



Standard Specification for Continued Airworthiness System for Weight-Shift-Control Aircraft¹

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1. Scope

1.1 The following continued airworthiness requirements apply for the manufacture of weight-shift-control aircraft and their qualification for possible certification.

1.2 This specification applies to aircraft seeking civil aviation authority approval, in the form of flight certificates, flight permits, or other like documentation.

1.3 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory requirements prior to use.*

2. Terminology

2.1 Acronyms:

2.1.1 AOI—Aircraft Operating Instructions

2.1.2 CAA—Civil Aviation Authority

3. Registered Operators List Documentation

3.1 The manufacturer shall maintain a list of registered aircraft owners that includes all aircraft in service by serial number, registration number, together with the name and address of the owner.

3.2 In cases where the appropriate CAA maintains records of registered owners sufficient for tracking aircraft and the manufacturer has access to such records, the manufacturer may elect to utilize such records for complying with this section.

4. Monitoring, Investigation, and Remedial Action

4.1 The manufacturer shall maintain contact with owners who report incidents or other situations that relate to safety, operations, or maintenance of aircraft produced and placed in service. The manufacturer shall promptly investigate all reported failures, malfunctions, or defects and develop the

appropriate corrective action. The magnitude of the service problem shall define the subsequent publication to the registered owners.

5. Safety Directives

5.1 A safety directive shall be distributed to all registered owners and appropriate CAA when a condition is found to exist that may also exist in other aircraft in the fleet and which would cause a deviation from original design or unsafe condition for flight, rendering the aircraft unairworthy. This change, maintenance procedure, inspection procedure, or other procedures deemed appropriate by the manufacturer is mandatory and must be performed and documented in the individual aircraft logs in order for that aircraft to maintain compliance with ASTM standards.

5.2 A safety directive shall not be issued to address situations that do not present a safety of flight issue. These situations include, but are not limited to, circumstances in which service publications are issued to improve or enhance the following:

5.2.1 Spare part sales;

5.2.2 Aircraft performance, capability, or efficiency, unless the change is needed for the aircraft to meet the minimum design and performance standards identified in the consensus standard and the manufacturer's statement of compliance;

5.2.3 Aircraft appearance;

5.2.4 Aircraft maintainability; or

5.2.5 Any other aircraft characteristic when the action called for does not remedy an unsafe condition, including those related to reliability which do not have an impact on safety of flight.

6. Service Bulletin Documents

6.1 Service bulletins should be distributed to all registered owners by the manufacturer when no unsafe condition exists that could lead to an unairworthy condition, but a service problem has become repetitive for which the manufacturer has developed a design change, or service procedure change that will contribute to the improvement or convenience of operation or maintenance of the aircraft. Service bulletin changes are not mandatory to maintain the aircraft's compliance with ASTM standards.

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7. Service Letter Documents

7.1 The manufacturer should issue service letters on any subject that is considered helpful to the owners. Such letters are intended to maintain a good rapport with the owners, encourage feedback on service and other problems, or to circulate items of interest that an owner may feel would be of value to other owners. A service letter does not include any mandatory owner actions.

8. Continuation of Airworthiness

8.1 *Copies Maintained*—In order to help insure that the fleet of aircraft remains airworthy even after the original manufacturer has ceased to exist as a viable business entity, the original manufacturer or other responsible organization shall maintain documentation on file showing compliance with applicable specifications. This documentation showing compliance with the standards and any “safety of flight” shall be copied and maintained at a physically safe location. For purposes of this specification, a physically safe location is one which is at least 33 m (100 ft) from the main production facility, such that a fire could not destroy both sets of records.

8.2 *Access Assurance*—This documentation shall be available in such a manner that it can be obtained for commercial use in the event that existing avenues of recovering the information is destroyed. This documentation shall be retained even after the original manufacturer ceases business activity, such that in the event that a future entity wishes to continue supporting the airworthiness of the make and model involved, they may do so by making use of the original manufacturer’s documentation. The original manufacturer may either keep these documents on file such that they will be available at any future date, or shall turn them over to a responsible agency

such as the FAA, or other industry entity, for safekeeping. The location and contact for accessing these documents shall be presented in the AOI, and any revision to this information shall be disseminated through service bulletins to the aircraft owners.

8.3 *Aircraft Owner’s Ability to Question a Safety Publication*—An aircraft owner may submit written comments and questions regarding any safety publication to the organization who issued the publication. The issuing organization must respond in writing to any such request within 30 days. The request and response must be retained with the records of the publication and made available to any interested party.

8.4 *Owner Responsibilities:*

8.4.1 Each owner of a weight-shift-control aircraft shall read and comply with the maintenance and continued airworthiness information and instructions provided by the manufacturer.

8.4.2 Each owner of a weight-shift-control aircraft shall provide current contact information to the manufacturer or CAA which maintains the list of registered owners.

8.4.3 The owner of a weight-shift-control aircraft shall notify the manufacturer of any safety of flight issue or significant service difficulty upon discovery. This notification must be made in a manner acceptable to the manufacturer.

8.4.4 The owner of a weight-shift-control aircraft shall be responsible for complying with all manufacturer issued notices of mandatory corrective action.

9. Keywords

9.1 light sport aircraft; special airworthiness certificate; weight-shift-control aircraft

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