



**MARTIN AIRCRAFT  
COMPANY LIMITED**

A company registered in  
New Zealand with company  
number 901393  
(ARBN 601 582 638)

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**ASX Code: MJP**

**CORPORATE INFORMATION**  
**(20 April 2015)**

**173,724,595 quoted Ordinary  
Shares**  
**71,369,513 unquoted Ordinary  
Shares**  
**9,266,670 Unlisted Options**

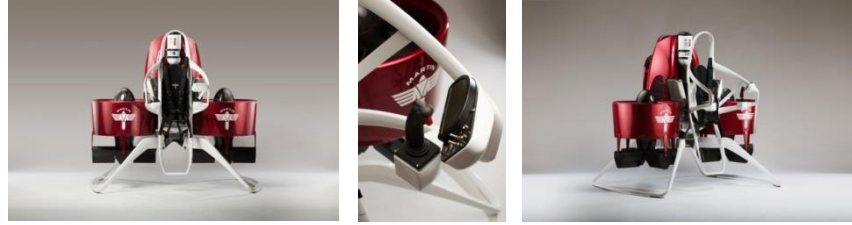
**Board of Directors**

**Jon Mayson** – Non Executive  
Chairman  
**Glenn Martin** – Founder, Non-  
Executive Director  
**Peter Coker** – Managing  
Director and CEO  
**Jenny Morel** – Non Executive  
Director  
**John Diddams** – Non Executive  
Director  
**Steve Bayliss** – Non Executive  
Director  
**Dr Ruopeng Liu** – Non  
Executive Director  
**Dr Yang Yang Zhang** – Non  
Executive Director

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## ASX ANNOUNCEMENT



### Notification of Senior Appointment Director of Flight Operations

**Martin Aircraft Company Limited (Martin Aircraft), (ASX:MJP)** is pleased to announce that it has appointed Mr Michael Read as Director of Flight Operations.

Mr Read joins Martin Aircraft after 13 years as a Royal Australian Air Force (RAAF) pilot, most recently as a Captain on RAAF Airbus A330 conducting Multi-Role: Air-to-Air Refuelling and passenger operations in the Middle East.

Mr Read holds a Bachelor of Science and an Airline Transport Pilot's Licence and has extensive aviation experience and knowledge including flight testing and certification. Concurrent with his military duties, Mr Read has been working as an aviation consultant, focussing on aviation safety management systems and international regulatory compliance.

The Martin Jetpack Prototype 12 has attained New Zealand Civil Aviation Authority (CAA) authorisation to fly manned and pilotless, via remote control. Mr Read has a strong background in Regulatory Affairs and as part of his duties he will assist Martin Aircraft to obtain similar certification with other national regulators.

Mr Read's test and evaluation background, coupled with his management skills, will also benefit the ongoing project management of the commercialisation of the Jetpacks into the first responder community. Mr Read is also highly qualified in Flight Simulation, and has experience in the certification process of Level D (Full Flight) simulators which will build further capability as we work with customers to support pilot training and licensing.

Mr Read's appointment completes Martin Aircraft's global search to assemble a senior management team with the international experience, in-depth knowledge, and skills, to drive the business forward and deliver against the company's business objectives.

**Martin Aircraft Company Ltd** (Martin Aircraft) is currently developing the Martin Jetpack, the world's first practical jetpack, with potential usage spanning search and rescue, military, recreational and commercial applications, both manned and unmanned. The Martin Jetpack was initially conceived and developed by Glenn Martin in Dunedin in 1981. This led to the founding of Martin Aircraft Company in 1998 and the development of a Jetpack that based on current testing will have over 30 minutes flight capability at a speed of up to 74 km/h and an altitude up to 1,000 m (3000ft).

The Martin Jetpack is a disruptive technology, much like the helicopter was when first developed, with substantial capabilities and is able to be flown by a pilot or via remote control. The Jetpack can take off and land vertically (VTOL) and because of its small dimensions, it can operate in confined spaces such as close to or between buildings, near trees or in confined areas that other VTOL aircraft such as helicopters cannot access.

More detailed information about Martin Aircraft and the Martin Jetpack is available at [www.martinjetpack.com](http://www.martinjetpack.com)

## BACKGROUND ON AVIATION AUTHORITIES APPROVALS

The Martin Jetpack Prototype 12 has attained New Zealand Civil Aviation Authority (CAA) authorisation to fly manned and pilotless (via remote control). The Max All Up Weight (MAUW) of the Martin Jetpack P12 is 320kg which is less than the 544kg weight limit specified in the CAA Advisory Circular 103-1. This classes the Jetpack as a Microlight aircraft in New Zealand.

Microlight classification basics:

- ▶▶ Class 1, single seat – requires registration and Annual Condition Inspection.
- ▶▶ Class 2, two seat, requires registration, Microlight Flight Permit, and Annual Condition Inspection.

Even though the Martin Jetpack is a single seat it is classed as a Class 2 based on the nature of the aircraft being analogous to single seat Microlight helicopters, thus requiring the following:

- ▶▶ NZCAA Certificate of Registration i.e. ZK-JMJ for Martin Jetpack S/N: P12.2 obtained from CAA under CAR Part 47
- ▶▶ A NZCAA Microlight Flight Permit was issued by CAA Team Leader of Airworthiness after reviewing the Flight Manual, Operations Manual, Safety Analysis and Risk Management procedures
- ▶▶ Annual Condition Inspection performed by Sport Aviation Corp. (SAC) Inspection Authority by a Licensed Aircraft Maintenance Engineer (LAME) under part 103/149.

All Martin Jetpack Operations are regulated under the SAC umbrella in New Zealand as Group J detailed in the SAC exposition.

The Martin Jetpack P12.2 was issued a Conditional Release to Service by the Martin Aircraft Director of Engineering Ulrich Bergler prior to CAA Issue of Flight Permit which captures the design documentation and specifications complied with to build the aircraft and any changes incorporated.

As a risk mitigation strategy prior to the fitting of the ballistic parachute much of the flight testing of the Martin Jetpack P12 is done via remote controlled (RC) flight. A Senior Technical Specialist UAS and an Airworthiness Inspector from the CAA reviewed MAAC's Standard Operating Procedures and Risk and Safety Management Procedures.

The Manager of Special Flight Operations and Recreation Aviation issued a Pilotless Authorization under CAR Part 19.105, essentially treated like a Part 101 Operation. All the Operating conditions and limitations are specified in the respective flight permit/authorisation.

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