TYPE-CERTIFICATE

DATA SHEET

NO. EASA.A.616

for
JS-MD Single

Type Certificate Holder

M&D Flugzeugbau GmbH & Co. KG

Streeker Straße 5 b
26446 Friedeburg
Germany

For models: **JS-MD 1C**
JS-MD 3
JS-MD 3 RES

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Contents

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SECTION A: JS-MD 1C

A.I General

1.	Type/ Model/ Variant	
	1.1 Type:	JS-MD Single
	1.2 Model:	JS-MD 1C
2.	Airworthiness Category	Sailplane and powered Sailplane (self-sustaining) CS-22 - Utility
3.	Manufacturer	M&D Flugzeugbau GmbH & Co. KG Streeker Straße 5 b 26446 Friedeburg Germany
4.	EASA Type Certification Application Date	07.05.2014
5.	EASA Type Certification Date	01.06.2017

A.II EASA Certification Basis

1.	Reference Date for determining the applicable requirements	07.05.2014
2.	Airworthiness Requirements	Certification Specifications for Sailplanes and Powered Sailplanes (CS 22), Amendment 2 issued 5th of March 2009
3.	Requirements elected to comply	Standards for Structural Substantiation of Sailplane and Powered Sailplane Components consisting of Glass or Carbon Fibre Reinforced Plastics, issued July 1991 Guidelines concerning proof of compliance for the electrical system of powered sailplanes, issued September 1992
4.	Special Conditions	None
5.	Exemptions	None
6.	Equivalent Safety Findings	None
7.	Environmental Protection	ICAO Annex 16 (details refer to TCDSN EASA.A.616) CS-34.1 Fuel Venting

A.III Technical Characteristics and Operational Limitations

1. Type Design Definition — According to MD01-DWL-00-001_R15 or later approved revisions

   Description — The JS-MD 1C is an all composite, single-seat sailplane with conventional T-tail.
   Or, with jet-engine installed, an all composite, powered, self-sustaining, single-seat sailplane with retractable jet-engine mounted behind the cockpit in the fuselage and conventional T-tail.
   For both configurations the wing is split in center and either 18m or 21m span outer wing including winglets. The wing is equipped with flaperons over nearly all wing span and Schempp-Hirth type airbrakes on the upper wing surface.
   The main landing gear is retractable, the tail wheel is fixed.

2. Equipment — Min. Equipment:

   Airspeed indicator, 50 to 350 km/h
   Altimeter
   4-point symmetrical seat harness
   Operating placards
   Control surface gap seals (Mylar seals) on all control surfaces
   Outside air temperature (when flying with water ballast)
   Magnetic compass (when Jet Sustainer installed)
   Turn and bank indicator or artificial horizon (when flying in clouds)
   Variometer to indicate vertical speed (when flying in clouds)

3. Dimensions

Span	18,00 m	21,00 m
Wing area	11,83 m^2	13,16 m^2
Length	7,10 m	7,10 m
Height	1,50 m	1,50 m

4. Engine (optional)

4.1	Model	MD-TJ42
4.2	Type Certificate	EASA.E.099
4.3	Limitations	max power 97,000 RPM
4.4	Maximum Continuous Power	205 N at 80,000 RPM

5. Fuel capacities (when Jet Sustainer installed)/Battery

5.1	Tank in the fuselage	42 l
5.2	Tank in right wing	None
5.3	Tank in left wing	None
5.4	Non-usable fuel	0.4 l

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6. Launch Procedures Aerotow
   Winch launch

7. Launching Hooks

CG Hook	Tost G88 TCDS 60.230/2	
Nose Hook	Tost E22 NTS 11.402/9	

8. Weak Links

for winch launch	max. 825 daN
for aerotow	max. 935 daN

9. Load Factors

Max positive up to	203 Km/h IAS	+5,3
Max negative up to	203 Km/h IAS	-2,65
Max positive up to	270 Km/h IAS	+4,0
Max negative up to	270 Km/h IAS	-1,5
Max with airbrake extended positive up to	270 Km/h IAS	+3,5

10. Indicated Air Speeds

Never Exceed Speed	V_{NE}	270 Km/h
Manoeuvring Speed	V_A	203 km/h
Maximum permitted speeds		
- with flaps set 1 & 2	V_{FE}	270 km/h
- with flaps set 3	V_{FE}	230 km/h
- with flaps set 4&5	V_{FE}	165 km/h
- with flaps set L	V_{FE}	160 km/h
- in rough air	V_{RA}	203 km/h
- for Winch launching (18m)	V_W	150 km/h
- for Winch launching (21m)	V_W	140 km/h
- for aerotowing	V_T	180 km/h
- for gear operation	V_{LO}	180 km/h

- for engine operation	V_{PO}	140 Km/h
- for engine extended	V_{PE}	250 Km/h

11. Approved Operations Capability
    VFR-Day Utility Category
    Cloud flying (with 18 m wing span configuration and without water ballast only)
    Aerobatic manoeuvres according to Flight Manual (with 18 m wing span configuration and without water ballast only)

12. Maximum Masses

Wing span	18 m	21 m
Max. Mass	600 kg	720 kg
Max. T/O Mass Aero-tow	600 kg	720 kg
Max. T/O Mass Winch launch	600 kg	600 kg
Cloud flying (no water ballast)	482 kg	Not approved
Non-lifting parts	350 kg	325 kg

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13.	Centre of Gravity Range	Wing span	18 m	21 m
		Fwd	244 mm	269 mm
		Aft	375 mm	375 mm

14. Datum — The datum is defined as the wing leading edge at the wing root rib

15. Levelling Means — Attitude for weighing is defined with the aft fuselage boom forward of the fin positioned at gradient of 1000:25

16. Control Surface Deflections — see JS-MD 1C Aircraft Maintenance Manual

17. Minimum Flight Crew — 1

18. Lifetime limitations — see JS-MD 1C Aircraft Maintenance Manual and JS-MD 1C Jet Sustainer Maintenance Manual Supplement

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A.IV Operating and Service Instructions

1. Flight Manual — JS-MD 1C AIRCRAFT FLIGHT MANUAL, dated 15.05.2017 or later EASA approved revision
   JS-MD 1C Jet Sustainer Flight Manual Supplement, dated 16.05.2017 or later EASA approved revision (when Jet Sustainer installed)

2. Maintenance Manual — JS-MD 1C Aircraft Maintenance Manual, dated 17.05.2017 or later revision
   JS-MD 1C Jet Sustainer Maintenance Manual Supplement, dated 17.05.2017 or later revision (when Jet Sustainer installed)

3. Structural Repair Manual — JS-MD Aircraft Repair Manual, dated 10.02.2017 or later revision

4. Operating Manual and Maintenance Manual for Engine
   MD-TJ42 Operating and Maintenance Manual, 18.05.2016 or later EASA approved revision

5. Operating Manual for the Launching Hooks
   Manual for the TOST Release latest revision

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A.V Notes

1. Manufacturing is confined to industrial production.
2. All parts exposed to sun radiation –except the areas for markings and registration –must have a white colour surface.

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SECTION B: JS-MD 3

B.I General

1.	Type/ Model/ Variant	
	1.1 Type:	JS-MD Single
	1.2 Model:	JS-MD 3
	1.3 Sales Name:	JS-3
2.	Airworthiness Category	Sailplane and powered Sailplane (self-sustaining) CS-22 - Utility
3.	Manufacturer	M&D Flugzeugbau GmbH & Co. KG Streeker Straße 5 b 26446 Friedeburg Germany
4.	EASA Type Certification Application Date	28.10.2016
5.	EASA Type Certification Date	18.07.2019

B.II EASA Certification Basis

1.	Reference Date for determining the applicable requirements	28.10.2016
2.	Airworthiness Requirements	Certification Specifications for Sailplanes and Powered Sailplanes (CS 22), Amendment 2 issued 5th of March 2009
3.	Requirements elected to comply	Standards for Structural Substantiation of Sailplane and Powered Sailplane Components consisting of Glass or Carbon Fibre Reinforced Plastics, issued July 1991 Guidelines for the Analysis of the Electrical System for Powered Sailplanes, issued September 1992
4.	Special Conditions	None
5.	Exemptions	None
6.	Equivalent Safety Findings	None
7.	Environmental Protection	ICAO Annex 16 (details refer to TCDSN EASA.A.616) CS-34.1 Fuel Venting

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B.III Technical Characteristics and Operational Limitations

1. Type Design Definition
   Description

According to MD10-DWL-00-001-R02 or later approved revisions.
The JS-MD 3 is an all composite, single-seat sailplane with conventional T-tail.
Or, with jet-engine installed, an all composite, powered, self-sustaining, single-seat sailplane with retractable jet-engine mounted behind the cockpit in the fuselage and conventional T-tail.
For both configurations the wing is split in center and either 15m or 18m span outer wing including winglets. The wing is equipped with flaperons over nearly all wing span and Schempp-Hirth type airbrakes on the upper wing surface.
The main landing gear is retractable, the tail wheel is fixed.

2. Equipment

Min. Equipment:

Airspeed indicator, 50 to 300 km/h
Altimeter
4-point symmetrical seat harness
Operating placards
Control surface gap seals (Mylar seals) on all control surfaces
Outside air temperature (when flying with water ballast)
Magnetic direction indication (when Jet Sustainer installed)
Jet Display Unit (when Jet Sustainer installed)
Turn and bank indicator or artificial horizon (when flying in clouds)
Variometer to indicate vertical speed (when flying in clouds)

3. Dimensions

Span	15,00 m	18,00 m
Wing area	8,75 m^2	9,95 m^2
Length	6,86 m	6,86 m
Height	1,35 m	1,35 m

4. Engine (optional)

4.1	Model	MD-TJ42
4.2	Type Certificate	EASA.E.099
4.3	Limitations	max power 97,000 RPM
4.4	Maximum Continuous Power	205 N at 80,000 RPM

5. Fuel capacities (when Jet Sustainer installed)

5.1	Tank in the fuselage	22,2 l
5.2	Tank in right wing	None
5.3	Tank in left wing	None
5.4	Non-usable fuel	0,33 l

6. Launch Procedures Aerotow
   Winch launch

7. Launching Hooks CG Hook Tost G88 TCDS 60.230/2
   Nose Hook Tost E22 NTS 11.402/9

8. Weak Links for winch launch max. 750 daN
   for aerotow max. 600 daN

9. Load Factors

Max positive up to	207 Km/h IAS	+5,3
Max negative up to	207 Km/h IAS	-2,65
Max positive up to	280 Km/h IAS	+4,0
Max negative up to	280 Km/h IAS	-1,5
Max with airbrake extended positive up to	280 Km/h IAS	+3,5

10. Indicated Air Speeds

Never Exceed Speed	V_{NE}	280 km/h
Manoeuvring Speed	V_A	207 km/h
Maximum permitted speeds		
- with flaps set 1 & 2	V_{FE}	280 km/h
- with flaps set 3	V_{FE}	230 km/h
- with flaps set 4&5	V_{FE}	165 km/h
- with flaps set L	V_{FE}	160 km/h
- in rough air	V_{RA}	207 km/h
- for Winch launching (15m)	V_W	150 km/h
- for Winch launching (18m)	V_W	150 km/h
- for aerotowing	V_T	180 km/h
- for gear operation	V_{LO}	180 km/h
- for engine operation	V_{PO}	140 km/h
- for engine extended	V_{PE}	250 km/h

11. Approved Operations Capability

VFR-Day only
Cloud flying according to Flight Manual (with 15 m and 18 m wing span configuration without water ballast only)
Aerobatic manoeuvres according to Flight Manual (with 15 m and 18 m wing span configuration without water ballast only)

12. Maximum Masses

Wing span	15 m	18 m
Max. Mass	525 kg	600 kg
Max. T/O Mass Aero-tow	525 kg	600 kg
Max. T/O Mass Winch launch	525 kg	600 kg
Cloud flying (no water ballast)	418 kg	418 kg
Aerobatics (no water ballast)	418 kg	418 kg
Non-lifting parts	320 kg	313 kg

13. Centre of Gravity Range

Wing span	15 m	18 m
Fwd	270 mm	270 mm
Aft	390 mm	398 mm

14. Datum

The datum is defined as the wing leading edge at the wing root rib

15. Levelling Means

Attitude for weighing is defined with the aft fuselage boom forward of the fin positioned at gradient of 1000:18

16. Control Surface Deflections

see JS-MD 3 Aircraft Maintenance Manual

17. Minimum Flight Crew

1

18. Lifetime limitations

see JS-MD 3 Aircraft Maintenance Manual and
JS-MD 3 Jet Sustainer Maintenance Manual Supplement

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B.IV Operating and Service Instructions

1.	Flight Manual	JS-MD 3 AIRCRAFT FLIGHT MANUAL, dated 24.04.2019 or later EASA approved revision JS-MD 3 Jet Sustainer Flight Manual Supplement, dated 08.02.2019 or later EASA approved revision (when Jet Sustainer installed)
2.	Maintenance Manual	JS-MD 3 Aircraft Maintenance Manual, dated 31.05.2019 or later revision JS-MD 3 Jet Sustainer Maintenance Manual Supplement, dated 14.03.2019 or later revision (when Jet Sustainer installed)
3.	Structural Repair Manual	JS-MD Aircraft Repair Manual, dated 12.06.2019 or later issue
4.	Operating Manual and Maintenance Manual for Engine	MD-TJ42 Operating and Maintenance Manual, 19.11.2018 or later EASA approved revision
5.	Operating Manual for the Launching Hooks	TOST Operating Manual - Europa G 88 Safety Releases_Issued February 1989_ revision 4_March 2001 or latest available revision TOST Operating Manual - Tow Release E22_Issued October 2002_revision 1_May 2003 or Latest available revision

B.V Notes

1. Manufacturing is confined to industrial production.
2. All parts exposed to sun radiation – except the areas for markings and registration – must have a white colour surface.

SECTION C: JS-MD 3 RES

C.I General

1.	Type/ Model/ Variant	
	1.1 Type:	JS-MD Single
	1.2 Model:	JS-MD 3 RES
	1.3 Sales Name:	JS-3 RES
2.	Airworthiness Category	Sailplane and powered Sailplane CS-22 - Utility
3.	Manufacturer	M&D Flugzeugbau GmbH & Co. KG Streeker Straße 5 b 26446 Friedeburg Germany
4.	EASA Type Certification Application Date	03.12.2021
5.	EASA Type Certification Date	18.08.2021

C.II EASA Certification Basis

1.	Reference Date for determining the applicable requirements	29.09.2020
2.	Airworthiness Requirements	Certification Specifications for Sailplanes and Powered Sailplanes (CS 22), Amendment 2 issued 5th of March 2009
3.	Requirements elected to comply	Standards for Structural Substantiation of Sailplane and Powered Sailplane Components consisting of Glass or Carbon Fibre Reinforced Plastics, issued July 1991 Guidelines concerning proof of compliance for the electrical system of Powered Sailplanes, issued September 1992
4.	Special Conditions	SC-22.2014-01 Issue 2 Special Condition applicable to Powered Sailplanes equipped with Electric Propulsion Units
5.	Deviation	None
6.	Exemptions	None
7.	Equivalent Safety Findings	CS 22.335 (f)
8.	Environmental Protection	ICAO Annex 16, Chapter 10 Aircraft Noise

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C.III Technical Characteristics and Operational Limitations

1. Type Design Definition — According to MD11-DWL-00-001-R02 or later approved revisions.

2. Description — The JS-MD 3 RES is an all composite, single-seat sailplane with conventional T-tail.
The wing is split in center and either 15m or 18m span outer wing including winglets. The wing is equipped with flaperons over nearly all wing span and Schempp-Hirth type airbrakes on the upper wing surface.
The JS-MD 3 RES is based on the JS-MD 3 with modified rear fuselage to enable the fitment of larger doors for an electric motor and batteries for self-launch.
The horizontal tailplane and elevator area were increased to enhance stability and control surface effect compared to the JS-MD 3.
The main landing gear is retractable, the tail wheel is fixed or retractable.

3. Equipment — Min. Equipment:

Airspeed indicator, 50 to 300 km/h
Altimeter
Display and Control Unit (DCU)
RES master switch guard
Rear view mirror
Supplemental (independent) fire warning system
Magnetic direction indicator
4-point symmetrical seat harness
Operating placards or Placard booklet
Control surface gap seals (Mylar seals) on all control surfaces
Outside air temperature (when flying with water ballast)

4. Dimensions

Span	15,00 m	18,00 m
Wing area	8,75 m^2	9,95 m^2
Length	6,94 m	6,94 m
Height	1,22 m	1,22 m

5. Engine — Solo Electric Propulsion System 80400 consisting of Motor Emrax 208 HV, SOLO econtrol, BM384 Li-Ion battery system, and Power Electronics Emectric and Power cables
EASA Engine Type Certificate Data Sheet No. EASA.E.237

4.1 Engine Limits	Maximum Take-off Power	40 kW

	Maximum RPM	4350 RPM

6.	Propellers	Technoflug KS-1C-120-R-065-S EASA Type Certificate Data Sheet EASA P.115	
7.	Launch Procedures	Aerotow including Sustainer Assisted Aerotow Winch launch Self-launch	
8.	Launching Hooks	CG Hook	Tost G88 TCDS 60.230/2
		Nose Hook	Tost E22 NTS 11.402/9
9.	Weak Links	for winch launch	max. 750 daN
		for aerotow	max. 600 daN

10.	Load Factors	Max positive up to	207 km/h IAS	+5,3
		Max negative up to	207 km/h IAS	-2,65
		Max positive up to	240 km/h IAS	+4,0
		Max negative up to	240 km/h IAS	-1,5
		Max with airbrake extended positive up to	240 km/h IAS	+3,5

11.	Indicated Air Speeds	Never Exceed Speed	V_{NE}	270 km/h
		Manoeuvring Speed	V_A	195 km/h
		Maximum permitted speeds		
		- with flaps set 1 & 2	V_{FE}	270 km/h
		- with flaps set 3	V_{FE}	230 km/h
		- with flaps set 4&5	V_{FE}	165 km/h
		- with flaps set L	V_{FE}	160 km/h
		- in rough air	V_{RA}	195 km/h
		- for Winch launching (15m)	V_W	150 km/h
		- for Winch launching (18m)	V_W	150 km/h
		- for aerotowing	V_T	180 km/h
		- for assisted aerotowing	V_T	150 km/h
		- for gear operation	V_{LO}	180 km/h
		- with engine extended	V_{PE}	150 km/h
		- for engine operation	V_{max}	150 km/h

12. Maximum Operating Altitudes 7000 m AMSL

13. Approved Operations Capability

VFR-Day only
Cloud flying permitted according to specifications in Flight manual with restricted mass and without water ballast, and engine pylon retracted
Aerobatic manoeuvres permitted according to specifications in manual with restricted mass and without water ballast

14. Maximum Masses

Wing span	15 m	18 m
Max. Mass	525 kg	600 kg
Max. T/O Mass Aero-tow	525 kg	600 kg
Max. T/O Mass Winch launch	525 kg	600 kg
Max. T/O Mass (with 2 HV batteries)	525 kg	575 kg
Cloud flying (no water ballast)	418 kg	418 kg
Aerobatics (no water ballast)	418 kg	418 kg
Non-lifting parts	340 kg	340 kg

15. Centre of Gravity Range

Wing span	15 m	18 m
Fwd	270 mm	270 mm
Aft	390 mm	398 mm

16. Datum

The datum is defined as the wing leading edge at the wing root rib

17. Levelling Means

Attitude for weighing is defined with the aft fuselage boom forward of the fin positioned at gradient of 1000:18

18. Control Surface Deflections

see JS-MD 3 RES Aircraft Maintenance Manual

19. Minimum Flight Crew

1

20. Lifetime limitations

see JS-MD 3 RES Aircraft Maintenance Manual

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C.IV Operating and Service Instructions

1.	Flight Manual	JS-MD 3 RES AIRCRAFT FLIGHT MANUAL, dated 14.03.2023 or later EASA approved revisions
2.	Flight Manual Supplement	JS-MD 3 RES AIRCRAFT FLIGHT MANUAL SUPPLEMENT, dated 24.03.2023 or later approved revisions
3.	Maintenance Manual	JS-MD 3 RES Aircraft Maintenance Manual, dated 23.05.2022 or later revisios
4.	Maintenance Manual Supplement	JS-MD 3 RES Aircraft Maintenance Manual supplement, dated 23.05.2022 or later revisions
5.	Structural Repair Manual	JS-MD Aircraft Repair Manual, dated 10.05.2022 or later issue

6. Operating Manual for the Launching Hooks

TOST Operating Manual – Europa G 88 Safety Releases_Issued February 1989_ revision 4_March 2001 or latest available revision

TOST Operating Manual – Tow Release E22_Issued October 2002_revision 1_May 2003 or Latest available revision

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C.V Notes

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SECTION D: ADMINISTRATIVE SECTION

D.I Acronyms & Abbreviations

EASA	European Union Aviation Safety Agency
IAS	Indicated Air Speed
MTOM	Maximum Take-off Mass
TC	Type Certificate
TCDS	Type Certificate Data Sheet
TCDSN	Type Certificate Date Sheet for Noise
T/O	Take-off
VFR	Visual Flight Rules

D.II Type Certificate Holder Record

M&D Flugzeugbau GmbH & Co. KG
Streeker Straße 5 b
26446 Friedeburg
Germany

D.III Change Record

Issue	Date	Changes	TC Issue No. & Date
Issue 01	01 June 2017	Initial Issue	Initial Issue, 01 June 2017
Issue 02	27 October 2017	Clarification as pure Sailplane and powered sailplane (self-sustaining)	
Issue 03	07 February 2019	Correction of Type Design Definition, Launch Procedures added, Aerobatic manoeuvres added	
Issue 04	18 July 2019	Addition of Model JS-MD3	18 July 2019
Issue 05	11 August 2021	Addition of Model JS-MD3 RES, Editorial Changes for JS-MD 3	18 August 2021
Issue 06	06 July 2023	Addition of installed RES system. Deviation DEV-B22.335-01 and Battery restriction removed.	

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