



Paramaribo, July 27th, 2017

No. 1-2017-AIR/OPS

Decision Director CASAS

Subject: Issue of Special Airworthiness Certificates for so called Light Sport Aircraft (LSA) to be certified in the Experimental class.

1. Background.

The use of aircraft falling under what is known by the Federal Aviation Administration (FAA) and the European Aviation Safety Administration (EASA) as Light Sport Aircraft (LSA) is increasing and it is imperative that the Civil Aviation Safety Authority Suriname will receive requests for the use of these types of aircraft.

2. Purpose.

This Decision Director CASAS details the procedures to be followed by prospective users of aircraft that do meet the requirements of the State of Design for the grant of a Standard Airworthiness Certificate. Ref. CARS Part 5, article 5.4.1.4 (b)

3. Decision.

General

This Decision Director CASAS (DDC) is being issued in order to detail the requirements to be met, when applications have been received to utilize aircraft on the basis of a Special Airworthiness Certificate in the Experimental category.

For this DDC the following definition will be applicable to the term "Experimental" type aircraft:

An aircraft type that is not in conformance with a Type Certificate or for which no Type Certificate was issued but which through declaration by the State of Design conforms to a build-standard referred to as a consensus standard which has been accepted by the Federal Aviation Administration (FAA) of the United States of America or the European Aviation Safety Administration (EASA).

The Standards to which the so called aircraft shall conform to are those of the American Society for Testing and Materials (ASTM). The standards applicable to so called Light Sport Aircraft (LSA) which have been accepted by the FAA are listed in the Federal Register under Notice of Announcement NOA-17-01(NOA #14) (Attached to this DDC)

In addition to the above LSA aircraft applicable for certification in the "Experimental" class, shall be listed in the most current revision of the FAA Make/Model Directory for SLSA. No other LSA aircraft will be accepted for registration and use in Suriname.

Procedures to be followed by persons seeking the approval to utilize Light Sport Aircraft in Suriname.

Prior to the importation of so called Light Sport Aircraft in to Suriname, the prospective owner of such aircraft shall submit to the CASAS in writing specific details of the aircraft thereby providing copies of all relevant documents attesting that the aircraft type conforms to the standards as noted in the General section of this DDC and that the aircraft is listed in the most current revision of the referenced FAA make/Model Directory for SLSA.

The CASAS will confirm the information submitted and will inform the owner whether there is no objection to the importation of the aircraft concerned.

Upon the importation of the aircraft the (prospective) LSA aircraft owner shall submit to the CASAS the following:

- 1) Proof of having fulfilled with the importation requirements of the Ministry of Finance (Customs formalities)
- 2) Letter containing request for registration of the applicable aircraft with completed aircraft registration form.
- 3) One Copy of the Pilot operating Handbook (POH)
- 4) One copy of the Aircraft Maintenance Manual (AMM)
- 5) One Copy of the Aircraft Flight Training Supplement
- 6) Copy of the current Weight & Balance Report
- 7) Copy of the Radio Station License as issued by the Telecommunication Authority Suriname (if applicable)
- 8) Copy of Statement of Compliance (SOC) as issued by the manufacturer for this specific aircraft
- 9) Submit for review the Aircraft, Engine & Propeller logbooks

The LSA aircraft owner shall transfer any fees to the CASAS applicable for the registration of the aircraft and shall comply with the requirements of CARS Part 4 pertaining to the display of the registration markings and the installation of an identification plate as required by art. 4.3.1.10 of this same part.

CASAS Airworthiness Certification Process

The CASAS airworthiness certification process consists of a general airworthiness inspection to determine the aircraft is in a condition of safe operation and a verification that the applicant's documentation supplied with the aircraft agrees with the identification, description, and applicable operating requirements.

The inspection is accomplished only after the aircraft is completed and before the issuance of the special airworthiness certificate.

During the airworthiness inspection process, omissions, errors and other discrepancies may be found. It is the responsibility of the CASAS inspector to inform the owner of those discrepant items. It is imperative that the owner informs the LSA manufacturer and that any corrections of discrepancies to the aircraft and the aircraft's documentation receive prior authorization from the manufacturer. Only after the required corrections have been made can an airworthiness certificate be issued.

Document Review.

The CASAS must—

- (1)** Obtain from the Owner a properly executed CASAS Airworthiness Application and Engineers Report.
- (2)** Review the previously submitted POH, AMM, flight training supplement, and LSA manufacturer's Statement of Compliance (SOC). Also, review supporting documentation such as the production ground and flight test report acceptance record, the final inspection acceptance record(s), aircraft registration information, Weight & Balance and aircraft logbook(s).

Note: The aircraft documentation will be used in conjunction with the performance of the physical examination of the aircraft. Return any applicable documentation to the applicant upon completion of inspection or certificate issuance.

Check that the POH and flight training supplement are for the aircraft being inspected. Verify the information contained in these documents is the corresponding and appropriate information for that aircraft as identified by the registration information and inspection of the aircraft.

- 3)** Verify the aircraft's installed equipment is in accordance with the POH. Verify the flight test report reflects the testing of the POH-installed equipment. Verify the aircraft configuration matches the flight test report.
- 4)** Ensure the airspeed indicator markings match the requirements of the POH-calculated limitations.
- 5)** Check for inclusion of weight and balance or weight and loading data for this aircraft as equipped. This is part of the permanent record for the aircraft (as designed and manufactured), and is a basis for the associated operating and performance data located in this documentation.
- 6)** Verify there is a reporting system for maintenance, service, and safety documented in the POH, the maintenance and inspection procedures (manual), or both. The report may be in hard copy form, electronic media, or both. In either form of media, there must be instructions on how to provide the report to the manufacturer and retain a copy of the report in the aircraft records. If the only means given is to use electronic media, the CASAS shall verify the electronic media and instructions are available as described.
- 7)** Ensure that the submitted maintenance and inspection procedures are applicable to the type and series of the aircraft. The following procedures may be in the form of a manual(s).

- a) Verify the aircraft has the correct model maintenance manual.