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SERVICE BULLETIN: JSB 028-1
Issue: 1
Date: 29th October 2010
Subject: 4 Seat / 2 Seat Conversion (Kit Built Models)

Issue	Reason for Issue	Issue Status
1	Original Issue	CURRENT

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1 Applicability

The following kit-built / Amateur-Built Jabiru Aircraft models:

J200
J400
J230
J430
J450
J250

Notes:

- This Bulletin discusses the differences between 2 and 4 seat variants of the above mentioned models. **This document alone does not constitute approval to convert an aircraft from one configuration to another.**
- If such a change is being considered, owners must discuss the modifications and gain all necessary approvals through their local Airworthiness Authority or Authorities.
- In some countries (including South Africa) the local Airworthiness Authority also requires that the model designation be changed – i.e. from a J430 to J230. In these cases approval must be gained from the local Airworthiness Authority.

2 Background:

2.1 General

- For the information of owners, operators and airworthiness authorities this bulletin has been prepared to detail the differences between 2 and 4 seat variants of the Jabiru “J Series” of airframes.
- The J Series of aircraft began with the J400 – a 4-seat light aircraft designed for the amateur-built market. The J200 is a 2-seat spin-off of the J400. The 1153023 fuselage was originally developed for the J400 and is used in all current J Series models.
- For the purposes of this bulletin, the J Series is defined as any Jabiru Aircraft which uses fuselage part number 1153023. This fuselage can easily be recognized as it is the only Jabiru fuselage currently equipped from the factory with 3 doors. The models which currently use this fuselage are listed above.
- The rear seat back and rear seat pan are not a part of the primary structure of the aircraft and may be removed from 2-seat variants at the discretion of the owner/operator and the local airworthiness authority.
- Jabiru Aircraft has no objection to an aircraft being converted from 2 to 4 or from 4 to 2 seats provided that the change is carried out in accordance with approved data (such as the Jabiru Aircraft P/L Construction Manual). However, owners and operators must ensure that the change is acceptable to the local airworthiness authorities and all necessary approvals have been received before proceeding.

3 Details

- A 4-seat J Series is defined as any airframe based on the 1153023 fuselage which is equipped with:
 - i. A rear seat pan
 - ii. A rear seat back
 - iii. Rear seat belts (2)
 - iv. Rear seat belt hardpoints (6)
 - v. Rear seat headsets and jacks connecting to the audio system.
- A 2-seat J Series is defined as any airframe based on the 1153023 fuselage which is **NOT** equipped with:
 - i. Rear Seat Belts (2)
- A 2-seat J Series aircraft also has the option to remove (or not fit) the following:
 - i. The rear seat back
 - ii. The rear seat pan
 - iii. The Rear seat headsets and jacks connecting to the audio system.
- In a 2-seat J Series aircraft the rear seat belt hardpoints are used to attach the cargo tie-down restraints and so are required equipment.
- Figure 1 below shows a schematic side-view drawing of the 1153023 fuselage. On it are shown the rear seat pan and rear seat back.
- **Note:** Figure 1 also shows the “Cargo Shelf/FWD Bulkhead J200/J400”. This part is primary structure and must not be removed or modified.

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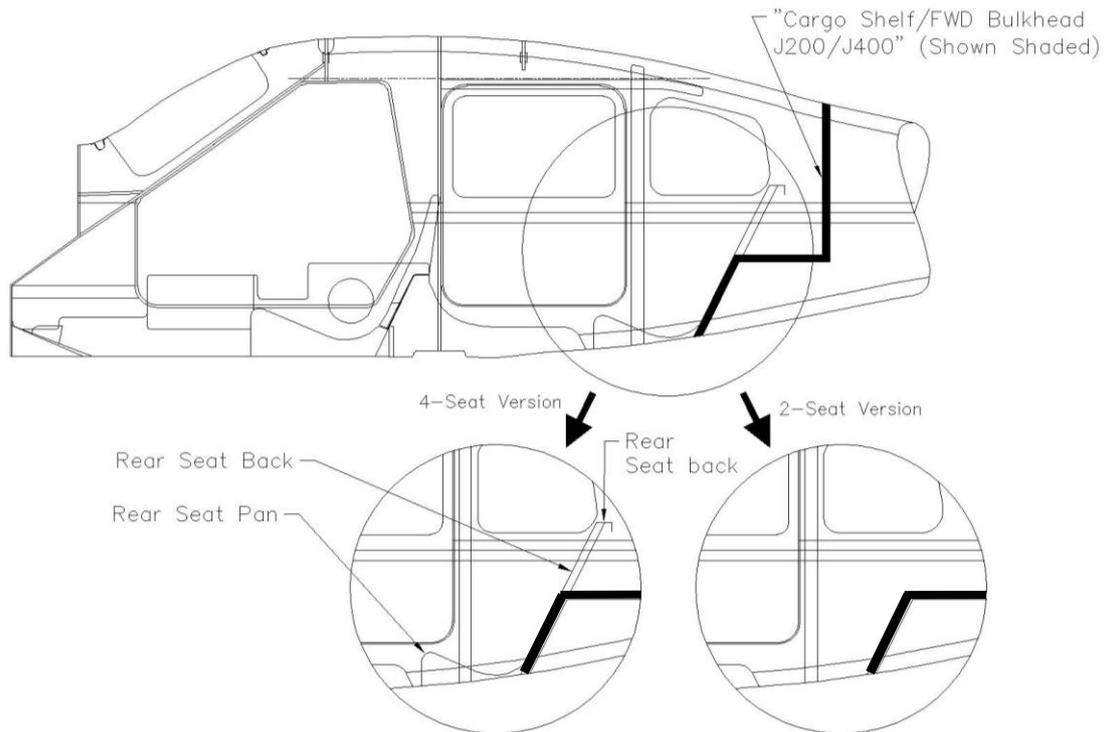


Figure 1 - Differences

4 Airworthiness Note:

- Any work carried out with reference to this Bulletin must be carried out by authorised personnel. For the aircraft detailed herein this may mean the owner, an RA-Aus Level 2 holder, a Licensed Aircraft Maintenance Engineer (LAME) or equivalent – as appropriate to the aircraft's registration and use.
- Changes to the number of seats fitted to an aircraft are likely to affect the category which the aircraft may be operated in. Owners and operators must ensure that any changes are approved by their local airworthiness authority before proceeding.
- If such a change is made to the aircraft, on completion of the work the authorised person must record details of the change in the aircraft's maintenance logbook. This note should include details of the work done, the date and the identity (including licence number where appropriate) of the person carrying out the work.