Viking Air Limited

Type Certificate Holder Responsibility

Continuing Airworthiness

Delegates Conference Ottawa 14-Nov-2018

Presented by Sue-M Matthews – CAW Manager
CAR 521 Division VIII
Type Certificate Holder
Continuing Airworthiness Responsibility

David Preshaw
V.P. Engineering
Our PEOPLE
521.352 – Technical Capability:

- Senior DAO Members (CACC) with the contribution of all engineering members.
- Maintenance Type Board (MTB) Aircraft Maintenance Engineers (AME)
- Senior Pilots
- PhDs, NDT Level III, as well as Multiple Labs
- Other Subject Matter Experts (SMEs)
Our TYPE CERTIFICATES
TCH – Continuing Airworthiness Responsibility

VERSATILITY THAT WORKS
TCH – Continuing Airworthiness Responsibility

VERSATILITY THAT WORKS
Our PROCESS
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- Record
- Prioritize
- Investigate
- Identify Hazards
- Assess Risk
- Mitigate as required
- Monitor

CAR 521.354/.355/.356
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INVESTIGATION

TYPICAL RESULTS

• Aging Product
• Maintenance
• Possible Human Factors concerns

RISK ASSESSMENT

MITIGATING ACTIONS

We consider the Safety Precedence Sequence:
1. Correct the hazard by design change
2. Control with barriers
3. Provide warning devices
4. Incorporate procedures and training
5. Accept remaining residual hazards
EXAMPLES
DHC-2 SDRs provided indications of aging product.

The inconsistencies within this series of SDRs required a comprehensive process.
EXAMPLE – INCIDENT INVESTIGATION
CL-415 MLG collapse.

Conducted by the Bureau enquêtes accidents defense - air (BEAD-air) – Found no root cause.
The BEAD found multiple contributing factors.

At the scene of the occurrence:
• Excessive taxiing speed while turning and the pilot's perception of the urgency for the mission.
• The non-conforming slope at the taxiway/runway junction (point of turn).

At the maintenance facility:
• The BEAD made a number of findings – not listed here.
• A translation error that reversed the instructions of the alignment for the main landing gear folding strut.

OEM Instructions:
• Alignment instructions were correct.
• Considered difficult for translation.
CHALLENGES

• Operators feedback about the success of their maintenance program is important. The SDR bank (AC 521-009) helps.

• Global change requirements
  Example: such as hardware like MS21042 nuts.
Thank you