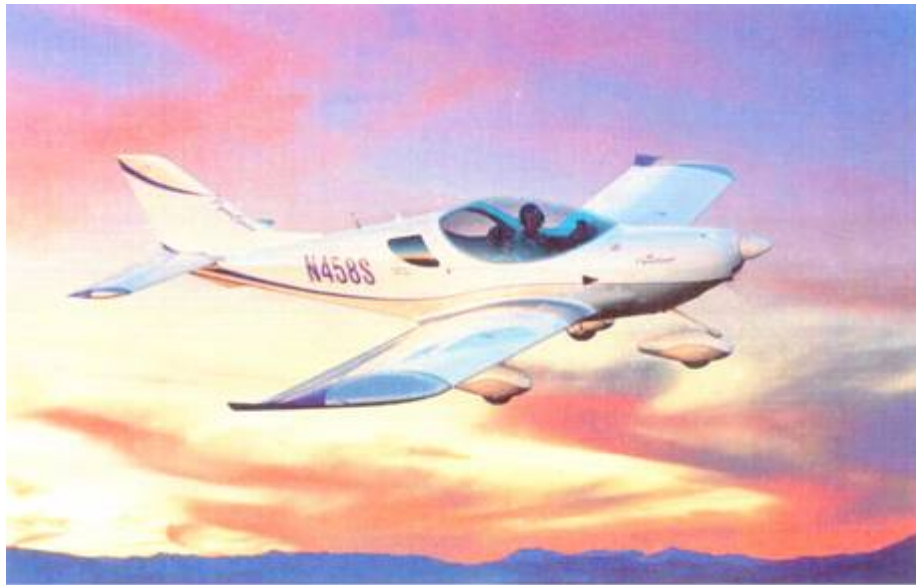


*Piper Sport*

# INSTRUCTIONS FOR CONTINUED AIRWORTHINESS



Copy No.:

*PiperSport Distribution Inc.*

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PS-ICA-1-0-00

*Piper Sport*

# INSTRUCTIONS FOR CONTINUED AIRWORTHINESS



*PiperSport aircraft is designed and manufactured by*



CZECH  
SPORT AIRCRAFT

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**CSA**

Czech Sport Aircraft a.s.

**Safety effect** (according to ASTM F 2295-10)

The actual service report or potential consequences on the service issue.  
The more adverse consequences, the higher risk weighing.  
The weighting for each safety effect is shown below:

- ? **Catastrophic Effect (4)** – High potential for loss of aircraft and fatalities.
- ? **Hazardous effect (3)** – Large reduction in functional capabilities or safety margins that may cause serious or fatal injuries.
- ? **Major effect (2)** – Significant reduction in functional capabilities or safety margins that may cause physical discomfort or a significant increase in workload, possible injuries, or fatalities.
- ? **Minor effect (1)** – Slight reduction in functional capabilities or safety margins that may cause an increase in workload or require use of emergency procedures.

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This organization standard establishes standard practices for continued operational safety monitoring of aircraft produced by CSA.

**2. LIST OF DOCUMENTS FOR CONTINUED AIRWORTHINESS**

List of documents, which are (according to need) provided to owners/operators for maintenance of continued airworthiness:

- 1 **Pilot Operating Handbook (POH)**  
provides information to pilots for safe and effective operation of the aircraft and a Supplement for pilot's training.
- 2 **Maintenance and Inspection Procedures (MIP)**  
provides information necessary for inspection and maintenance of the aircraft.
- 3 **Aircraft Assembly Manual**  
shows procedures for assembling/dismantling of the aircraft for ground transportation.
- 4 **Instructions for Continued Airworthiness**  
inform the owner/operator with documents for continued airworthiness and with procedures (forms) for
  - Notice of owner/operator about discrepancy in documentation (Supplement 1) and
  - Notice of owner/operator about operating failure of the aircraft (Supplement 2).
- 5 **Wiring Manual**  
shows the wiring diagrams of the aircraft.
- 6 **Spare Parts Catalogue**  
provides list and figures of all parts of the aircraft considered as necessary for maintenance and repairs of the aircraft.
- 7 **Service Bulletin (SB)**  
is used for notices, which do not require immediate action, but which are recommended as future actions.
- 8 **Safety Alert or Airworthiness Directive (AD)**  
is used for notices requiring immediate action.

**Documents 1 – 4** are provided to the owner/operator with each delivered aircraft.

**Documents 5 – 8** are provided according to need and they are available on <http://www.czechsportaircraft.com/> .

### 3. DESIGNATION

PS-ICA-1-0-00

#### DESIGNATION OF DOCUMENTS FOR CONTINUED AIRWORTHINESS

Each aircraft manual is designated as follows:

## AA-MMM-E-P-VV

**AA** Aircraft model  
**PS** PiperSport  
etc.

**MMM** Manual  
**POH** Pilot Operating Handbook  
**MIP** Maintenance and Inspection Procedures  
**AAM** Aircraft Assembly Manual  
**ICA** Instructions for Continued Airworthiness  
**WMA** Wiring Manual  
**SPC** Spare Parts Catalogue

**E** Code of engine  
**0** All engines  
**1** Rotax 912  
etc.

**P** Code of propeller  
**0** All propellers  
**1** Woodcomp Klassic  
etc.

**VV** Code of variant of equipment  
**00** All variants of equipment  
**01** 1st variant of equipment  
etc.

Example:

## PS-MIP-1-0-00

The Technical Documentation department will keep the record of

- ? codes of engines,
- ? codes of propellers and
- ? codes of variants of equipment.

#### 4. OBLIGATIONS OF OWNER/OPERATOR OF THE AIRCRAFT

Further obligations of the owner/operator of the aircraft are shown in **Instructions for Continued Airworthiness**, which are delivered with the aircraft.

1. The owner/operator of the aircraft will read, understand and observe Maintenance and Inspection Procedures and Instructions for Continued Airworthiness provided by the manufacturer.
2. The owner/operator of the aircraft is responsible for provision of contact information to the manufacturer, which will be used by the manufacturer for sending of additional airworthiness information (e.g. Bulletins).
3. The owner/operator of the aircraft is responsible for reporting to the manufacturer of all safety flight problems or found significant operating problems.
4. The owner/operator of the aircraft is responsible for completion of notifications about corrective measures of Service Bulletins, AD and all airworthiness regulations with regard to maintenance of the aircraft airworthiness.
5. The owner of the aircraft ensures the performance of any necessary required corrective actions either according to the requirement of corrective action, or at next scheduled annual inspection.
6. If the aircraft owner/operator does not complete a mandatory service requirement, then the aircraft will be considered for not complying with applicable airworthiness regulations and can be inflicted by regulatory measure of an airworthiness authority.

#### 5. PROCEDURE OF HANDOVER OF NOTICES ABOUT DISCREPANCIES IN DOCUMENTATION AND FAILURES OF THE AIRCRAFT

Following instructions are shown in Instructions for Continued Airworthiness, which are delivered with each aircraft:

CSA company makes all effort for equipment of owners/operators with accurate and sententious information for maintenance and continued airworthiness.

If some problems occur in appropriate documents, the owner/operator of the aircraft will announce it to the CSA company through the form **Notice of owner/operator about discrepancies in documentation** shown in Supplement 1. It is filled up together with detail description of the problem and sent by fax or E-mail to the CSA company. The problem is solved and the answer is sent back to the owner/operator.

CSA company also asks owners/operators of the CSA aircraft for sending of information about reliability of these aircraft. In case of failure of the aircraft, the owner/operator of the aircraft will announce it to the CSA company through the form **Notice of owner/operator about operating failure of the aircraft** shown in Supplement 2.

## 6. OPERATIONAL SAFETY, 7. CORECTIVE PS-ICA-1-0-00

### 6. OPERATIONAL SAFETY RISK ASSESSMENT PROCEDURE

Based on **Notice of owner/operator about operating failure of the aircraft**, an assessment of risk for operational safety for given failure will be performed in accordance with the ASTM F 2295, ANNEX.

The effect on operational safety is assessed as follows:

- ? Catastrophic effect (4)
- ? Hazardous effect (3)
- ? Major effect (2)
- ? Minor effect (1)

This procedure is used for determination of effects of failures on the flight safety and for determination of appropriate corrective measures.

Nevertheless, each operational situation is unique one and an experience or evaluation of the manufacturer may lead also to measures different from those shown in the procedure.

### 7. CORRECTIVE MEASURES

As soon as a corrective measure is determined in accordance with the ASTM F 2295, ANNEX, the manufacturer will issue an announcement and will send it to known owners/operators of affected aircraft.

Following information will be contained in the Notice:

1. Name, address, web site and phone number of issuing subject.
2. Date of issue of the Notice.
3. Date of effectiveness of the Notice.
4. Limitation for realization of any requested corrective measure.
5. Manufacturer and model of the aircraft.
6. Serial numbers of affected LSA.
7. Number unambiguously identifying the Notice.
8. A number of replaced Notice, if applicable.
9. Page numbers and number of pages.
10. The first page will contain the specification (see chapter 2)
  - SAFETY ALERT,
  - AIRWORTHINESS DIRECTIVE or
  - SERVICE BULLETIN.

**Supplement 1 Notice of owner/operator about discrepancies in documentation**

**CUSTOMER FEEDBACK**

Return via FAX, mail or E-mail to the 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:	

**Supplement 2 Notice of owner/operator about operating failure of the aircraft**

<b>Czech Sport Aircraft a.s.</b>		Na Záhonech 212, 686 04 Kunovice, Czech Republic	
<b>1 Notice of owner/operator about operating failure of the aircraft</b>			
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.			
<b>1.1 Mandatory data</b>			
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
Note: State maximum detectable data		* fill out if required	
7.	Notes, additional data (kind of failure, defect, incorrect activity):		
<b>1.2 Additional data</b>			
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.
	Owner:	Home airport:	
	Operator:	Date:	Elaborated by: