



L.A.M.A.C.

Light Aircraft Manufacturers Association of Canada

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FALL REPORT

On May 10th, 2005 LAMAC submitted its Proposal for the Personal Aircraft to Transport Canada and members of the Canadian Recreational Aviation Council. Official feedback from Transport Canada is still pending , although in general the proposal was well received and judged to be relevant, timely and refreshing in its vision and scope.

GENERAL REVIEW

All draft standards and practices have been open to public scrutiny and available for download from the LAMAC website. There have been several suggested amendments to the Design and Performance Standards. Amended Draft 002 is now complete. The PAAG Audit Group document is also complete. Consideration of a separate power plant standard which will expand on the ASTM standard for reciprocating engines has been proposed, but not completed. All proposed changes will be reflected in the subsequent drafts which will be posted on the LAMAC site.

TC – WAYNE JUNIPER

The Proposal in brief with all accompanying documentation was circulated at the July 5-6 meeting chaired by Wayne Juniper. Wayne suggested that we contact **Brian Whitehead**, Chief Policy Development, Maintenance and Manufacturing , **Jeff Phipps**, Chief Standards and Procedures, and **Don Sherritt** Director, Aircraft Maintenance and Manufacturing and offer to present them with the LAMAC proposal. As a result of this suggestion, a meeting was scheduled for August 26th 2005 with Brian Whitehead to be held at Les Cedres in Quebec.

Wayne Juniper has directed several manufacturers to LAMAC.

During Oshkosh, the following meetings were undertaken.

CHRIS HEINTZ – M. Gill

Chris Heintz – full overview of the entire proposal including the LAMAC / PAAG partnership and the Audit Group proposal. Chris has fully endorsed the LAMAC proposal for the Personal Aircraft, and favours the Canadian Personal Aircraft Audit Group method of oversight to what has been suggested by Paul Fiduccia or Larry Burke in the USA.

EAA / ASTM

Earl Lawrence – M. Gill

Discussions were held relative to the Canadian Manufacturers endorsement of the LSA and the LAMAC proposal for the Personal Aircraft. It was Earl's view that the FAA would not be pursuing a higher weight for the LSA any time soon.

There still exists some discord among USA manufacturers as far as an acceptable audit standard for the LSA, and LAMAC was invited to participate in presenting an alternative

to what had already been considered by the ASTM audit committee. LAMAC has promised to make available to Paul Fiduccia, Larry Burke and Earl Lawrence the PAAG proposal for consideration.

The possibility of Canadian based DARs to facilitate the inspection and flight testing of the Canadian manufactured LSAs destined for export to USA was discussed as a viable and practical method for facilitating process of compliance and flight testing.

Frank Hofmann, LAMAC and COPA director, will be attending an upcoming DAR training program with endorsement for the LSA as soon as space allows. It is LAMAC's goal that the Personal Aircraft Audit Group include representatives of the FAA designated inspectors so that cross border movement of Canadian/USA products can be facilitated.

FAA

Larry Werth, Light Sport Aircraft Program Manager gave an overview of the documentation and procedure for Canadian Manufactured LSA being exported into USA. The procedure is relatively simple if the Canadian Manufacturer has a USA representative (dealer or distributor) within a region where a DAR is available. As of this date there are only three, possibly four Canadian Manufacturers pursuing the LSA and of these, the preferred route is to set up a USA based dealer/distributor. This is consistent with good business practice when dealing with foreign markets and is not perceived as a hindrance by these manufacturers.

However, for those manufacturers who may wish to enter the LSA market at a later date or prefer to export directly to their customers, LAMAC will assist in making sure that the required documentation is complete, and direct them to the appropriate DAR.

A LSA export "tool kit" is being prepared for LAMAC members which will outline all of the relative procedures and documents as well as a listing of available FAA designated inspectors.

On September 12th, 2005 a meeting was held in Vermont with an FAA representative. The current concerns of the professional builder assistance for Amateur Built Aircraft, and the possible role that the proposed Personal Aircraft could play were discussed. Of particular concern were the Amateur Built kits that were being assembled "off shore" but declared to have been built by the owner builder in the USA, and the lack of power of the FAA representative to challenge the owner/builder's statement to this effect. The MD-RA Canadian inspection process would appear to be an effective way of screening this practice, and ensuring that the "builder of record" is fully involved in the project.

Transport Canada (Maintenance and Manufacturing)

Brian Whitehead, Marlene Gill and Frank Hofmann.

Cedars Airport

August 26th 2005.

The LAMAC proposal for the Personal Aircraft was presented including the Personal Aircraft Audit Group and the Management Strategy for the Personal Aircraft.

Of particular concern for Transport Canada was the concept of “Industry Management” and the respective roles that LAMAC, PAAG and Transport Canada would play in the management of the Personal Aircraft. It was suggested that the preferred route would be for Transport Canada to maintain full regulatory compliance oversight with the power to issue or revoke Certificates of Airworthiness, but that LAMAC’s listing of compliant manufacturers would form the basis of eligibility for the certificates.

The overall goal of Transport Canada as described by Brian was to re-visit all of the categories within recreational aviation sector in an effort to simplify the many and varied types of aircraft, and that the Personal Aircraft could include and manage other already types flying within into one structure. Frank presented his outline for the re-classification of aircraft for consideration.

Initially, LAMAC and PAAG could also be subject to Transport Canada audits to ensure a smooth and effective transition.

The Proposed weight of 4000 lbs did not appear to be a major concern to M&M, nor was the number of seats (although the number of persons that could occupy those seats in Canada may still pose a problem)

It was strongly suggested that we follow the CARS 561 standard, modified for our use. The commercial use of the Personal Aircraft was also discussed at length, and in Brian’s view, Flight Training and other commercial use could be possible, however carriage of paying passengers could pose a problem.

The proposal is being further circulated and LAMAC is awaiting a response from Transport Canada as to the feasibility of the proposal in general, and what if any modifications would be required in order to go forward.

The next task on the LAMAC agenda once Transport Canada has indicated that the Personal Aircraft could be adopted would be to create a complete business plan for the project.

FOREIGN MARKET OPPORTUNITIES

The proposed Personal Aircraft has elicited interest by manufacturers and assembly facilities in USA, Australia, New Zealand, the United Arab Emirates, South Africa and India.

USA manufacturers of complex, high performance aircraft are viewing the LAMAC proposal for the Personal Aircraft as an alternative to the 51% rule for the Amateur Built Category. One manufacturer in particular, Epic Aircraft, are interested in considering setting up manufacturing facilities in Canada should we be successful in having the Personal Aircraft adopted. On October 4th, Sean Gilmore, Frank Hofmann and Marlene Gill had the opportunity of presenting the proposal for the Personal Aircraft to Rick Shrameck of Epic Aircraft at a dinner meeting in Montreal. The concept of the Personal Aircraft was very favourably received.

LAMAC has been invited by Bernard Strauss, Minister of Economic Development, Aerospace and Defence, to present its proposal on the Personal Aircraft at a meeting of all Quebec Aircraft Manufacturers at the end of October 2005.

Ken Hitchmough, Industrial Technology Advisor for NRC-IRAP has offered to make available to LAMAC members an overview of the financial assistance available to small and medium size businesses. These Industrial Research Assistance Programs exist to provide assistance to Canadian small and medium companies to engage in commercially-oriented technically challenging research and development. We are considering trying to arrange a meeting of all members some time in the near future, and combine it with a full presentation on the Personal Aircraft, and our Annual General Meeting. Any suggestions as to time and place would be welcome.

LAMAC Fall 2005

QUESTIONS:

In order for an UL permit holder to fly a Construction Amateur (Homebuilt aircraft) – what weight 1200 lbs or 1232 lbs?

How many S_LSA have now been granted their Certificates of Airworthiness?

Of these, how many are manufactured in the USA – not imported by dealers or distributors from foreign manufacturers?