
Type Acceptance Report

TAR 0/21B/16 – Revision 1

Short SD3-60

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Executive Summary

New Zealand Type Acceptance has been granted to the Short SD3-60 Series based on validation of UKCAA Type Certificate BA11 and FAA Type Certificate A41EU. There are no special requirements for import.

Applicability is currently limited to the Models and/or serial numbers detailed in Appendix 1, which are now eligible for the issue of an Airworthiness Certificate in the Standard Category in accordance with NZCAR §21.177, subject to any outstanding New Zealand operational requirements being met. (See Section 5 of this report for a review of compliance of the basic type design with the operating Rules.) Additional variants or serial numbers approved under the foreign type certificate can become type accepted after supply of the applicable documentation, in accordance with the provisions of NZCAR §21.43(c).

1. Introduction

This report details the basis on which Type Acceptance Certificate No.0/21B/16 was granted in the Standard Category in accordance with NZCAR Part 21 Subpart B.

Specifically the report aims to:

- (a) Specify the foreign type certificate and associated airworthiness design standard used for type acceptance of the models in New Zealand; and
- (b) Identify any special conditions for import applicable to any models covered by the Type Acceptance Certificate; and
- (c) Identify any additional requirements which must be complied with prior to the issue of a NZ Airworthiness Certificate or for any subsequent operations.

All models covered by the type acceptance certificate issued under Part 21B are listed in Section 2 of this report.

2. ICAO Type Certificate Details

| | | |
|--------------------|--|--|
| Manufacturer: | Short Brothers PLC | |
| Type Certificate: | BA11 | A41EU |
| Issued by: | UK Civil Aviation Authority | Federal Aviation Administration |
| Model(s): | SD3-60 Variant 100 | SD3-60 Variant 200 |
| MCTOW | 26,000 lb [11,793 kg] 26,453 lb [11,999 kg](Mod 7544) 27,100 lb [12,292 kg](Mod A8096) | 26,000 lb [11,793 kg] 26,453 lb [11,999 kg](Mod 7544) 27,100 lb [12,292 kg](Mod A8096) |
| Max. No. of Seats: | 43 Occupants | 39 Passengers (plus crew) |
| Engines: | Pratt & Whitney Canada PT6A-65R/-65AR (SB Mod 7543) | |
| | Type Certificate: | E12 (FAA E4EA) |
| | Issued by: | Transport Canada |

Pratt & Whitney Canada PT6A-67R (SB Mod A8077)

Type Certificate: E21 (FAA E26NE)

Issued by: Transport Canada

Propellers: Hartzell HC-B5MP-3C/M10876ASK (PT6A-65R or -65AR)

Type Certificate: P44GL

Issued by: Federal Aviation Administration

Hartzell HC-A6A-3/A10460E (post SB Mod A8059) (PT6A-67R)

Type Certificate: P14NE

Issued by: Federal Aviation Administration

3. Type Acceptance Details

The application for New Zealand type acceptance was from Royal Tongan Airlines dated 26th January 2000. The airline has imported a Variant 100 serial number SH 3693 for operation on the Tongan Register as A3-BFK, but has contracted the CAA to provide certification services. (The SD3-60 comes in four variants, depending on which was the type certificating country.)

Type Acceptance Certificate No. 0/21B/16 was granted on 3 April 2000.

The Shorts SD3-60 “360” is a stretched version of the SD3-30 “330” commuter aircraft with a three-foot plug forward of the wing and more powerful PT6A-65R/AR engines. The other major change is the adoption of a conventional single tail. The prototype 360 s/n SH.3600 flew on 1st June 1981 and the final production aircraft was s/n SH.3764. (The 330 was itself derived from the Model SC.7 Skyvan/Skyliner 22-seat aircraft, by means of an extended fuselage, wings and struts, PT6A-45 engines and an undercarriage that retracted into enlarged sidepods.)

SH3693 was delivered in 1986 as a Variant 200. From April 1997 it was operated in the Bahamas under UK CAA jurisdiction and was supplied with a Variant 100 Flight Manual by Shorts. (Service Bulletin SB360-25-54 covers conversion of a Variant 200 to a Variant 100, and was raised to Rev.2 Mar.2000 to include s/n SH3693.) The changes are minor, involving replacement of the (internal and external) dataplates, emergency exit notices and emergency “Break-In Markings”, ASI and airspeed limitations placard and the Flight Manual.

This Report was raised to Revision 1 to include the SD3-60 Variant 200, and to update the format of the report. Aircraft serial number SH3693 was exported from Tonga to American Samoa in 2005, converted back to a Variant 200, and placed on the US civil aircraft register. The aircraft was subsequently imported into Samoa by South Pacific Express Ltd, who have proposed keeping it as a Variant 200 to maintain commonality with the operating procedures the crews are familiar with.

4. NZCAR §21.43 Data Requirements

The type data requirements of NZCAR Part 21B Para §21.43 have been satisfied by supply of the following documents, or were already held by the CAA:

(1) ICAO Type certificate:

UK CAA Aircraft Type Certificate No. BA 11 for Type SD 3 issued 9 February 1976
 UK CAA Type Certificate Data Sheet No.BA11 – Issue 13, March 2006
 FAA Type Certificate Data Sheet A41EU at Revision 13 dated 21 March 2007
 Transport Canada TCDS No. E12 for P&WC PT6A Series at Issue 20 dated May 23, 2007
 FAA Type Certificate Data Sheet E4EA at Revision 24 dated 21 June 2007
 Transport Canada TCDS No. E21 for P&WC PT6A Series at Issue 15 dated September 20, 2007
 FAA Type Certificate Data Sheet E26NE at Revision 13 dated 19 November 2007
 FAA TCDS No. P44GL for Hartzell HC-B5M at Revision 11 dated December 19, 2006
 FAA TCDS No P14NE for Hartzell HC-A6A at Revision 1 dated 10 August 1990

Airworthiness design requirements:

(i) *Airworthiness Design Standards:*

The certification basis of the Shorts SD3-60 is BCAR Sections C (Engines and Propellers) at Issue 7, D (Aeroplanes) Issue 13, J (Electrical) at Issue 3, N (Noise) at Issue 2 and R (Radio) at Issue 4, plus BCAR Blue Papers and BCAR Preliminary and Working Draft Papers as detailed in the TCDS. FAA certification is to Part 25 including Amendments 25-1 through 25-34, and Special Conditions No.25-70.EU22 with Amendment 1 dated 11 June 1976. SFAR 27 effective 1 January 1975.

This is an acceptable certification basis in accordance with NZCAR Part 21B Para §21.41, as BCAR Section D is equivalent to FAR Part 25 which is the basic standard for Transport Category Airplanes called up under Part 21 Appendix C. There are no non-compliances and no special conditions have been prescribed by the Director under §21.23.

Special Conditions:

FAA Docket No.15779 - Special Conditions No. 25-70-EU-22 for Short Model SD3-30
 These included Engine Ignition System and Operation without Normal Electrical Power for 5 min.s VFR. Amendment 1 specified minimum climb gradient with the APC system failed, prescribes system reliability and status monitoring requirements and mandates installation of an independent engine failure warning.

(ii) *Equivalent Level of Safety Findings:*

UK CAA Letter 9/30/10GJ dated 12th August 1982 – Omission of DV Window
 Equivalent safety was granted on the basis of having an openable sidewindow, and because the main flight deck windscreens are shatterproof and have satisfactory resistance to damage from bird impact.

(iii) *Airworthiness Limitations:*

Chapter 5 of the Maintenance Manual 360/MM.

(2) Aircraft Noise and Engine Emission Standards:

Noise Standard: FAR 36 including Amendments 36-1 through 36-20

(3) Certification Compliance Listing:

Short Brothers PLC – SD3-60 CAA/FAA Compliance Check List
Doc. Ref. SD3-60-CCL-001 at Issue 4 dated November 1990

(4) Flight Manuals:

UK CAA-Approved Flight Manual for the SD3-60 Variant 100
Short Brothers PLC Document No. SB.4.7 - CAA Accepted as AIR 2692

UK CAA and FAA-Approved Flight Manual for the SD3-60 Variant 200
Short Brothers PLC Document No. SB.4.6 - CAA Accepted as AIR 3035

Operating Data for Aircraft, Engine and Propeller:

(i) *Maintenance Manual:*

Shorts SD3-60 Maintenance Manual – (Rev 31) (CD Issue 2 July 2003)
Shorts SD3-60 Maintenance programme – (Rev 10) (CD Issue 2 July 2003)
PT6A-65B/R/AR/AG Maintenance Manual P/N 3032842
Hartzell Five-Blade (HC-B5M series) Overhaul Manual No. 132A

(ii) *Current service Information:*

Shorts SD3-60 Information Letters and Service Bulletins – Microfiche
PT6A-65B/R/AG Series Service Bulletins Spare Parts Bulletins and Service
Information Letters
Propeller Owner's Manual Series HC-B3, B4, B5M, A3 Series Manual No. 139

(iii) *Illustrated Parts Catalogue:*

Shorts SD3-60 IPC – (Rev 15) (CD Issue 2 July 2003)
PT6A-65AG/AR/B/R Parts Catalog P/N 3032844

(5) Agreement from manufacturer to supply updates of data in (5), and (6):

CAA 2171 form from Short Bros Head of Tech. Pubs and Maint dated 15/3/00
Email from L. Rutherford, P & WC Publications dated 23 March 2000.

(6) Other information:

Shorts SD3-60 Crew Manual – Publication Ref. 360/CM
Short Brothers PLC CAA Approved MMEL
Operational and Maintenance Procedures (MMEL) – Publication Ref SD3/O&MP
Shorts SD3-60 Type Specification Ref. SD360-127 – Issue 6 dated July 1985

5. Additional New Zealand Requirements

Compliance with the retrospective airworthiness requirements of NZCAR Part 26 is a prerequisite for the grant of a type acceptance certificate.

Civil Aviation Rules Part 26

Subpart B - Additional Airworthiness Requirements

Appendix B - All Aircraft

| PARA: | REQUIREMENT: | MEANS OF COMPLIANCE: |
|-------|---|--|
| B.1 | Marking of Doors and Emergency Exits | BCAR Section D Chapter D4-3 paragraph 4.2.7(c) and (e) |
| B.2 | Crew Protection Requirements - CAM 8 Appdx. B # .35 | Agricultural Aircraft – <i>Not Applicable</i> |

Appendix C - Air Transport Aircraft - More than 9 Pax

| PARA: | REQUIREMENT: | MEANS OF COMPLIANCE: |
|-------|--|---|
| C.1 | Doors and Exits | BCAR Section D Chapter D4-3 paragraph 4.1 |
| C.2.1 | Additional Emergency Exits - per FAR 23.807(b) @ 10.5.93 | Sub-paragraph (3) applies (FAR Part 25 certificated) |
| C.2.2 | Emergency Exit Evacuation Equipment – Descent means | N/A – No overwing exits or exits more than 2m from ground |
| C.2.3 | Emergency Exit Interior Marking - Size/self-illuminating | BCAR Section D Chapter D4-3 paragraph 4.4.2(a) |
| C.3.1 | Landing Gear Aural Warning - Automatic Flap Linking | BCAR Section D Chapter D4-5 paragraph 2.4 |

Appendix D - Air Transport Aircraft - More than 19 Pax

| PARA: | REQUIREMENT: | MEANS OF COMPLIANCE: |
|--------|--|---|
| D.1.1 | Exit Types - Shall be per FAR 25.807 @ 29.03.93 | Shorts SD3-60 is type certificated to FAR Part 25 |
| D.1.2 | Floor Level Exits – Definition | Shorts SD3-60 is type certificated to FAR Part 25 |
| D.2.1 | Additional Emergency Exits - Must meet requirements | SD3-60 is FAR 25 type certificated – No ventral/tailcone exits |
| D.2.2 | Emergency Exit Access - All Required Exits must have: Passageway unobstructed 500mm wide between areas and leading to a Type I or II Exit; Crew assist space; Access to Type III or IV Exit is unobstructed Internal doors must be able to be latched open – placarded | BCAR Section D Chapter D4-3 paragraph 4.2.5(a) BCAR Section D Chapter D4-3 paragraph 4.2.5(c) BCAR Section D Chapter D4-3 paragraph 4.2.5(d) BCAR Section D Chapter D4-3 paragraph 4.2.5(e) and (f) BCAR Section D Chapter D4-3 paragraph 4.2.5(g) |
| D.2.3 | Emergency Exit Operating Handles - Markings/Lighting | BCAR Section D Chapter D4-3 paragraph 4.2.7(d) |
| D.2.4 | Emergency Exit Evacuation Equipment – Descent means | BCAR Section D Chapter D4-3 paragraph 4.3.1 |
| D.2.5 | Emergency Exit Escape Route - Must be slip resistant | BCAR Section D Chapter D4-3 paragraph 4.3.2 |
| D.2.6 | Emergency Lightning (a) Switch Provisions; Uninterrupted Power; Last 10 min. (b) Descent Illumination - Automatic and Independent | BCAR Section D Chapter D4-3 paragraph 4.4.8 BCAR Section D Chapter D4-3 paragraph 4.4.5 |
| D.2.7 | Emergency Interior Lighting - independent supply; min. illumination; incl. floor proximity escape path markings | BCAR Section D Chapter D4-3 paragraph 4.4.3 Compliance with CAA Airworthiness Notice No.58 is basic on SH 3699 and sub. (See Shorts Declaration of Design and Performance ES/Misc/61) Shorts SB SD360-33-14 introduced floor path lighting for earlier aircraft. |
| D.2.8 | Emergency Exterior Lighting - in effect 30.04.72 or later | Shorts SD3-60 type certificated after 1 May 1972 |
| D.2.9 | Emergency Exit Interior Marking - Clear; instructions Location signs above routes, by exits, on bulkheads Meet provisions in effect 30 April 1972, or later Minimum brightness 250 microlamberts | BCAR Section D Chapter D4-3 paragraph 4.2.7(a) BCAR Section D Chapter D4-3 paragraph 4.2.7(c) Shorts SD3-60 type certificated after 1 May 1972 BCAR Section D Chapter D4-3 paragraph 4.4.2(a)(ii) |
| D.2.10 | Emergency Exit Exterior Markings - 2” contrasting band; opening instructions in red or bright chrome yellow; | BCAR Section D Chapter D4-3 paragraph 4.2.7(e)(ii) BCAR Section D Chapter D4-3 paragraph 4.2.7(e)(iii) |
| D.3 | Lavatory Fire Protection - Placards; Exterior ashtray; Waste Bin - Sealed door; built-in fire extinguisher; smoke detector system with external warning | Complies from Serial Number SH 3716 and subsequent. For earlier aircraft Shorts Service Bulletin SD360-26-06 installs automatic fire extinguisher. |
| D.4 | Materials for Compartment Interiors - T/C after 1.01.58: (b) Manufactured 20/8/88 - 20/8/90 - Meet heat release requirements of FAR 25 at 20.08.86 increased to 100/100 Upon substantial replacement, meet FAR 25 @ 29.3.93 (c) Seat cushions (except flightdeck) must be fireblocked | Shorts SD3-60 type certificated after 1 January 1958: N/A to FoT aircraft – manufactured on March 1986 <i>To be complied with as applicable</i> Standard Aircraft Furnishings seats comply after 1987 (F suffix P/N.) For earlier seats Shorts SB SD360-25-06 covers retrofit. |
| D.5 | Cargo and Baggage Compartments - T/C after 1.01.58: (a) Each C or D compartment greater than 200 cu ft shall have liners of GFRS or meet FAR 25 in effect 29.03.93 (c) Liners shall be separate from the aircraft structure | Shorts SD3-60 type certificated after 1 January 1958: N/A – Forward and Aft (Class D) baggage compartments have volumes of 100 and 170 cu.ft., respectively. BCAR Section D Chapter D4-3 paragraph 6.2.1(c) |

Compliance with the following additional NZ operating requirements has been reviewed and were found to be covered by either the original certification requirements or the basic build standard of the aircraft, except as noted:

Civil Aviation Rules Part 91 Subpart F - Instrument and Equipment Requirements

| PARA: | REQUIREMENT: | MEANS OF COMPLIANCE: |
|-------------------------------|--|--|
| 91.505 | Shoulder Harness if Aerobatic; >10 pax; Flight Training | BCAR Section D Chapter D6-1 paragraph 5.11 Both pilots have inertial-reel harness – See SD360-127 §19.2.4.1 |
| 91.507 | Pax Information Signs - Smoking, safety belts fastened | BCAR Section D Chapter D4-3 paragraph 6.4.3 BCAR Section D Chapter D6-1 paragraph 5.12.1 |
| 91.509 Min. VFR | (1) ASI BCAR Chapter D6-1 para 4.1.1 - See Crew Manual §1-14 para 4 N/A (2) Machmeter BCAR Chapter D6-1 para 4.1.2 - See Crew Manual §1-14 para 2 (3) Altimeter BCAR Chapter D6-1 para 4.1.3 - See Crew Manual §1-14 para 7 (4) Magnetic Compass BCAR Chapter D6-1 para 4.2.1(b) (5) Fuel Contents BCAR Chapter D6-1 para 4.2.3(a) (6) Engine RPM BCAR Chapter D6-1 para 4.2.1(d) (7) Oil Pressure | (8) Coolant Temp N/A – Turbine powered (9) Oil Temperature BCAR Chapter D6-1 para 4.2.1(g) -See Crew Manual §1-16 para 9 (10) Manifold Pressure N/A – Turbine powered (11) Cylinder Head Temp. N/A – Turbine powered (12) Flap Position BCAR Chapter D4-8 para 3.2 (13) U/C Position BCAR Chapter D4-5 para 2.3 - See Crew Manual §1-12 para 2.C (14) Ammeter/Voltmeter Fitted as standard in Panel 4P – See Crew Man §1-04 para 1.B.6 N/A - (15) CO Meter |
| 91.511 Night | (1) Turn and Slip BCAR Chapter D6-1 para 6.1.3 (2) Position Lights BCAR Chapter D6-1 para 6.1.1 | (3) Anti-collision Lights BCAR Chapter D6-7 para 5 (4) Instrument Lighting BCAR Chapter D6-1 para 6.1.2 |
| 91.517 IFR | (1) Gyroscopic AH BCAR Chapter D6-1 para 6.3.2 HIS-70 fitted as std – See CM §1-14 (2) Gyroscopic DI BCAR Chapter D6-1 para 6.3.3 ADI-84A fitted as std – See CM §1-14 (3) Gyro Power Supply BCAR Chapter D6-1 para 6.3.4 (4) Sensitive Altimeter BCAR Chapter D6-1 para 6.3.5 | (5) OAT BCAR Chapter D6-1 para 6.3.9 - See Crew Manual §1-14 para 6 (6) Time in hr/min/sec BCAR Chapter D6-1 para 6.3.7 (7) ASI/Heated Pitot Fitted as std - See CM §1-10 para 7 (8) Rate of Climb/Descent BCAR Chapter D6-1 para 6.3.6 - See Crew Manual §1-14 para 3 |
| 91.519 | IFR Communication and Navigation Equipment | Dual Collins VHF-20 fitted as std – See SD360-127 §13.2.1 Dual Collins VIR-30 and single ADF-60 fitted as standard – See Type Specification SD360-127 Section 13.3 |
| 91.523 Emergency Eqpmt. | (a) More Than 10 pax - First Aid Kits per Table 7 - Fire Extinguishers per Table 8 (b) More than 20 pax - Axe readily acceptable to crew (c) More than 61 pax - Portable Megaphones per Table 9 | First Aid Kit fitted as standard – See SD360-127 §19.3.3.12 3 hand fire extinguishers fitted as std – See SD360-127 §17.3 Axe fitted as standard – See SD360-127 §19.2.5(ii) N/A – Maximum certificated number of occupants is 43 |
| 91.529 | ELT - TSO C91a after 1/4/97 (or replacement) | To be determined on an individual aircraft basis |
| 91.531 | Oxygen Indicators - Volume/Pressure/Delivery | No integrated oxygen system fitted as standard |
| 91.533 Unpress. A/c | >30 min above FL100 - Supplemental for crew, 10% Pax - Therapeutic for 3% of Pax Above FL100 - Supplemental for all Crew, Pax - Therapeutic for 1% of Pax - 120l PBE for each crew member | Maximum operating altitude of Shorts SD3-60 is 20,000 feet (Standard installation is a Scott '5500' 40-minute supply system, with masks for both pilots. A single Scott 'Executive' Mk.1 portable 185 min. unit is fitted in the cabin.) |
| 91.541 | SSR Transponder and Altitude Reporting Equipment | Dual Collins TDR-90 fitted as standard – See SD360-127 §13.3.4 |
| 91.543 | Altitude Alerting Device - Turbojet or Turbofan | N/A – Turboprop aircraft |
| 91.545 | Assigned Altitude Indicator | To be determined on an individual aircraft basis |
| A.15 | ELT Installation Requirements | To be determined on an individual aircraft basis |

Civil Aviation Rules Part 121 Subpart F - Instrument and Equipment Requirements

Note: Shorts SD3-60 is a Part 121 aircraft on the basis of Design payload = 3765 kg (8300 lb), and Maximum number of passengers = 39 (per FAA Type Certificate)

| PARA: | REQUIREMENT: | MEANS OF COMPLIANCE: |
|---------|--|--|
| 121.355 | Additional Instruments (Powerplant) | Aircraft certified to FAR Part 25 - a Part 21 Appendix C standard |
| 121.357 | Additional Equipment – (1) Windscreen Wiper or equiv. (2) Lockable door, (3) Available key, Placard - t/o & ldg | BCAR Section D Chapter D4-2 paragraph 3.1.3 To be determined on an individual aircraft basis |
| 121.359 | Night Flight - Landing Light, Light in each pax cabin | BCAR Section D Chapter D6-1 paragraphs 6.2.2 and 6.2.4 |

| | | | |
|---------|--|---|---|
| 121.361 | IFR Operations | (a) Second independent Speed, Altitude (b) Spare bulbs/fuses | Dual heated pitot fitted as standard – See SD360-127 §18.3 BCAR Section D Chapter D6-1 paragraph 4.3.3 |
| 121.363 | Flights over water | Liferafts | Operating Rule – Compliance to be determined by Operator |
| 121.365 | Emergency Equipment | Per §91.523 and EROPS kit | Operating Rule – Compliance to be determined by Operator |
| 121.367 | Protective Breathing Equipment (PBE) | TSO C99 cockpit equipment TSO C116 cabin equipment | Operating Rule – Compliance to be determined by Operator |
| 121.369 | Pax Address, Intercom | Meets FAR § 121.318 and 319. | Collins 346 Audio/PA system std fit - See SD360-127 §13.4/5 |
| 121.371 | Cockpit Voice Recorder – App. B.5 requires TSO C84/C123 | | Fairchild A-100A fitted as standard – See SD360-127 §13.1.1 |
| 121.373 | Flight Data Recorder - Appendix B.6 requires TSO C124 | | Plessey PV.1584G fitted as standard – See SD360-127 §13.1.1 |
| 121.375 | Additional Attitude Indicator | | Standby attitude gyro fitted as standard – See SD360-127 Fig.14.2 |
| 121.377 | Weather Radar - Appendix B.8 requires TSO C63 | | Collins WXR220 fitted as standard – See SD360-127 §13.3.5 |
| 121.379 | Ground Proximity Warning System Appendix B.9 requires TSO C92 | | Sundstrand Mk.2 fitted as standard – See SD360-127 §13.1.1 |
| 121.381 | TAWS Class A to TSO C151a or C151b | | To be determined on an individual aircraft basis |
| 121.383 | ACAS II to TSO C119b | | To be determined on an individual aircraft basis |

Attachments

The following documents form attachments to this report:

- Three-view drawing Short SD3-60
- Copy of CAA Type Certificate Data Sheet Number BA11
- Copy of FAA Type Certificate Data Sheet Number A41EU

Sign off

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Peter Gill
Airworthiness Engineer

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Checked – AWE
Date: 2 May 2008

Appendix 1

List of Type Accepted Variants:

| <i>Model:</i> | <i>Applicant:</i> | <i>CAA Work Request:</i> | <i>Date Granted:</i> |
|--------------------|---------------------------|--------------------------|----------------------|
| SD3-60 Variant 100 | Royal Tongan Airlines | 0/21B/16 | 3 April 2000 |
| SD3-60 Variant 200 | South Pacific Express Ltd | 8/21B/28 | 2 May 2008 |