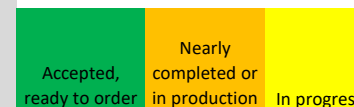


# MPVK STATUS & CURRENT LIMITATIONS



Qualifying date	STC STATUS			LIMITATIONS STATUS (see detailed description below)					
September 24, 2018	Received	Date	STC No & Revision	De-Modification-Kit 1)	Open door phase I 2)	Open door phase II 3)	Lower MPVK window removed for flight 4)	Installation pre SN3780 5)	Folding STEP-IN-BOARD 6)
	FAA STC	yes	July 26, 2017	SR03938NY / SR03938NY Rev1					
EASA STC	yes	Dec 22, 2016 / Aug 10, 2017	10060578 / 10060578 Rev1						
TCCA STC	yes	May 16, 2018	10060578						
DGAC Mexico	yes	April 18, 2017	IA-421/2017						
ANAC Brazil	yes	October 3, 2018	CST 2018S10-03 / 10060578						
CAAC China	pending	open	open						

Requirements for installation with reference to conditions of national authority				
Country	Accept STC As Is	Validation Req'd?	Airbus Dependency	Remarks
Albania	EASA	None	None	Accepted as is, no requirement for validation
Argentina	FAA	FAA validation	None	Validation through FAA-ANAC IPA (ANAC=Argentina national aviation authority) (IPA=Implementation procedure)
Armenia	No	EASA validation	None	Formal EASA-Interstate Aviation Committee implementation agreement available for validation
Australia	EASA, FAA	None	None	Accepted as is, no requirement for validation
Azerbaijan	No	EASA validation	None	Formal EASA-Interstate Aviation Committee implementation agreement available for validation
Belarus	No	EASA validation	None	Formal EASA-Interstate Aviation Committee implementation agreement available for validation
Bosnia and Herzegovina	EASA	None	None	Accepted as is, no requirement for validation
Brazil	No	EASA, FAA	None	ANAC CST 2018S10-03
Brunei	No	EASA, FAA	None	Apply to DCA in Ministry of Communications, no established rules (DCA=Department of civil aviation)
Cambodia	No	EASA, FAA	None	Application to State Secretariat of Civil Aviation with EASA STC
Canada	No	EASA	None	Application through EASA using Bilateral
Chile	EASA	None	None	Accepted as is, no requirement for validation
China	No	EASA, FAA	None	Requires dedicated WA to be setup for project. Will only accept STC from originating country (WA=working arrangement)
EASA Member States (incl. Iceland, Norway and Switzerland)	EASA	None	None	STC native applicability
Hong Kong SAR	No	EASA validation	None	EASA STC validation with working arrangement
India	FAA	EASA validation	None	Validate through operator application
Indonesia	No	EASA, FAA	None	EASA STC validation is easier
Israel	FAA	EASA	None	EASA-CAAI WA is unclear about direct acceptability of EASA STC by Israel. FAA STC accepted under FAA-CAAI IPA. (CAAI=Civil Aviation Authority of Israel) (IPA=Implementation procedure)
Japan	No	EASA, FAA	None	Validate in accordance with EASA-JCAB WA (WA=working arrangement)
Kazakhstan	No	EASA validation	None	Formal EASA-Interstate Aviation Committee implementation agreement available for validation
Kenya CAA	No	EASA, FAA	None	No established procedures, apply via operator to KCAA (KCAA= Kenya civil aviation authority)
Korea	FAA	None	None	Accepted through FAA-KOCA IPA (KOCA= Korean civil aviation authority) (IPA Implementation procedure)
Kuwait	No	EASA, FAA	None	KCAA decides on a case-by-case basis, usually accepts EASA directly (KCAA= Kuwait civil aviation authority)
Kyrgystan	No	EASA validation	None	Formal EASA-Interstate Aviation Committee implementation agreement available for validation
Libya	EASA	None	None	Accepted as is, no requirement for validation
Macedonia	EASA	None	None	Accepted as is, no requirement for validation

Malaysia	EASA	None	None	Normally accepts STC from State of Design. To apply to DCA Malaysia directly. (DCA=Department of civil aviation)
Mexico	FAA	EASA validation	None	Accepted through FAA-DGAC IPA (DGAC=Direction générale de l'aviation civile)
Moldova	No	EASA validation	None	Formal EASA-Interstate Aviation Committee implementation agreement available for validation
Moldova	EASA	None	None	Accepted as is, no requirement for validation
Montenegro	EASA	None	None	Accepted as is, no requirement for validation
Morocco	EASA	None	None	
Myanmar	EASA, FAA	None	None	Accepts STC from State of Design of aircraft only
New Zealand	FAA, CASA	EASA validation	None	No mechanism to validate EASA
Philippines	EASA	None	None	Accepts STC from State of Design of aircraft only
Qatar	EASA	None	None	Accepts STC from State of Design of aircraft only
Russia	No	EASA validation	None	Formal EASA-Interstate Aviation Committee implementation agreement available for validation
Saudi Arabia	No	EASA	None	Validate in accordance with EASA-GACA WA (WA=working arrangement)
Serbia	EASA	None	None	Accepted as is, no requirement for validation
Singapore	No	EASA and FAA validation	None	EASA validation in accordance with WA. Reserves right to reject FAA STC (WA=working arrangement)
South Africa	EASA	None	None	Accepts EASA directly
Sri Lanka	EASA	None	None	Accepts EASA directly
Taiwan	EASA	None	None	Formal WA in place (WA=working arrangement)
Tajikistan	No	EASA validation	None	Formal EASA-Interstate Aviation Committee implementation agreement available for validation
Thailand	No	EASA, FAA	None	Application to DCA-Thailand, need STC holder to present (DCA=Department of civil aviation)
Turkey	EASA	None	None	
Turkmenistan	No	EASA validation	None	Formal EASA-Interstate Aviation Committee implementation agreement available for validation
UAE	No	EASA, FAA	None	Apply to GCAA for validation
Ukraine	No	EASA validation	None	Formal EASA-Interstate Aviation Committee and SAAU implementation agreement available for validation
United States	No	EASA validation	None	Application through EASA using Bilateral
Uzbekistan	No	EASA validation	None	Formal EASA-Interstate Aviation Committee implementation agreement available for validation
Venezuela	EASA	None	None	Accepted as is, no requirement for validation
Vietnam	EASA	None	None	

### Detailed description of Limitations

Remark N°	Modification	Minor Change (approved by GVH)	Major Change (approved by Authority)	Description	Expected delivery date	Expected approval date EASA	Expected approval date FAA
1)	De-Modification-Kit available	yes	not applicable	Revert MPVK-A/C back to standard configuration; standard RH Pilot door will be installed again. Engineering completed, required parts can be ordered if needed, De-Modification Manual under construction.	Apr 18	not applicable	not applicable
2)	Open-Door Phase I	not applicable	yes	LH Sliding door may be opened and closed in flight and maximum operational speed with LH sliding door open is 84 kts	done	done	open
3)	Open-Door Phase II	not applicable	pending	All different door configurations according the standard AFM shall be possible with the MPVK installed	open	Q4 / 2018	End 2018
4)	Lower MPVK Window removed for flight	not applicable	pending	Flight with lower MPVK window removed shall be approved at a highest possible airspeed. Advantages will result for hot temperature operations, operations in light rain or extended vertical reference operations where uninterrupted view is essential.	open	Q4 / 2018	End 2018
5)	SN3780 installation approved	yes	not applicable	A/C Serial Numbers below 3780 have pre AH MOD 073180 Cockpit floor installed. The modification reinforces floor on pilot side only to MPVK requirements. (No upgrade of seat from bucket to crash proofed necessary)	ready	not applicable	not applicable

6)	<b>Folding STEP-IN-BOARD certified &amp; available</b>	yes	not applicable	The EASA STC limitation prescribes, that no passengers may be carried without having the panel, covering the floor window, installed. For operational reason a foldable Step-In-Board has then been developed. The board is folded in stow position, operated by pilot. the board covers the rear third of the lower window if deployed. This enables a quick change from passenger flights (by still having the main portion of the lower window open) to any utility operation without passengers on board. Prototype under construction.	Q3 / 2018	not applicable	not applicable
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