

CONTINUED AIRWORTHINESS INSTRUCTIONS



INTENTIONALLY LEFT BLANK

TABLE OF CONTENTS

Chapter 1 - General 1-1
Chapter 2 - CAI Publications 2-1
Chapter 3 - Reporting of maintenance, service and safety difficulties 3-1

CHAPTER 1 - GENERAL

- 1.1 Introduction
- 1.2 Owner/Operator responsibilities
- 1.3 Customer comments

1.1 Introduction

Czech Sport Aircraft a.s. as a manufacturer of LSA provides in accordance with requirements of the designation ASTM F-2295-06 continued airworthiness instructions of LSA produced.

1.2 Owner/Operator responsibilities

- Each owner/operator of a LSA shall read and comply with the maintenance and continued airworthiness informations and instructions provided by the manufacturer.
- Each owner/operator of a LSA shall be responsible for providing the manufacturer with current contact information where the manufacturer may send the owner/operator supplemental notification bulletins.
- The owner/operator of LSA shall be responsible for notifying the manufacturer of any safety of flight issue or significant service difficulty upon discovery.
- The owner/operator of LSA 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 the LSA.
- An owner/operator of a LSA shall ensure that any needed corrective action be completed as specified in a notice, or by the next scheduled annual inspection.
- Should an owner/operator not comply with any mandatory service requirement, the LSA shall be considered not in compliance with applicable ASTM standards and may be subject to regulatory action by the presiding aviation authority.

1.3 Customer comments

Czech Sport Aircraft (CSA) does its best to supply the operator with an accurate and easy to use the maintenance and Continued Airworthiness Informations and Instructions (CAII). If problems are found in this publications, let CSA know. In the Appendix 1 of this document is a Customer Feedback Form. Fill it out and fax or mail it to CSA with a detailed description of the problem. The problem will be researched and a reply will be sent back. CSA puts a high value on the help from its customers and wants to make the publications correct.

CHAPTER 2 - CAII PUBLICATIONS

- 2.1 List and Scope of CAII publications
- 2.2 Sending of CAII and verifying of latest CAII version

2.1 List and Scope of CAI publications

2.1.1 Pilot Operating Handbook (POH)

Pilot Operating Handbook is intended to provide pilots with information for the safe and efficient operation this model of LSA. It also contains supplemental data supplied by the Aircraft Flight Training Supplement.

2.1.2 Maintenance and Inspection Procedures (MIP)

Maintenance and Inspection Procedures contains the necessary field maintenance data for this model of LSA.

2.1.3 Illustrated Parts Catalog (IPC)

Illustrated Parts Catalog contains images and list of all parts considered necessary for maintenance or repair of this model of LSA.

2.1.4 Aircraft Assembly Manual (AAM)

Aircraft Assembly Manual provides instructions for assembly/disassembly of LSA because of ground transport/storing.

2.1.5 Safety Directives (SD)

Safety Directives contains notification and instruction for immediate correction action. This corrective action detailed in the safety directive is mandatory.

2.1.6 Service Bulletins (SB)

Service Bulletin does not require immediate action but is recommended for future action.

2.1.7 Technical Bulletin (TB)

Technical Bulletin provide technical information and it is the customer's option to accomplish this TB.

2.1.7 Notification (NOT)

Notification is letter to owner/operator that do not necessarily recommend future action but are primarily for promulgation of continued airworthiness information.

2.2 Sending of CAI and verifying of latest CAI version

2.2.1 This CAI are enclosed to each LSA delivered (printed and CD)

- Pilot Operating Handbook
- Maintenance and Inspection Procedures
- Illustrated Parts Catalog
- Aircraft Assembly Manual

2.2.2 This CAI can be downloaded from CSA website

- Safety Directives
- Service Bulletins
- Technical Bulletin
- Notification

For download use <http://www.czechsportaircraft.com/>

Each owner / operator / maintenance organisation can verify that works with latest version of CAI. using list of valid CAI on CSA webpage <http://www.czechsportaircraft.com/>

Each owner / operator / maintenance organisation can ask for sending any CAI at info@czechsportaircraft.com

INTENTIONALLY LEFT BLANK

**CHAPTER 3 – REPORTING OF MAINTENANCE, SERVICE AND SAFETY
DIFFICULTIES**

3.1 Reporting procedure

3.1 Reporting procedure

We would like to ask you for your assistance at obtaining information for continuous increasing reliability of LSA produced by CSA. Please fill out the card in case of any failure on your airplane. After filling out, send it to the address mentioned below. By sending us the card, you provide us with valuable data, which enable us to improve reliability of your airplane as well.

Czach Sport Aircraft, a.s.
Na Zahonech 1177
Building A10s
686 04 Kunovice – Airport
Czech Republic

FAX: 00 420 572 543 692

info@czechsportaircraft.com

INTENTIONALLY LEFT BLANK

CUSTOMER FEEDBACK

Return via FAX, mail or e-mail to CZECH SPORT AIRCRAFT, A.S.

Publication title:	
Date of issue:	
Date of last revision:	
Section, Chapter, Paragraph affected:	
Your feedback:	
Now reads:	
Should reads:	
Your name:	
Address:	
Position:	Telephone No.
Company:	Fax. No.
	e-mail:
Your signature and date:	

CZECH SPORT AIRCRAFT a.s.		Na Záhonech č.e.212, 686 04 Kunovice, Czech Republic	
Airplane Failures Card			
Dear customer,			
We would like to ask you for your assistance at obtaining information for continuous increasing reliability of airplanes produced by our company. Please fill out the card in case of any failure on your airplane. After filling out, send it to the address mentioned above. By sending us the card, you provide us with valuable data, which enable us to improve reliability of your airplane as well.			
Mandatory data			
Airplane type:		Registration mark:	Airplane S/N:
1.	Flight units: flight hours – number of landing	: -	
2.	Failure detection date: day – month – year (format: “dd mm yy”)		
3.	Failure has been detected at: (encircle appropriate number)	1. Flight 2. Taxiing 3. Take-off run 4. Take-off 5. Touch down	6. Landing run 7. Daily inspection 8. Periodical inspection 9. Other
4.	Consequences for operation: (encircle appropriate number)	1. No consequences 2. Airplane put out of operation 3. Airplane returned from take-off 4. Flight with damaged aggregates	5. Emergency landing 6. Occurrence on the ground 7. Other
5.	Failure description:		
6.	Identification of the damaged part		
	Failed part name	Catalogue number of failed part	Worked out operation units
			Serial No.*
	Note: State maximum detectable data		* fill out if required
7.	Notes, additional data (kind of failure, defect, incorrect activity):		
Additional data			
8.	Claimed (encircle what applicable): YES - NO		No. of claim:
9.	Order of spare parts (encircle what applicable): YES - NO		
	Item	Name of part	Catalogue part No.
			No. of pieces
	Owner:	Home airport:	
	Operator:	Date:	Elaborated by: