luces anticollisión, cuyo objeto será el de llamar la atención hacia la aeronave.</i> (ii) <i>Luces de navegación, cuyo objeto será el de indicar la trayectoria relativa de la aeronave a los observadores; además no se ostentarán otras luces si estas pueden confundirse con las luces antes mencionadas.</i> (a) <i>Between sunset and sunrise, or during other period as may be prescribed by the Authority (UAEAC), all aircraft shall have:</i> (1) <i>In flight:</i>

	(i) <i>anti-collision lights (or strobe light), whose purpose will be to draw attention to the aircraft.</i> (ii) <i>navigation lights (or position lights), whose purpose will be to indicate the relative trajectory of the aircraft to observers; furthermore, other lights will not be displayed if they can be confused with the aforementioned lights.</i>
RAC 137	NORMAS DE AERONAVEGABILIDAD Y OPERACIONES EN AVIACION AGRICOLA AGRICULTURAL AIRCRAFT OPERATIONS
137.19 d)	Aeronave. Toda aeronave certificada que sea empleada en aviación agrícola deberá: 1) Estar certificada de tipo en categoría restringida o certificada de tipo y modificada mediante dato técnico aprobado (STC), aeronavegable y equipada para tales operaciones cumpliendo con los requerimientos de equipos e instrumentos establecidos en la Parte Cuarta, capítulo II que les sean aplicables. <i>Aircraft. Every certified aircraft that is used in agricultural aviation must:</i> <i>1) Be type certified aircraft in a restricted category or type certified and modified by approved technical data (Ej. STC), airworthy and equipped for such operations, complying with the equipment and instrument requirements established in <u>Part 4th, Chapter II</u> (Currently, RAC 91) that are applicable to them.</i>
137.31	Requisitos que deben cumplir las aeronaves de aviación agrícola. a) Ninguna Empresa o el Operador Privado (Agricultor) puede operar una aeronave en actividades de aviación agrícola, a menos que dicha aeronave cumpla con los requisitos especificados en el numeral 137.19 (d). Requirements that agricultural aviation aircraft must meet. <i>a) No Company or the Private Operator (Farmer) may operate an aircraft in agricultural aviation activities, unless that the aircraft meets the requirements specified in section 137.19 (d).</i>
137.47	Operación con luces de posición y visibilidad. a. Bajo ninguna circunstancia se podrá operar una aeronave con las luces de posición apagadas o fuera de servicio. Operation with position lights and visibility. a. <i>An aircraft must not be operated with the position lights off or out of service.</i>

APENDICE 1 - RESUMEN Proceso de aceptación del TC
(APPENDIX 1 –SUMMARY process of acceptance of the Type Certificate)

CERTIFICADO TIPO (Type Certificate):	FAA A4SW. Issuance: November 1, 1965. S2R-T660 Approved March 13, 2000 (*See page 3 of the A4SW TC for approval dates) TCDS No. A4SW, Rev. No. 43, May 7, 2024
FUNCIONARIO CAA ASIGNADO (CAA Contac)	Mr. Ray Perez rayaman.a.perez@faa.gov FAA - East Certification Branch Compliance & Airworthiness Division Aircraft Certification Service
AERONAVES (Aircraft):	S2R-T660 model. (S2R-T660DC - Dual Cockpit)
FABRICANTE (Manufacturer):	Thrush Aircraft Inc. 300 Old Pretoria Road, Albany, Georgia 31721 www.thrushaircraft.com Mr. Daniel Hidalgo Hurtado Support and Training THRUSH AIRCRAFT daniel.hidalgo@thrushaircraft.com
PLANTA MOTRIZ (Engines / Propeller):	Pratt & Whitney PT6A-65AG aprobado mediante certificados tipo FAA TC No. E4EA Hartzell HC-B5MP-3F, aprobada mediante certificados tipo FAA TC No. P44GL
OPERADOR NACIONAL (National Operator):	CAAISA - https://www.caaisa.com
FUNCIONARIO(s) (Team):	JAIRO SORA TORRES Jairo.sora@aerocivil.gov.co EDGAR L. CADENA Ecadena@aerocivil.gov.co
REGULACIONES - R.A.C. (Regulation):	RAC 21, Sección, 21.156 RAC 91 y RAC 137
Radicado del proyecto (Reference)	AEROCIVIL: SGDEA #2024190010020583 FAA (CAA): 7F0-20-5481
CONTACTO OTROS GRUPOS AEROCIVIL: (Airworthiness Office Contac)	Airworthiness Inspection Group Eng. Nelson Fernando Becerra Insp.aeronave@aerocivil.gov.co / solicitudes_grair@aerocivil.gov.co atencionalciudadano@aerocivil.gov.co

DOCUMENTACION	CUMPLIMIENTO (DOCUMENTOS REVISADOS)
1. DATOS GENERALES DEL CERTIFICADO TIPO (Type Certificate Data Sheets):	XVII-Model S2R-T660, 1 PCLM (Restricted Category Only) *, Approved March 13, 2000 *See Note under Certification Basis for approved special purpose operations, Note 27 for patrolling, and Note 8 for two-place configuration. ENGINE: PT6A-65AG/-65AR/-65B PROPELLER: For PT6A-65AG/-65AR/-65B: Hartzell HC-B5MP-3F propeller, constant speed, feathering and reversing; Hub Model HC-B5MP-3F with Blade Model M11276NS Diameter 115.2 inches maximum, 114.7 inches minimum.

Unidad Administrativa Especial de Aeronáutica Civil

REPORTE DE ACEPTACIÓN DE CERTIFICADO DE TIPO

(Type Certificate Acceptance Report) - Page 15 of 24

	14CFR Part 23 except those regulations found inappropriate for restricted category agricultural airplanes as listed in FAA Advisory Circular 21.25-1, dated December 1, 1997, and compliance with regulations listed in FAA policy memorandum. The ER-445 T660 GW INCR Report was submitted, a document that was analyzed and approved by FAA that allows MTOW increases to 14,150 Lbs, under a special restriction. (VA rule), used by many agricultural aviation manufacturers
2. CARACTERISTICAS DE LA AERONAVE (Aircrafts description):	The S2R-T660 is a derivative of the S2RHG-T65. The major changes made to the S2RHG-T65 include a gross weight increase to 12,500 pounds using a larger 660 gallon capacity hopper, leaf spring main landing gear and larger tailwheel assembly, wing span increase from 44.5 feet to 54 feet using a new wing center section, fuselage lengthened by 28 inches, increased vertical stabilizer area and modified engine nacelle to mate with an altered firewall configuration. The powerplant is the P&W PT6A-60AG producing 1050 HP. Dual cockpit The T660 with dual cockpits, referred to subsequently as T660DC, will be the T660 configuration certified under Project Number TD7I63AT-A with the addition of the second cockpit and controls and other product improvement changes applicable to both single and dual cockpit configurations. The integration of the aft cockpit will be similar in form, fit, and function to the certified dual cockpit versions of the S2RHG-T65 and S2R-T34. Successful certification of the PT6A-65AG or the T660DC is proposed to substantiate this engine model also for the single cockpit model. Likewise, it is proposed that all engine models currently approved on the T660SC will retain certification on the T660DC without further tests. The initial T660DC certification effort addressed in this plan will be conducted with the airplane configured with the Transland gatebox and standard spray system equipped with the four-unit AU5000 Micronair system. Other configuration options will be certified under a separate plan.
3. Manual de Reparaciones Estructurales. (Structural Repair Manual):	In a letter dated July 18, 2024, Thrush Aircraft LLC states that it does not have a Structural Repair Manual for the S2R-T660 aircraft. When any reference is required to carry out structural repairs, the use of AC-43-13-1B is recommended, in case the operator cannot find a reference in the AC, Thrush provides engineering services
4. Nivel Equivalente se Seguridad. (Equivalent level of Safety (ELOS))	In a letter dated July 18, 2024, Thrush Aircraft LLC reviewed ELOS AC-04-05 determining that the document does not affect the S2R-T660 model or any of the models currently in production, its application is in the model S2RHG-T65, so it is not relevant to the ongoing process.
5. Acceso a la Información de Aeronavegabilidad Continuada vigente. (Access to current Continued Airworthiness Information).	Veryon Technical Publications Punto Focal en la Aerocivil: Ing Jairo Sora Torres Technical Publications users can access the latest and most current Veryon library information (Thrush Aircraft)
6. BOLETINES DE SERVICIO, (Service Bulletins):	Veryon Technical Publications
7. DIRECTIVAS DE AERONAVEGABILIDAD (Airworthiness Directives):	Veryon Technical Publications FAA web page Thrush Document: FAA Airworthiness Directive Compliance Record
8. Expédiente del proceso. (Medio digital). Process file. (Digital media)	L:\4004-Gp Certif Productos Aeronauticos\2024\47.020 Procesos de certificación de aeronaves\Aceptacion Validación TC The checkList LV21-16-MIA (LISTA DE VERIFICACIÓN LV21-16-MIA EVALUACION DE LA SOLICITUD DE ACEPTACIÓN DE UN CERTIFICADO DE TIPO) was completed and attached to the process.

APENDICE 2 - ADJUNTOS (APPENDIX 2 - ATTACHMENTS)

Los siguientes documentos son adjuntos de este informe:
The following documents are attached to this report:

- ☒ Copia del Certificado Tipo FAA, Numero A4SW.
Copy of FAA Type Certificate and TCDS Number A4SW.
- ☒ Copia de la Hoja de Datos del Certificado Tipo para el motor FAA Numero E4EA (Pratt & Whitney PT6A-65AG).
Copy of FAA Engine Type Certificate, Number E4EA (Pratt & Whitney PT6A-65AG).
- Copia del Certificado Tipo para la hélice FAA Numero P44GL (Hartzell HC-B5MP-3F).
Copy of FAA Propeller Type Certificate, Number P44GL (Hartzell HC-B5MP-3F).
- ☒ Otros (*Others*): Airplane Drawing Three Views, form RAC-8110-12, FAA letter, etc.

Firmas (Signatures)



.....
Jairo Sora Torres
TC acceptance project leader
(Aerocivil - Engineer CPA Group)



.....
Edgar L. Cadena
(Aerocivil - Engineer CPA Group)



.....
David Fernando Muñoz
Jefe de Grupo CPA – Aerocivil
(Chief Aeronautical Products
Certification Group)

Dated: August 9th, 2024

Airplane Type Certificate.

	<i>United States of America</i> <i>Department of Transportation</i> <i>Federal Aviation Administration</i> Type Certificate Restricted Aircraft Number: A4SW					
<i>This certificate issued to:</i> Thrush Aircraft, LLC 300 Old Pretoria Rd. Albany, GA 31721						
<i>Certifies that the type design for the following product with the operating limitations and conditions therefore as specified in the Federal Aviation Regulations and the Type Certificate Data Sheet meets the airworthiness requirements of Part 23 of the Federal Aviation Regulations (and Part 3 of the Civil Air Regulations (CAR) or CAR 3 for earlier models):</i>						
Airplane Models 600 S-2D, S-2R, S2R-T34, S2R-T15, S2R-T11, S2R-R3S, S2R-RJ340, S2R-RJ820, S2R-T63, S2RHG-T63, S2R-T45, S2R-G6, S2R-G10, S2R-G3, S2R-G1, S2RHG-T34, S2R-T660, S2R-H80 and S2R-510						
<i>This certificate, and the Type Certificate Data Sheet which is a part hereof, shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.</i>						
<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"><i>Date of Application:</i> May 10, 1963</td> <td style="width: 50%;"><i>Date Reissued:</i> See page 3 for approval dates.</td> </tr> <tr> <td><i>Date of Issuance:</i> November 1, 1965</td> <td><i>Date Amended:</i> See page 3 for approval dates.</td> </tr> </table>			<i>Date of Application:</i> May 10, 1963	<i>Date Reissued:</i> See page 3 for approval dates.	<i>Date of Issuance:</i> November 1, 1965	<i>Date Amended:</i> See page 3 for approval dates.
<i>Date of Application:</i> May 10, 1963	<i>Date Reissued:</i> See page 3 for approval dates.					
<i>Date of Issuance:</i> November 1, 1965	<i>Date Amended:</i> See page 3 for approval dates.					
<i>By Direction of the Administrator</i> CHRISTINA M UNDERWOOD Signature _____ Digitally signed by CHRISTINA M UNDERWOOD Date: 2022.06.06 16:21:18 +0400						
<i>Title:</i> Christina M. Underwood Manager, Atlanta ACO Branch						
Any alteration of this certificate and/or the Type Certificate Data Sheet is punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with Title 14 of the Code of Federal Regulations, part 21, section 21.47 (24 CFR 21.47). A transfer must be endorsed as provided on the reverse hereof. A Type Certificate holder who allows a person to use the Type Certificate to manufacture a new aircraft, aircraft engine, or propeller must provide that person with a written licensing agreement acceptable to the FAA. (Ref. 14 CFR 21.55).						
FAA Form 8110-9 (2/14)		Page 5 of 3				

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Airplane Type Certificate Data Sheet.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A4SW Rev. No. 43 THRUSH AIRCRAFT, LLC. (Snow, Rockwell, Ayres)		
600 S-2D	S2R-R1340	S2R-G10
S2R	S2R-R1820	S2R-G5
S2R-T34	S2R-T65	S2R-G1
S2R-T15	S2RHG-T65	S2RHG-T34
S2R-R3S	S2R-T45	S2R-T660
S2R-T11	S2R-G6	S2R-H80
S2R-S10		
May 07, 2024		

TYPE CERTIFICATE DATA SHEET NO. A4SW

This data sheet which is a part of Type Certificate No. A4SW, prescribes conditions and limitations under which the product, for which the type certificate was issued, meets the airworthiness requirements of the Civil Air Regulations (CAR) or later Code of Federal Regulations (CFR).

Type Certificate Holder Thrush Aircraft, LLC.
300 Old Pretoria Road
Albany, Georgia 31721

Type Certificate Holder Record Snow Aeronautical Company transferred TC to North American Rockwell Corporation on February 18, 1970
North American Rockwell Corporation transferred TC to Rockwell International, Albany Aircraft Division on April 3, 1973
Rockwell International, Albany Aircraft Division transferred TC to Rockwell International, Commander Aircraft Division on July 27, 1973
Rockwell International, Commander Aircraft Division transferred TC to Ayres Corporation on November 28, 1977
Ayres Corporation transferred TC to Quality Aerospace on November 26, 2001
Quality Aerospace transferred TC to Thrush Aircraft, Inc. on July 9, 2003
Thrush Aircraft, Inc transferred TC to Thrush Aircraft, LLC on November 5, 2019

I-Model 600 S-2D 1 PCLM (Restricted Category Only). Approved November 1, 1965

Engine Pratt & Whitney WASP R-1340-AN-1 (S3H1 Commercial designation) with carburetor parts list settings 395118-3 or A-18639-7

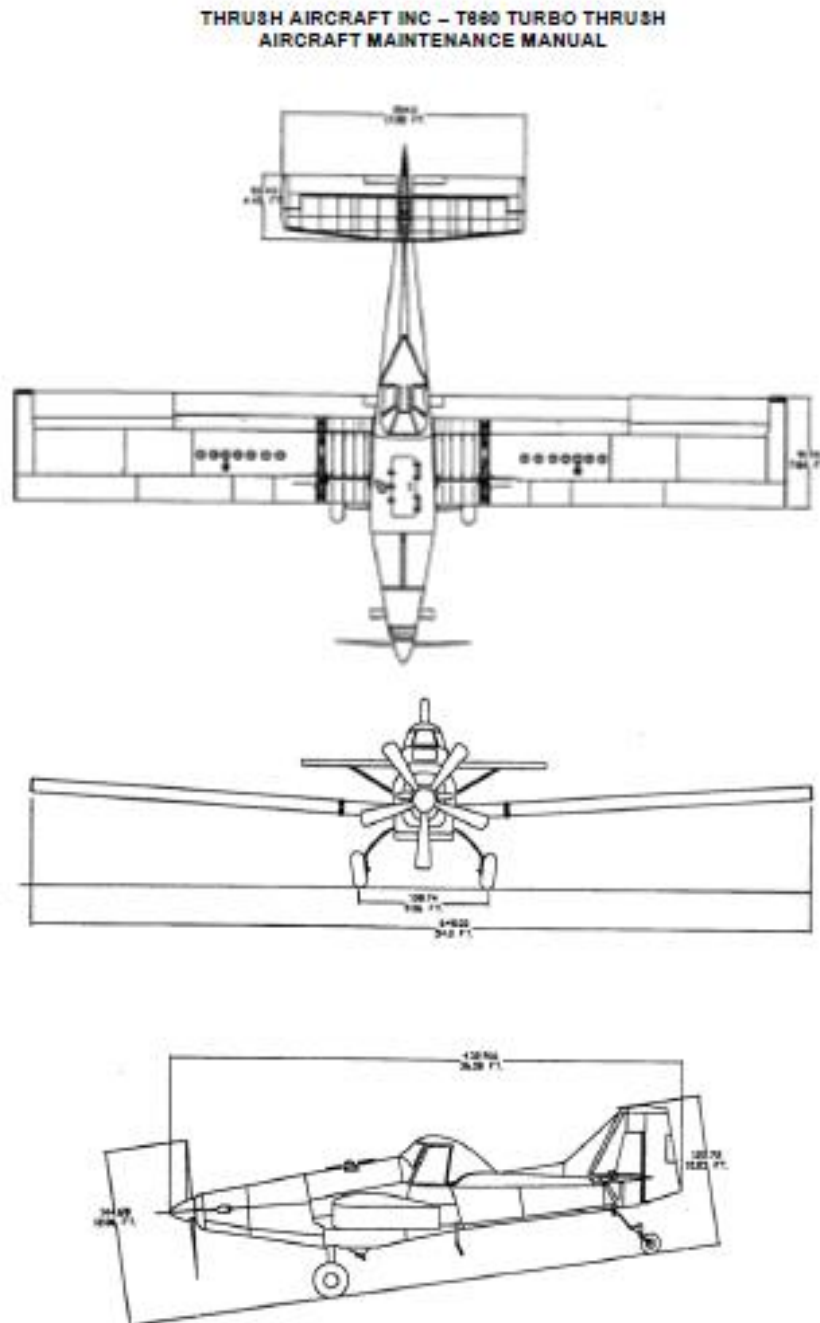
Fuel 80/87 minimum grade aviation gasoline

Engine Limits

	H.P.	R.P.M.	M.P.(In. Hg.)	ALT.
Takeoff	600	2,250	36.0	S.L.
Max. Continuous	550	2,200	34.0	S.L.
Max. Continuous	550	2,200	32.5	5,000

Page No.	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17
Rev. No.	41	36	36	36	37	37	37	29	36	29	29	29	29	36	29	31	29
Page No.	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
Rev. No.	29	29	33	29	29	36	29	36	35	35	35	36	33	35	34	42	43
Page No.	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51
Rev. No.	41	40	36	28	31	33	36	43	37	43	37	36	37	37	36	36	36
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Rev. No.	36																

Airplane Drawing Three Views.



Aerocivil form RAC-8110-12 (Application)

Unidad Administrativa Especial de Aeronáutica Civil
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 AERONÁUTICA CIVIL DE COLOMBIA UNIDAD ADMINISTRATIVA ESPECIAL Principio de Procedencia: 5102.109	FORMATO Título: SOLICITUD PARA CERTIFICACION DE DISEÑO (TC, STC), ENMIENDA / MODIFICACIÓN AL CERTIFICADO TIPO, CONVALIDACIÓN DE CERTIFICADO TIPO, APROBACION DE PRODUCCION (PC, PMA, TSOA, PRODUCCION BAJO TC SOLAMENTE) APPLICATION FOR DESIGN CERTIFICATION (TC, STC), AMENDMENT / MODIFICATION TO TYPE CERTIFICATE (TC), VALIDATION OF TYPE CERTIFICATE, PRODUCTION APPROVAL (PC, PMA, TSOA, PRODUCTION UNDER TC ONLY)
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FECHA Y NUMERO DE RADICADO (DATE & RADICATION NUMBER)					
I. DATOS DEL SOLICITANTE (Representante Legal) (APPLICANT INFORMATION (Legal Representative))					
EMPRESA / NOMBRE (COMPANY NAME): Thrush Aircraft LLC		DOCUMENTO DE IDENTIDAD (IDENTITY DOCUMENT) CC ☐ CE ☐ PASAPORTE ☐ MIT ☐ No.			
DIRECCIÓN (ADDRESS): 300 Old Pretoria Road		TELÉFONO / FAX (PHONE / FAX): 229-883-1440			
PAIS (COUNTRY): US	DPTO/ESTADO/PROVINCIA (STATE): Georgia	CIUDAD (CITY): Albany			
II. APLICABILIDAD (APPLICABILITY)					
A. APLICA PARA (APPLICATION MADE FOR):			B. PRODUCTO INVOLUCRADO (PRODUCT INVOLVED):		
☒ Certificado de Tipo (Type Certificate TC) ☐ Enmienda o Modificación al TC (Amendment or Modification TC) ☐ Certificado de Tipo suplementario (Supplemental Type Certificate STC) ☐ Convalidación al TC (Validation of TC)			☐ Producción Bajo Certificado De Tipo Solamente (Production under Type Certificate Only) ☐ Certificado de Producción (Production Certificate PC) ☐ Aprobación de Fabricación de Partes (Parts Manufacturer Approval (PMA)) ☐ Autorización para producción de acuerdo con un TSO (Authorization TSO (TSOA))		
☒ AERONAVE (AIRFRAME) ☐ MOTOR (ENGINE) ☐ HELICE (PROPELLER) ☐ PARTES (COMPONENTE) (PARTS/APPLIANCES)					
1. CERTIFICADO TIPO / ENMIENDA O MODIFICACION AL TC / CONVALIDACION DEL TC (complete el ítem 1a al 1c como aplique) (TYPE CERTIFICATE / AMMENDMENT OR MODIFICATION TO THE TC / VALIDATION OF TC (Complete items 1a to 1c as applicable))					
a. Designación de Modelo (s). Para CT / Enmienda o Modificación al TC: Todos los modelos listados, serán completamente descritos con los datos técnicos requeridos, incluyendo los planos que representan el diseño, materiales, especificaciones, construcción y performance de la aeronave, motor de la aeronave y hélice, el cual es sujeto de esta aplicación (Lo anterior de conformidad con lo estipulado en la parte novena numerales 9.2.2.2 y 9.2.5 de los RAC). Para Convalidación de CT: listar los modelos y sub-modelos a los que aplique (Lo anterior de conformidad con lo estipulado en la parte novena numerales 9.1 numeral d y 9.2.3 de los RAC). (Model Designation(s). For TC / Amendment or Modification for TC: all models listed are to be completely described in the required technical data, including drawings representing the design, material, specifications, construction, and performance of the aircraft, aircraft engine, propeller which is the subject of this application, in accordance with 9.2.2.2 and 9.2.5 of the RAC. For Validation of the TC, list all models and sub-models as applicable, in accordance with 9th part of RAC numeral 9.1 paragraph d and 9.2.3d) S2R-7660, S2R-510					
b. Descripción del cambio al Diseño Tipo (Adjunte la información requerida) (Description of modification to Type Design (Attach required information))			c. TC No.:		

Clave: RAC- 8110-12
 Versión: 04
 Fecha: 22/10/2012
 Página: 1 de 2

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 AERONÁUTICA CIVIL DE COLOMBIA UNIDAD ADMINISTRATIVA ESPECIAL Principio de Procedencia: 5102.109		FORMATO	
		Título: SOLICITUD PARA CERTIFICACION DE DISEÑO (TC, STC), ENMIENDA / MODIFICACIÓN AL CERTIFICADO TIPO, CONVALIDACIÓN DE CERTIFICADO TIPO, APROBACION DE PRODUCCION (PC, PMA, TSOA, PRODUCCION BAJO TC SOLAMENTE) APPLICATION FOR DESIGN CERTIFICATION (TC, STC), AMENDMENT / MODIFICATION TO TYPE CERTIFICATE (TC), VALIDATION OF TYPE CERTIFICATE, PRODUCTION APPROVAL (PC, PMA, TSOA, PRODUCTION UNDER TC ONLY)	
2. CERTIFICACIÓN DE PRODUCCIÓN PC: (Completar ítem 2a al 2c. Suministre con esta forma, una copia del manual de control calidad o los cambios que cubra solo los nuevos productos, como es requerido en los RAC numerales 9.3.4.2 y 9.3.4.3. Para Aprobación de Fabricación de Partes o componentes (PMA o TSOA) suministre lo establecido en 9.3.5.3 o 9.3.6.3 según aplique y diligencie 2a y 2d. (PRODUCTION CERTIFICATE: (complete items 2a to 2c: submit with this form, in Manual form, one copy of quality control data or changes thereto covering new products, as required by applicable of RAC numerals 9.3.4.2 and 9.3.4.3). For PMA or TSOA complete item 2a and 2d, and submit with this form the documents as required by applicable RAC numerals 9.3.5.3 or 9.3.6.3)			
a. Dirección de la fabrica (Factory address):		b. La aplicación es para (Application is for) ☐ PC Nuevo (new Production Certificate) ☐ Adición al PC (escribir No. P.C.) (Additions to Production Certificate (Give PC No.)) ☐ Fabricación bajo TC (Manufacturing under TC)	
		No. PC	
c. El solicitante es poseedor o licenciario de un Certificado Tipo o de un Certificado Tipo Suplementario (Escriba el número del TC o del STC) (Applicant is holder of or a licensee under a Type Certificate or a Supplemental Type Certificate: (Attach evidence of licensing agreement and give certificate number))		TC / STC No.	
d. Descripción general parte o componente PMA/TSOA (PMA or TSOA Description)			
3. CERTIFICADO DE TIPO SUPLEMENTARIO (Complete los ítems 3a a 3d) (SUPPLEMENTAL TYPE CERTIFICATE (Complete items 3a-3d below))			
a. Marca y Modelo del producto a ser modificado (Make and model designation of product to be modified)			
b. Descripción de la modificación (Adjunte la información requerida) (Description of modification: (Attach additional information as required))			
c. ¿El certificado estará disponible para la venta o para uso de otra persona? Will data be available for sale or release to other persons? ☐ SI ☐ NO		d. ¿Las parte serán fabricadas para la venta? Will parts be manufactured for sale? ☐ SI ☐ NO	
III. CERTIFICACIÓN – Yo certifico que la información de esta declaración es verdadera. (CERTIFICATION - I certify that the above statements are true)			
Nombre y Firma del Solicitante (Signature of Certifying Official)  David E. Yarbrough		Cargo / Empresa (Title) Director of Engineering	
		Fecha (Date) 2/14/2024	

Clave: RAC- 8110-12
Versión: 04
Fecha: 22/10/2012
Página: 2 de 2



THRUSH AIRCRAFT LLC 300 Old Pretoria Road Albany, Georgia 31721
PHONE: 229.883.1440 FAX: 229.439.9790 WEB: www.thrushaircraft.com

Federal Aviation Administration
Atlanta Aircraft Certification Office
107 Charles W. Grant Pkwy, Suite 201
Hapeville, GA 30354

Attn.: Mr. Rayaman Perez
Program Manager
Atlanta ACO, AIR-7A4

Dear Mr. Perez,

Thrush Aircraft, LLC is requesting your assistance in coordinating TAC validation for Thrush models S2R-510 and S2R-T660 with the Civil Aviation Authority of Columbia. To accompany this request, we are including an application for the type certificate as well as our most recent TC and TCDS.

Should you have any questions or require additional information, please feel free to contact me.

Respectfully,

Tiffany Vicks
Certification Administrator
Thrush Aircraft, LLC

AA letter (Application)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aircraft Certification Service
Compliance & Airworthiness Division

East Certification Branch
1701 Columbia Ave.
College Park, Georgia 30337

February 23, 2024

In Reply, Reference FAA Correspondence # 751-24-00150

Unidad Administrativa Especial de Aeronautica Civil (UAEAC)
Av. El Dorado No. 103-15
Bogota, D.C.
Colombia
Email: direccion.general@aerocivil.gov.co

Subject: Type Certificate (TC) Application for Validation of Thrush model S2R-T660
and S2R-510

Dear UAEAC:

Thrush Aircraft has requested assistance from the Federal Aviation Administration (FAA) in making application to Unidad Administrativa Especial de Aeronautica Civil (UAEAC) for approval of both model S2R-T660 and model S2R-510 aircraft.

The FAA completed its domestic certification of the subject model aircraft and issued FAA Type Certificate A4SW on June 08, 2022. A copy of the FAA Type Certificate and its data sheets are enclosed for your information.

Please send acknowledgement of this application to Ray Pérez at rayaman.a.perez@faa.gov.

For further assistance, please contact Ray Pérez at rayaman.a.perez@faa.gov.

Sincerely,

ROBERT P
CAPEZZUTO

Digitally signed by
ROBERT P CAPEZZUTO
Date: 2024.02.23
15:02:22 -05'00'

for Christina M. Underwood
Manager, East Certification Branch
Compliance & Airworthiness Division
Aircraft Certification Service

Enclosure(s):

1. FAA Type Certification
2. FAA TCDS A4SW Rev 42
3. Clave: RAC-8110-12



https://www.faa.gov/air_traffic/publications/atpubs/aip_html/part1_gen_section_1.7.html

faa.gov/air_traffic/publications/atpubs/aip_html/part1_gen_section_1.7.html

Favorites administrados Dynamic Regulatory... Consultas en línea A... LII 14 CFR Part 23 - PA...

AIP Search the AIM AIP by Parts

AIP by Topic

- GENERAL
- EN ROUTE
- AERODROMES
 - Appendix 1. ATS ROUTES
 - Appendix 2. FAA Form 7233-4 - International Flight Plan
- Pilot/Controller Glossary

GENERAL / NATIONAL REGULATIONS AND REQUIREMENTS / Differences From ICAO Standards, Recommended Practices and Procedures

	UNLESS THE U.S. REGULATIONS DO NOT ADDRESS THE EFFECT OF VISIBILITY ON OBSERVERS. HOWEVER, VISIBILITY TO OTHER PILOTS AND THE LIGHTS' AFFECT ON THE FLIGHT CREW IS ADDRESSED.
<i>Part IVB</i>	
Chapter 6	Systems and Equipment
6.5	U.S. regulations do not address electromagnetic interference from external sources. High Intensity Radiated Fields (HIRF) are addressed by Special Conditions but only for flight critical systems, not flight essential systems.
PART V Small Aeroplanes	
Chapter 8	Crashworthiness and Cabin Safety
8.5 (e)	The FAA provides requirements for emergency lighting systems in 14CFR 23.812. These requirements do not address the impact of the fuel spillage on emergency lighting systems. Only commuter category airplanes are required to install emergency lighting systems
ANNEX 9 - FACILITATION	