



# UNITED KINGDOM CIVIL AVIATION AUTHORITY

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## SPECIFIC AIRWORTHINESS SPECIFICATION (SAS)

NO. UK.SAS.A.0002

**For  
Gardan GY80 Horizon**

**GY80-150  
GY80-160  
GY80-150D  
GY80-160D  
GY80-180**

This Specific Airworthiness Specification (SAS) is issued in accordance with Regulation (EC) 216/2008 Article 20(1)(b) and Regulation (EU) 748/2021 Part 21, paragraph 21.A.173(b)(2) as retained (and amended in UK domestic law) under the European (Withdrawal) Act 2018 and amended by the Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019. This SAS is issued to allow for the issue of a Restricted Certificate of Airworthiness.

This Specific Airworthiness Specification replaces SAS No. EASA.SAS.A.075. The former Type Certificate Holder was:

**EADS SOCATA  
65921 TARBES  
Cedex 9  
FRANCE**  
Tel +33 (0)5 62 41 73 58; Fax +33 (0)5 62 41 74  
Website: <http://www.socata.eads.net>

## **SECTION 1: Aircraft Design Definition**

See Bureau Veritas Fiche de Navigabilité No 79 Edition 7 Avril 1978 with the following addition :

2-2. Hélices (version 160 HP)

Hartzell HC-A2VL-1

Note: Some aircraft on the French register had been considered as Annex I aircraft for several years by DGAC France but were then confirmed as EASA (now Non-Part 21) types. Because DGAC-F has used the technical content of the SAS as the basis for their approval and because DGAC-F was accredited to perform these certification activities under the control of EASA, EASA extended the applicable SAS to cover all changes and repairs approved by DGAC France up to 28th September 2009. This SAS has been retained as part of the UK's EU-exit and has been retained and amended to include applicable serial numbers that were not initially included.

## **SECTION 2: Airworthiness Directives**

OSAC Airworthiness Directives are published [here](#).

Use the search function under Manufacturer as 'SOCATA'. The following ADs are listed:

F-1967-040-012(a) – circulation essence  
F-1967-033-012(A) – Pot d'échappement  
F-1967-006-011(A) – Vérin de revelage train  
F-1967-005-010(A) – Radiator d'huile  
F-1966-040-009(A) – Boitier admission air moteur  
F-1966-032-008(A) – Pot d'échappement droit  
F-1965-023-007(A) – Sonde température huile moteur  
F-1965-007-006(A) – Radiator huile  
F-1964-023-005(A) – Suppression clapets anti-retour  
F-1964-007-004(A) – Commande profondeur  
F- 1964-006-003(A)(A) Modification imperative

EASA Airworthiness Directives are published on the EASA website, using the AD Tool

EASA AD No 2008-0200-E Airplane Operating Manual – Fuel consumption and conversion tables – Correction

Copies of Service Bulletins may be obtained from EADS SOCATA, 65921 TARBES Cedex 9 France.

**SECTION 3: Occurrence Reporting**

The Specific Airworthiness Specification may be used as a basis for the issue of a Restricted Certificate of Airworthiness in accordance with 21A.173(b)(2) under the following conditions:

- a) The holder of a Restricted Certificate of Airworthiness based on this Specific Airworthiness Specification shall report to the State of Registry all information related to occurrences associated with the operation of the aircraft which affects or could affect the safety of operation<sup>1</sup>.
- b) Such reports shall be despatched within 72 hours of the time when the occurrence was identified unless exceptional circumstances prevent this.
- c) The State of Registry shall forward the information received under (a) to EASA when it relates to failures, malfunctions, defects or other occurrences which cause or might cause adverse effects on the continuing airworthiness of the aircraft.
- d) The aircraft owner must comply with the applicable airworthiness rules (and especially Part ML if applicable).

**SECTION 4: Other Limitations**

This aircraft is limited to non-commercial operations.

The aircraft listed below qualified for Permit to Fly with grandfathered Flight Conditions associated to French DGAC restricted certificate of airworthiness (CDNR): See LPESASACDNR Issue 1 dated 9 September 2009:

GY 80-150	20
GY 80-150 D	168
GY 80-160	5
GY 80-160	16
GY 80-160	28
GY 80-160	32
GY 80-160	44
GY 80-160	47
GY 80-160	48
GY 80-160	59
GY 80-160	69
GY 80-160	72
GY 80-160	76
GY 80-160	82
GY 80-160	85
GY 80-160	87
GY 80-160	89
GY 80-160	191

GY 80-160 D	137
GY 80-160 D	154
GY 80-160 D	165
GY 80-160 D	219
GY 80-180	6
GY 80-180	7
GY 80-180	133
GY 80-180	140
GY 80-180	146
GY 80-180	150
GY 80-180	152
GY 80-180	158
GY 80-180	164
GY 80-180	169
GY 80-180	170

GY 80-180	174
GY 80-180	177
GY 80-180	178
GY 80-180	185
GY 80-180	189
GY 80-180	193
<u>GY 80-180</u>	<u>196</u>
GY 80-180	201
GY 80-180	202
GY 80-180	218
GY 80-180	229
GY 80-180	240
GY 80-180	243
GY 80-180	250

<sup>1</sup> AMC 20-8 contains guidance describing the occurrences which are to be reported. This document can be found on the CAA website under Regulations>Initial Airworthiness>Certification Specifications [here](#).

### **Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>
Issue 1		Initial UK Issue. All data taken from EASA.SAS.A.075 which has been superseded. Addition of GY 80-180 serial number 196.

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