



FLIGHT DESIGN

**Supplement S1 to the
Pilot's Operating Handbook (POH)
Continued Operational Safety Reporting
on LSA Airplanes**

Airplane Type : CT, MC

Airplane Model : CTL5-LSA
CTL5 HL-LSA
MC-LSA

Document Number : AZ 0430 0014

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This Supplement is approved on the Basis of Manufacturer Self Declaration

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I RECORD OF MANUAL REVISIONS

Manual revisions are provided by Flight Design GmbH as available and approved through the Agency (if applicable). The updates shall be manually entered to the individual printed version of the POH by the owner/operator of the aircraft.

Manual updates are provided in electronic format (pdf file) directly to aircraft owners/operators, when the owner/operator leaves the correct contact information with Flight Design GmbH. Manual updates are also provided through the webpage of Flight Design GmbH, in the section Service Documents: <http://www.flightdesign.com/index.php?page=service>.

It is the duty of the aircraft owner/operator to ensure that the manual contains all updates applicable to his aircraft serial number. Updates are done by manually removing invalid pages and inserting new or updated pages. Manual update must be logged in the subsequent table.

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IV INTRODUCTION

This document supplements the information provided in the aircraft Pilot's Operating Handbook (POH) but does not replace it.

IV.1 Approval

The contents of this Supplement to the POH is approved on the basis of Manufacturer Self Declaration against the applicable ASTM industry standard.

IV.2 Certification Basis

The aircraft is in conformance with ASTM F2245-10c.

The Pilots Operating Handbook is in compliance with ASTM F2746-09.

IV.3 Warnings, Cautions and Notes

Please pay attention to the following symbols used throughout this document, emphasizing particular information:

- ▲ **Warning:** Identifies an instruction, which if not followed may cause serious injury or even death.
- **Caution:** Denotes an instruction which if not followed, may severely damage the Airplane or could lead to suspension of warranty.
- **Note:** Information useful for better handling.

“Shall”, “will”, “should” and “may”: The words “shall” or “will” are used to express a mandatory requirement or instruction. The word “should” is used to express non-mandatory provisions that are nevertheless highly recommended. The word “may” is used to express permissible provisions.

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IV.4 Abbreviations

AD	Airworthiness Directive
ASTM	formerly “American Society for Testing and Materials”, now used as standalone acronym without long text meaning
DOA	Design Organization Approval
EASA	European Aviation Safety Agency
LSA	Light Sport Aircraft
POH	Pilot’s Operating Handbook
SA	Safety Alert
SB	Service Bulletin
SDR	Service Difficulty Report
SFR	Safety of Flight Report
SI	Service Instruction
SN	Service Notification

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1. GENERAL INFORMATION

1.1. Continued Airworthiness of the Aircraft

Continued airworthiness of the aircraft is only possible in close cooperation between manufacturer and aircraft owner/operator. The aircraft manufacturer depends on the timely, detailed and complete reporting of occurrences that the owner/operator might experience. This is the basis for the manufacturer to react in adequate way, and to provide instructions for continued airworthiness to all affected owners/operators. Only this way it can be assured that others do not experience the same occurrences, and that the aircraft maintains its high level of safety.

The process of continued airworthiness applied to the Light Sport Aircraft is conducted in line with applicable ASTM industry standards.

▲ Warning: All information provided in this supplement are supportive information to the owner/operator, explaining some background and detail of continued airworthiness of the aircraft. Applicable national regulations apply and prevail in case of conflict. It is the duty of the owner/operator of the aircraft to ensure that national regulations are complied with when operating and maintaining the aircraft.

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2. CONTINUED AIRWORTHINESS

2.1. Manufacturer Responsibilities

In order to fulfill the manufacturer's responsibilities, Flight Design maintains an Operational Safety Monitoring System along the following practices:

1. Upon Aircraft Delivery

Flight Design provides, together with the aircraft, all information needed to properly maintain the aircraft, and to keep it airworthy. To that extent the Aircraft Maintenance Manual is provided, along with all other manuals for installed equipment, originating from the equipment manufacturer.

2. Upon Aircraft Operation – Instructions for Continued Airworthiness

For all aircraft in operation, Flight Design provides updates for all manuals as needed.

In response to occurrences, Flight Design might issue specific notifications. There are three kinds of notifications in use by Flight Design:

- Service Notification (SN) for instructions that do not necessarily recommend future action but are primarily for promulgation of continued airworthiness information.
- Service Bulletin (SB) for instructions that do not require immediate action but do recommend future action.
- Safety Alert (SA) for instructions that require immediate action.

Along with these Notifications Service Instructions (SI) might be issued, providing explicit work instructions for continued airworthiness tasks that are not part of the existing manuals.

All these information are distributed in two ways. Owners/operators with known contact address get informed directly about any new issues affecting continued airworthiness by Flight Design. For all others the information is posted on Flight Design webpage:

www.flightdesign.com

At this location all applicable documents can be downloaded.

At any time an owner can request the applicable documentation from Flight Design directly. This might become of interest especially for second hand owners.

Regardless of this information, a national Agency may be able to issue at any time an Airworthiness Directive (AD) to the aircraft. Such an official AD is mandatory, even when in possible conflict with other manufacturer's information.

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3. Upon Aircraft Operation – Occurrence Management

Flight Design maintains a continuous monitoring of significant events on the Flight Design aircraft. On the basis of this information, Flight Design uses a standardized process in addition to its own expertise, to judge if there might be a risk for an unsafe condition of the aircraft. In response to this knowledge, Flight Design can issue one of the above named notifications (SN, SB or SA). To be able to do this, Flight Design depends upon reporting from owners/operators of Flight Design aircraft.

2.2. Owner/Operator Responsibilities and Instructions

The owner/operator shall familiarize himself/herself with all applicable Instructions for Continued Airworthiness, provided by Flight Design.

The owner/operator shall provide Flight Design always with a valid contact address. This enables Flight Design to provide new information to the owner/operator in a timely manner. In case of change of the address the owner/operator shall fill out and send to Flight Design the Owner/Operator Address Change Notice not later than 2 weeks after the change occurs.

The owner/operator shall check for new information on the support web pages of Flight Design and of all manufacturers of equipment installed to his aircraft. This is important especially for (but not limited to) engine, propeller and avionic equipment.

The owner/operator shall ensure that all applicable instructions for continued airworthiness are followed in the required time, and with the required accuracy.

The owner/operator shall inform Flight Design about any service difficulty. Service difficulties are occurrences observed while inspecting, maintaining or servicing the aircraft on ground. To report service difficulties, the Service Difficulty Report template (SDR) shall be used.

The owner/operator shall inform Flight Design about any safety of flight issue. Safety of flight issues are occurrences experienced in flight, having an effect to the conduct of the flight by either limiting the aircraft capabilities, or necessitating a change in flight conduct. To report safety of flight issues, the Safety of Flight Report template (SFR) shall be used.

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3. CONTINUED AIRWORTHINESS REPORTING

Reporting of service difficulties and safety of flight issues shall be done using the subsequent templates:

SFR – Service Difficulty Report (page 3.3)

SDR – Safety of Flight Report (page 3.4)

Reporting of changes in the owner/operator registration shall be done using either the template provided on page 3.2, or the “Owner & Warranty Registration Form” provided in the Flight Design Aircraft Logbook.

Reporting is done by submitting the filled out templates to Flight Design. Use one of the following submission methods:

1. E-Mail to: airworthiness@flightdesign.com

2. Regular mail to:

Flight Design GmbH
Sielminger Strasse 51
70771 L.-Echterdingen
Germany.

3. Fax message to: +49(0)7021 / 80460-69

Contact details can be retrieved at any time on the Flight Design webpage:

www.flightdesign.com

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Owner/Operator Address Change Notice

Registration shall be sent to Flight Design Germany not later than 2 weeks after the owner/operator contact data change occurs.

The "Owner & Warranty Registration Form" provided by the Aircraft Logbook may be used instead of this form.

All data will be used only for internal use concerning the safe operation of the aircraft.

No data will be given to third parties at any time.



Flight Design GmbH

Sielminger Str. 51

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airworthiness@flightdesign.com

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Aircraft Serial No.:

Engine Serial No.:

Registration No.:

Registration Date:

Sales Center:

Customer Name:

Address:

Zip:

Phone:

Fax:

E-mail:

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Safety of Flight Report (SFR)

SFR Number: _____
(to be filled by Flight Design)

Use this template only for **occurrences in flight**.

Describe the failures, malfunctions or defects of airplane, engine, propellers, systems and components that occurred in flight and had an influence to the conduct of the flight either by reducing availability or functionality.



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Airplane Serial Number: - _ _ - _ _ - _ _

Person Reporting: _____

Contact Information: _____

Time and Location: _____

Engine Model and S/N: _____

Total Time Airframe/Engine: _____

Description of Event:

Please be as specific as possible. If needed, attach additional sheets, drawings, sketches, etc.

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Service Difficulty Report (SDR)

SDR number: _____
(to be filled by Flight Design)

Use this template only for difficulties experienced during maintenance or servicing.

Describe the difficulties experienced with the aircraft; state the occasion, component, that generated what difficulty exactly



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Airplane Serial Number: - _ _ - _ _ - _ _

Person Reporting: _____

Contact Information: _____

Time and Location: _____

Engine Model and S/N: _____

Total Time Airframe/Engine: _____

Description of Difficulty: _____

Please be as specific as possible. If needed, attach additional sheets, drawings, sketches, etc.

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