

Issued: 16 March 2012

**Notification of Changes in Type Support Provided by
de Havilland Support Ltd**

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not Primarily Affected
Air Traffic:	Not Primarily Affected
Airspace:	Not Primarily Affected
Airworthiness:	All owners and operators of de Havilland vintage aircraft, the Scottish Aviation Bulldog, their maintenance organisations and Licensed Aircraft Maintenance Engineers
Flight Operations:	AOC and Flying Training operators
Licensed/Unlicensed Personnel:	Not Primarily Affected

1. Introduction

- 1.1 de Havilland Support Ltd (DHSL) has informed the CAA that it will relinquish its responsibilities as a Type Design Organisation (TDO) with effect from 31 March 2012. DHSL intends to obtain a Type Responsibility Agreement (TRA) in place of the TDO, in order to allow some de Havilland types and the Scottish Aviation Bulldog to remain eligible for an ICAO compliant Certificate of Airworthiness (CofA). Under these new arrangements DHSL will continue to provide basic design related continuing airworthiness support for a reduced range of aircraft types.
- 1.2 Aircraft included in the scope of a TRA will be able to continue to operate on a C of A. Aircraft that are not included in the scope of a TRA will no longer be eligible to retain a C of A. In most instances aircraft not covered by a TRA will remain eligible for a Permit to Fly.
- 1.3 This Information Notice sets out which aircraft types remain eligible for a C of A, the options available to an aircraft owner and the arrangements for aircraft transferring to a Permit to Fly.

2. Affected Aircraft

- 2.1 With effect from 31 March 2012, DHSL will relinquish their TDO responsibilities for the following range of aircraft types:

- DH60 Moth Series
- DH80 Puss Moth
- DH82 Tiger Moth Series
- DH83 Fox Moth
- DH84 Dragon

DH85 Leopard Moth
DH87B Hornet Moth
DH89A Dragon Rapide Series
DH90A Dragonfly
DH94 Moth Minor
DH104 Dove Series
DH114 Heron Series
DHC-1 Chipmunk (English and Portuguese-built variants only)
Scottish Aviation Bulldog Series

DHSL will also rescind their TRA for the Thruxton Jackaroo.

- 2.2 With effect from 1 April 2012 DHSL will have a TRA in place to cover the following aircraft types:

DH82 Tiger Moth series
DH89A Dragon Rapide Series
DHC-1 Chipmunk (English and Portuguese-built variants only)
Scottish Aviation Bulldog Series

- 2.3 The CAA has also received applications from other organisations for a TRA for the following aircraft:-

DH 60 Series
DH 80A Puss Moth
DH 83 Fox Moth series
DH84 Dragon
DH 85 Leopard Moth
DH 87B Hornet Moth
DH 94 Moth Minor
Thruxton Jackaroo

- 2.4 Only one TRA will be entered into by the CAA for any particular aircraft type. If there is more than one request to set up a TRA for an aircraft type, the CAA will determine the most suitable organisation considering, for example, their capability and access to design information.
- 2.5 When TRAs are completed, details will be included on the CAA website - Orphan Aircraft page <http://www.caa.co.uk/OrphanAircraft> , pending the necessary changes to CAA Publication, CAP 562, Civil Aircraft Airworthiness Information and Procedures, Leaflet B-90.

3. Orphan Aircraft Policy

- 3.1 BCAR A5-1 paragraph 5 states:

In cases where the Type Design Organisation ceases to function or fails to discharge their responsibilities, or where a Type Responsibility Agreement is withdrawn or cancelled, the CAA will generally assess the possibility of an alternative organisation being found to take over the responsibilities within a reasonable time-scale. If this is considered likely, the CAA may maintain the Certificate of Airworthiness status for the aircraft of the type for the interim period, by taking direct responsibility for the continued airworthiness of the type in accordance with ICAO Annex 8. The decision whether or not to undertake the responsibility and the length of time for which the CAA is prepared to undertake this will be dependent on the complexity of the type and the numbers in service.

- 3.2 An aircraft becomes an “orphan” when it is no longer supported by a Type Certificate Holder (TCH) and a State of Design. An orphan aircraft is only eligible for a Permit to Fly. However, if a TRA is established for the aircraft type, individual aircraft included within the scope of the TRA regain their eligibility to hold an ICAO compliant CofA. Under CAA policy it is the owner/operator who chooses whether they want their aircraft to be covered by the TRA, and thus whether it remains eligible for a CofA, or must transfer to a Permit to Fly.

- 3.3 Further supporting information can be found in Appendix 1 to BCAR A5-1 and in CAP 562, Leaflet B-90 '*Information for Continued Airworthiness of Non-EASA Aircraft Designed in the UK and Elsewhere*'.

4. Action Required by Aircraft Owners

4.1 Aircraft Transitioning to a Permit to Fly

- 4.1.1 With the exception of the DH104 Dove and DH114 Heron, the CofA currently held by individual aircraft will continue to be valid until expiry. From the 1 April 2012, following expiry, or surrender or revocation of the current CofA, an application for a Permit to Fly will be required. Application for the issue of a Permit to Fly may be made to the CAA or where applicable, the Light Aircraft Association (LAA).

4.2 Applying for the issue or renewal of a CofA

- 4.2.1 From 1 April 2012, the CAA will no longer be able to issue or renew the CofA for any of the aircraft types listed in Paragraph 2, unless confirmation is provided by the applicant, at the time of application, that the individual aircraft is included in the scope of a TRA.
- 4.2.2 A CofA issued after the 1 April 2012 may include a condition to highlight that each aircraft should remain subject to valid TRA arrangement. Where this cannot be maintained, the aircraft may become ineligible to hold a CofA.
- 4.2.3 For aircraft that are transitioning from a Permit to Fly to a CofA, the CAA may also require an application for a special survey, to be conducted in order to establish conformity with the recognised Type Design, before issuing a CofA. There is a fee for this service.

4.3 Operation of Aircraft for Commercial Activities

- 4.3.1 Aircraft Owners who wish to undertake Aerial Work, Commercial Air Transport or Public Transport activities should have an agreement in place with an appropriate TRA or TCH from the 1 May 2012. Failure to do so may affect the validity of the aircraft's insurance arrangements.

5. Entry into LAA system

- 5.1 LAA procedures for owners of applicable types de Havilland and Bulldog aircraft are provided on their website:
<http://www.lightaircraftassociation.co.uk>

6. Aircraft outside of the remit of the LAA

- 6.1 The following aircraft are outside the remit of the LAA:

DH84 Dragon
DH89A Dragon Rapide Series
DH90A Dragonfly
DH104 Dove Series
DH114 Heron Series

7. Permit to Fly Restrictions

- 7.1 Any aircraft that transfers to a Permit to Fly will be subject to the limitations set out in Article 23 of the Air Navigation Order 2009. For example, with the exception of display and demonstration flying, display practise/positioning flights and existing exemptions for flying training (Official Record Series 4 No. 802 refers), such aircraft will not be able to be used for Aerial Work, Commercial Air Transport, Public Transport or charity flights. Aircraft with a Permit to Fly are not currently permitted to be flown at night or in IMC.

8. Occupancy

- 8.1 Those aircraft that are supported by a TRA or TCH will retain the full approved seating capacity. For aircraft that move from a CofA to a Permit to Fly, the CAA will identify any revision to the occupancy limits necessary to remain consistent with current policy.

9. DH 104 Dove and DH 114 Heron Aircraft

- 9.1 The most appropriate airworthiness regime for DH104 Dove and DH114 Heron aircraft is a CofA. Additionally, as these types require specialist continuing airworthiness and maintenance support, it is considered that a TRA may not be sufficient to maintain the validity of their CofA. For these aircraft to remain eligible for a CofA, an organisation capable of supporting the Type Certificate should be sought. Acceptable arrangements must be in place by 30 October 2012.
- 9.2 In the event that no alternate TDO is found, these aircraft may still be considered to be eligible for a Permit to Fly. However, without appropriate maintenance and continued airworthiness support arrangements being in place, it may not be appropriate to issue these aircraft with a Permit to Fly. If a Permit to Fly is achievable it will be subject to the operational limitations as set out in Article 23 of the Air Navigation Order 2009. In addition, there may be further restrictions on the number of passengers that may be carried.

10. Queries

- 10.1 Any queries or further guidance required as a result of this communication should be addressed to:

Mr Alistair Maxwell
Initial Airworthiness Policy Manager
Civil Aviation Authority
Safety Regulation Group
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Email address: requirements@caa.co.uk

11. Cancellation

- 11.1 This Information Notice shall remain in force until further notice.