

STANDARD PRACTICE FOR THE CONTINUING AIRWORTHINESS OF A PERSONAL AIRCRAFT.

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This practice is offered for review by members of LAMAC, CRAC, Transport Canada and any other interested parties until 31 July 2005. All parties reviewing this document are requested to fill in the form below giving name, date and general comments. Subsequent drafts are to be entered in the table below, and appended to this 01 draft for final editing.

Reviewed by:

Name	Date	Comment

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Standard Practice for the Continuing Airworthiness of Personal Aircraft.

1. **Scope**

1.1 This document establishes the standard practices for the continued operational safety monitoring of a Personal Aircraft.

2. **Referenced Documents**

2.1 DS 1101-04 Design Standards For Personal Light Aeroplanes, LAMAC

2.2 F2245 Standard Practice for Continued Operational Safety Monitoring of a Light Sport Airplane, ASTM

3. **Definitions**

3.1 The Personal Aircraft (PA) is an aircraft that is designed, maintained and manufactured in compliance with the standards and practices established by LAMAC and approved by Transport Canada.

3.2 The Personal Light Aeroplane (PLA) is an aeroplane that has a type design that is in compliance with the standards specified in the manual entitled "Design and Performance Standards for Personal Light Aircraft".

3.3 "Manufacturer" is an Original Equipment Manufacturer issued with a Approved Manufacturer's Certificate in respect of a Personal Aircraft.

3.4 AMC means an Approved Manufacturer's Certificate

3.5 PAAG means Personal Aircraft Audit Group

4. **Significance and Use**

4.1 The purpose of this practice is to establish a method by which safety of flight issues are discovered, evaluated, corrected and transmitted to the owners for the purpose of maintaining the operational safety of the Personal Aircraft.

5. **Continuing Airworthiness Support**

5.1 **Owner/Operator responsibilities**

5.1.1 Each owner/operator of a Personal Aircraft shall read and comply with the maintenance and continued airworthiness information and instructions provided by the manufacturer as set forth in the Pilot Operating Handbook for the particular category, make and model Personal Aircraft.

5.1.2 No modifications or alterations to a Personal Aircraft may be made without written permission from the Manufacturer.

- 5.1.3 Each owner/operator of a Personal Aircraft shall be responsible for providing the manufacturer with current contact information where the manufacturer may send the owner/operator supplemental notification bulletins.
- 5.1.4 Owners of Personal Aircraft are required to maintain contact, through the Continuing Airworthiness web site of the manufacturer of their aircraft. Such contact shall be made at least once every 12 calendar months. This method of updating safety information and provision of the manufacturer's product support is the responsibility of the owner and is required to maintain the Statement of Compliance in force.
- 5.1.5 The owner/operator of a Personal Aircraft is required to report incidents of abnormal maintenance, unusual service difficulty and safety of flight issues directly to the manufacturer.
- 5.1.6 The owner/operator of a Personal Aircraft shall be responsible for complying with all manufacturer' issued notices of corrective action and for complying with all applicable aviation authority regulations in regard to maintaining the airworthiness of these aircraft.
- 5.1.7 The owner/operator of a Personal Aircraft shall ensure that any needed corrective action be completed as specified in a notice, or by the next scheduled annual inspection.
- 5.1.8 Should an owner/operator not comply with any mandatory service requirement, the particular Personal Aircraft shall be considered no longer in compliance with the applicable standards and owner and aircraft may be subject to regulatory action by the relevant aviation authority.

5.2 **Manufacturer Responsibilities**

- 5.2.1 The manufacturer shall maintain a distinct Operational Safety Monitoring System for each category and model of Personal Aircraft manufactured.
- 5.2.2 Manufacturers may assign operational safety monitoring and continuing airworthiness support duties to other entities.
- 5.2.3 Manufacturers of Personal Aircraft shall develop and implement a system of receiving, evaluating and correcting safety and service difficulty issues.
- 5.2.4 The Manufacturer shall make available with the delivery of each Personal Aircraft Instructions for Continuing Airworthiness for the aircraft. These instructions shall include the following:
 - 5.2.4.1 A method for the owner/operator to report maintenance, service, and safety difficulties to the manufacturer, in accordance with 5.1
 - 5.2.4.2 A method for the owner/operator to obtain and verify that they have the latest safety of flight information developed by the manufacture in accordance with 5.1
 - 5.2.4.3 Maintenance Instructions pertaining to the Annual and 100 hour inspection.

6. Determination of Corrective Action

- 6.1 The manufacturer of a Personal Aircraft shall evaluate and determine appropriate corrective action for all safety of flight issues.

7. Notice of Corrective Action

- 7.1 When corrective action is warranted, based on a technical analysis of the facts, the manufacturer shall issue a notice to the known owners/operators of the affected aircraft. In addition the manufacturer shall forthwith post a notice on the company's Continuing Airworthiness internet web page.
- 7.2 Notices shall be provided under the headings of "Safety Alert", "Service Bulletin" and "Notification".
- 7.3 The notices shall make clear the date of notice release, the effective date, nature of the problem, the aircraft type and serial numbers affected, the number of any superseded notice and the number of pages in the notification.
- 7.4 The Manufacturers of Personal Aircraft shall maintain a permanent record of all Notices of Corrective Action relating to the aircraft produced under the AMC., and shall make them available for inspection by PAAG.

8. Discontinued Airworthiness Support

- 8.1 Should a manufacturer no longer be able to support a Personal Aircraft produced, the manufacturer should make timely and diligent efforts to contractually transfer any design data needed for continued airworthiness support to a viable entity, such as another manufacturer, type club, user group or other interested party, and notify LAMAC forthwith.

APPENDIX A

Safety Risk assessment

Safety of Flight Alerts are required to address unsafe conditions. This form will assist in the evaluation of the appropriate corrective action.

SAFETY OF FLIGHT LEVELS

Catastrophic Level (*High potential for loss of aircraft and fatalities*) = **LEVEL 4**

Hazardous Level (*large reduction in the ability to control the aircraft safely which could result in serious or fatal injury*)= **LEVEL 3**

Major (*Significant reduction in the ability to control the aircraft safely that may cause physical discomfort, significant increase in workload, possible injuries, or fatalities*)= **LEVEL 2**

Minor (*Slight reduction in ability to control the aircraft safely that may cause an increase in workload or require use of emergency procedures*) = **LEVEL 1**

APPLICATION: Personal = (1) Commercial Operations and Flight Training = (2)

TIME BETWEEN EVENT(TBE): Total time since new of Events 10-20 hours (4); 21-50 hrs (3); 51- 80 hrs (1); 80- 100 hrs (0)

% FLEET TOTAL –75% (4); 50% (3); 25% (2); less than 25% (1)

NO OF EVENTS: 5+ (3); 3 to 5 (2); 1 to 2 (1)

Safety Risk Level = (a) Safety of Flight Level x (b) Application x (c) % of fleet + (d) No of events + (e) TBE

RISK LEVEL

Safety Directive = Must comply immediately;

Safety Alert = should be complied with as soon as possible;

Safety Bulletin - can be deferred to next inspection.

Manufacturer:	
Make and Model:	
Serial No:	Date of Manufacture:

Date	Event Detail	(a)Safety of Flight Level	(b)Application	(c)%Fleet Total	(d)No of events	(e)TBE	Risk Level