

# Amateur-built Aircraft and CARs 571 and 605

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What follows examines amateur-built aircraft and their builders' and owners' compliance with Canadian Aviation Regulations Part V, Subpart 71 and Part VI, Subpart 5 while in service and their maintenance status at the time of issue of the Special Certificate of Airworthiness – Amateur-built. In the event of any conflict between this document and the discussed Canadian Aviation Regulation (CAR), the CAR as written applies.

In this document an “amateur-built” is an aircraft built or in the process of being built by an amateur, to be registered in Canada and issued with or to be issued a Special Certificate of Airworthiness - Amateur-built under Canadian Aviation Regulations Part 5, Section 507.03.

### Maintenance Why: The CARs Apply to Amateur-built Aircraft.

The general standard of airworthiness for the construction and issue of a flight authority to an amateur-built aircraft is the Exemption From Section 549.01 Of The Canadian Aviation Regulations And Chapter 549 Of The Airworthiness Manual – Airworthiness Standards - Amateur-Built Aircraft .

The Canadian Aviation Regulations (CARs) as a whole apply as the flight authority is issued and as the aircraft is operated and maintained. The owner/operator/builder of an amateur-built aircraft should assume that the CARs apply in a given situation, unless and until a careful reading of the CARs reveals an exception.

In the Exemption, under PART VII - Continuing Airworthiness - is the statement:

“(61) Except where specifically stated to the contrary, amateur-built aircraft are subject to the same operating and maintenance regulations as type certified aircraft...”

“Specifically stated to the contrary” in a CAR provision typically reads like this: “... other than aircraft that are operated under a special certificate of airworthiness in the owner-maintenance or amateur-built classification ...”

With respect to maintenance, the two most important Subparts of the Canadian Aviation Regulations (CAR) are:

- **CAR V, Subpart 71 — Aircraft Maintenance Requirements.**

This Subpart tells **how** aircraft and installed equipment are to be **maintained**, and it applies to amateur-built aircraft:

**571.01 Application** This Subpart applies, with the exception of ultra-light aeroplanes and hang gliders, in respect of the maintenance and elementary work performed on

(a) Canadian aircraft;

(b) ...;

(c) ...; and

(d) parts intended for installation on aircraft referred to in paragraphs (a) to (c).

- **CAR VI Subpart 5 — Aircraft Requirements**

This Subpart tells **how** aircraft are to be **equipped**, when maintenance is to be **performed and recorded** and it applies to amateur-built aircraft and installed equipment:

**605.01 Application (1)** This Subpart applies to

(a) persons operating Canadian aircraft other than ultra-light aeroplanes or hang gliders; and...

Amateur-built aircraft are not excluded from the application of the provisions that follow in the subparts, unless it says so in the provision.

A word search of the Canadian Aviation Regulations (CAR) to find the provisions from which aircraft in the amateur-built classification are exempted will produce ten specific provisions. Aside from those provisions, and a very few others which are less specifically written, aircraft with or those applying for a special certificate of airworthiness in the amateur-built classification are subject to the rest of the Canadian Aviation Regulations and to the associated Standards.

The ten provisions are:

1. **507.10 - Persons Who May Attest to Condition and Conformity** (in applying for a flight authority)
2. **509.01 - Application** — Export Airworthiness Certificates, Application (for a)
3. **571.02 - Maintenance and Elementary Work Performance Rules** (NDT performance rule only)
4. **571.04 - Specialized Maintenance** (performance of work defined as Specialized)
5. **571.07 - Installation of New Parts** (certification requirements relaxed)
6. **571.08 - Installation of Used Parts**
7. **571.13 - Installation of Parts (General)** (this provision excepted by reference to 571.07 and 571.08)
8. **571.11 - Persons Who May Sign a Maintenance Release** (Allows the owner of an amateur-built to sign a release, but does not restrict the privilege to the owner)
9. **605.84 - Aircraft Maintenance — General** (requirement to comply with Airworthiness Directives)
10. **605.92 - Requirement to Keep Technical Records** (requirement to maintain separate technical logs)

The Standards that accompany the exceptions generally contain mention of the exceptions, and a very few standards have “stand-alone” individual exceptions for amateur-builders and their aircraft.

An example of such an exception is in Standard 507.06 - Application for a Flight Authority - General - (13), which says; “... the applicant for any flight authority shall also have available for the aircraft: (d) except in the case of ... an application made in respect of an amateur-built aircraft, an approved maintenance schedule to which that aircraft will be maintained pursuant to CAR 605.”

### **Maintenance When: Amateur-built must have Maintenance Schedules.**

The Standard 507.06 exception to the requirement to present a maintenance schedule on application for a flight authority would seem to be at odds with the requirement in CAR 605.86 - Maintenance Schedule that an aircraft cannot take-off with-out being maintained in accordance with a maintenance schedule. The end effect is that a Special Certificate of Airworthiness –Amateur-built can be issued in the absence of a maintenance schedule, but the aircraft cannot be flown until such a schedule exists.

Amateur-built are not exempt from the CAR 605.86 - Maintenance Schedule requirement that aircraft be maintained in accordance with a schedule. The maintenance schedule for an amateur-built can be based on Standard 625 Appendix B - Maintenance Schedules, Part I or II and Appendix C - Out of Phase Tasks and Equipment Maintenance Requirements. Together, Part I or II of Appendix B and Appendix C constitute an acceptable schedule for small non-commercial aircraft and the owner need not submit any documents to the Minister for formal approval. Owners do need to make an entry in the aircraft technical records that the aircraft will be maintained according to Appendices B and C, but they must also ensure that the schedule is appropriately adapted to the aircraft.

As it says in Standard 625 Appendix B - Maintenance Schedules:

- (3) The tasks listed in the maintenance schedule are described in general terms only, as the specific items applicable to particular aircraft will vary according to aircraft type.
- (4) The method of inspection for each item on the maintenance schedule shall be in accordance with the manufacturer's recommendations or standard industry practice.
- (5) The depth of inspection of each item on the schedule shall be determined by the person performing the inspection, and shall be consistent with the general condition and operating role of the aircraft.
- (10) This maintenance schedule is not an inspection checklist. Prior to performing the inspections tabled herein, an appropriate checklist containing these requirements must be developed.

Appendix C says:

- (1) This appendix lists the maintenance requirements for specific equipment. Unless otherwise specified, these intervals apply to all installed equipment of a type listed herein.

(3) Nothing in these standards relieves the owner from the responsibility for determining the applicability of these requirements to his/her aircraft, or for identifying any other maintenance requirements relating to equipment not listed here.

Accordingly, the aircraft owner has a responsibility to consider the maintenance requirements of each item of equipment on the aircraft and to ensure that those requirements are accounted for in the maintenance schedule.

Before maintenance according to the schedule begins the maintenance status of each item must be established.

### **Maintenance How: What are the Standards of Airworthiness Applicable to a Given Task?**

CAR 571.10 - Maintenance Release applies to owners of amateur-built aircraft. It says that "No person shall sign a maintenance release required pursuant to section 605.85 or permit anyone whom the person supervises to sign a maintenance release, unless the standards of airworthiness applicable to the maintenance performed and stated in Chapter 571 of the *Airworthiness Manual* have been complied with..."

What does Standard of Airworthiness mean?

The term "standard of airworthiness" is defined in CAR 101.01 - Interpretation: "*standard of airworthiness*", in respect of the design, manufacture or maintenance of an aeronautical product, means the description, in terms of a minimum standard, of the properties and attributes of the configuration, material and performance or physical characteristics of that aeronautical product, and includes the procedures to ascertain compliance with or to maintain that minimum standard, as specified in Part V;

"Standard" is defined in dictionaries as: "A required or agreed level of quality or attainment; something used as a measure, norm, or model in comparative evaluations."

"Airworthiness" is defined in the Aeronautics Act as; "airworthy", in respect of an aeronautical product, means in a fit and safe state for flight and in conformity with its type design;

"Serviceable" is defined in the Aeronautics Act as; "in respect of an aircraft or aircraft part, means fit and safe for flight; "

In many cases appliances installed in or used on an amateur-built aircraft will not have – or are not required to have - a type design, so we need only consider "fit and safe state for flight"

Therefore, the term "Standard of Airworthiness" means "establish that something is fit and safe for flight by measuring it against or comparing it to a requirement."

There's an information note at the beginning of Standard 571.10 - Maintenance Release - which tells us that the Standards of Airworthiness are both performance rules and individual requirements. It says:

*“Pursuant to section 605.85 of the CARs, where an aircraft has undergone maintenance, a maintenance release with respect to maintenance performed shall be completed prior to take off in the affected aircraft. It is a declaration that, with respect to the maintenance performed, the performance rules of section 571.02 of the CARs have been complied with and the applicable standards of airworthiness have been met.”*

Standard 571.10 (4) says: “Notwithstanding the requirement to comply with the Performance Rules in accordance with section 571.02 of the CARs, the following additional standards of airworthiness, developed in conformity with section 571.10 of the CARs, apply with respect to the types of work indicated in the following table of Types of Work.”

Where standards exist for the performance of maintenance, those standards must be followed. For example, if the work done affects engine or flight controls the applicable standard of airworthiness requires that the work done be checked by an independent person. (See Standard 571 Types of Work table, Part I, item (d))

Where standards exist specifying how the function is to be tested then those standards must be followed before entry into service and at the mandated intervals thereafter. Where the equipment is required by an airspace rule, the equipment must have been tested according to the applicable standard before use and periodically while in service to the required standard. The requirements that equipment be functional and operating are operational rules in Subpart VI: See CARs 602.59 - Equipment Standards , 605.06 - Aircraft Equipment Standards and Serviceability and 605.10 - Unserviceable and Removed Equipment — Aircraft without a Minimum Equipment List, all three of which apply to amateur-built.

This means that checks must be performed before the first use of the equipment for its intended purpose. For instance, if an altimetry device required for flight in transponder airspace is installed, and the aircraft is flown in Transponder Airspace with-out first performing the equipment calibration checks required, “to the parameters and tolerances outlined in Appendix B of Standard 571, or to equivalent standards acceptable to the Minister” then there is a contravention of CAR 602.59, 605.06 and 605.10 for each flight.

A person claiming that they have checked their altitude reporting system by getting a read-out from a control tower has not verified the serviceability of the equipment to the required standard. They have performed an informal running check on the function of their system but they have not met the applicable standard of airworthiness. They have not tested the altimeter system in accordance with Appendix B of Standard 571 and they have not tested the transponder or performed the integration check in accordance with Appendix F of Standard 571.

Where the manufacturer of the aeronautical product – the installed part - has instructions those instructions must be followed in accordance with CAR 571.02 (1). Although a part can be installed on an amateur-built aircraft without meeting some of the requirements in CAR 571. 07, 08 and 13 applicable to the certification required for parts to be installed on aircraft, the installer still has the obligation to ensure that the part, and the system of which it forms a part, operates as intended and performs its intended function. This check for proper operation is standard industry practice, applies to anything installed on an aircraft and is fundamental to aviation safety.

*Note that “serviceable” in the sense of “fit and safe for flight” does not always mean “functioning”. If the equipment is not functional or is not operating and is not required equipment according to CAR 605.14 (for Power-driven Aircraft — Day VFR, see also CAR 605.15, 16 and 18 through 21.) or is not required for the intended flight it can sometimes be rendered into a safe state for flight by placarding it, isolating it and recording the defect in the logs. Refer to CAR 605.10 - Unserviceable and Removed Equipment — Aircraft without a Minimum Equipment List (2).*

### **Maintenance Start: Maintenance Status on Issue of the Flight Authority.**

According to CAR 507.03 - Special Certificate of Airworthiness, the Minister shall issue a Special Certificate of Airworthiness to an amateur-built aircraft that:

- (b) ... , is designed and constructed in a way that ensures its airworthiness, in conformity with the requirements of [the exemption] and
- (c) is safe for flight.

As a prerequisite to the issue of the Certificate the applicant for the Special Certificate of Airworthiness must, as it says in the definition of Standard of Airworthiness, “ascertain compliance with” the required airworthiness standard for each item of installed equipment.

Before the Special Certificate of Airworthiness – Amateur-built can be issued equipment installed on an amateur-built must be “serviceable”, which is defined in CAR 101.01 - Interpretation as “fit and safe for flight”.

The definition of maintenance in CAR 101.01 excludes work performed before the issue of a flight authority but the amateur builder is similar to a CAR Part 561 manufacturer, and similarly needs to record the determination, according to the applicable standard of Airworthiness, of proper functioning of the aircraft in general and specifically of any installed appliance which is required by airworthiness or airspace requirements.

### **Maintenance Release: Who can certify maintenance on an Amateur-built?**

In accordance with CAR 571.02 Maintenance and Elementary Work Performance Rules maintenance, including scheduled maintenance is to be performed in accordance with the manufacturer’s instructions, using calibrated instruments where the product manufacturer calls for them.

The owner of an amateur-built aircraft can perform and release (certify) maintenance on his or her own aircraft, but that maintenance must be performed to the required standard, as laid out in CAR Standard 571. A Licensed Aircraft Maintenance Engineer (AME) can perform and release maintenance on an amateur-built aircraft, and so can an Approved Maintenance Organisation (AMO).

Amateur-built aircraft are exempt from the CAR 571.04 requirement that specialized work be performed by an AMO. However, some tests require the use of specialized and/or calibrated equipment, and a degree of knowledge or skill. An owner can source their own calibrated equipment if that is convenient for him or her, but test equipment used in the initial installation of an aircraft appliance or in its regular maintenance can be very specialized and must be calibrated in accordance with the test equipment manufacturer's recommendations and the requirements of CAR 571.02.

CAR 571.02 - Maintenance and Elementary Work Performance Rules applies to owners of amateur-built aircraft. It says that "(2) A person who performs maintenance or elementary work pursuant to subsection (1) shall ensure that any measuring device or test equipment used

(a) meets the specifications of the manufacturer of the aeronautical product with respect to accuracy, taking into account the intended use; and

(b) if calibration requirements are published by the manufacturer of the measuring device or test equipment, is calibrated by means traceable to a national standard."

The installation and testing of the aircraft equipment can be performed by the aircraft owner or other person authorized by the owner. However, if it is determined that the complexity of the installation, its testing method or the calibration or the operation of the test equipment required for the completion of the work is beyond their capability an AME or AMO should be consulted and their services used.

The aircraft owner, an AME or a certifying authority of an AMO can sign the maintenance release in respect of the installation and required testing and confirm the calibration of the equipment. If the owner of the aircraft chooses to calibrate the test equipment used his or herself the method of calibration and proof of traceability to a national standard must be recorded. An AMO must have records available for any equipment requiring calibration.

### Maintenance Records: Log Entries

A log entry is intended to describe the work done in sufficient detail that another person would understand what was done, the Standard to which it was done if a specific Standard applies, who is responsible for the work and when it was done.

If an action needs to be recorded in the Journey and/or technical logs, it needs a maintenance release (Elementary work needs to be recorded, but it doesn't need a maintenance release).

This is a 571.10 - Maintenance Release:

"The described maintenance has been performed in accordance with the applicable airworthiness requirements."

Here are some examples of log entries.

Ex 1: All defects must be entered in the log for the aircraft and the rectification must be entered also. The defect should be described to the extent necessary, and so should the repair. Such entries might look like this:

*Right Aileron outboard end rubbing in wingtip. Wingtip trimmed to provide clearance.*

[Maintenance release statement per CAR 571.10 ]

"The described maintenance has been performed in accordance with the applicable airworthiness requirements."

347.0 TTAF May 13, 2015 [signed] *Aircraft Owner.*

*Engine will not idle.*

349.0 TTAF May 15, 2015 [signed] *Aircraft Owner.*

*Vacuum leaks #2 and 4 intake tube found, intake rubbers replaced, engine test run satisfactory.*

[Maintenance release statement per CAR 571.10 ]"The described maintenance has been performed in accordance with the applicable airworthiness requirements."

349.0 TTAF May 17, 2015 [signed] *Aircraft Owner.*

Ex. 2: Log entries for the completion of work related to ensuring that an altimeter system and transponder are performing their intended function in accordance with the CARS would look more or less like those below if the owner used the services of an AMO:

*Altimeter, transponder and encoder removed for calibration.*

[Maintenance release statement per CAR 571.10 ]"The described maintenance has been performed in accordance with the applicable airworthiness requirements."

April 29, 2015 [signed] *Aircraft Owner.*

*Altimeter and transponder re-installed after re-certification by AMO 12-15 per CAR Standard 571 Appendix B (1) and Standard 571 Appendix F (a) through (j) under Work Order 34567, dated May 01, 2015. Encoder pn 3456 serial 5678 replaced with new encoder serial 7890 under same work order due failure.*

*Static line in baggage area found disconnected at union, repaired. Static system leak checked in accordance with CAR Standard 571 Appendix B (a) accomplished, satisfactory.*

[Maintenance release dated and signed by owner, records from AMO retained in tech records.]

OR

[Same entry made and released by AMO]

If the AMO did the work with the aircraft available the entry would include the integration check and would read "...Standard 571 Appendix F." or "Standard 571 Appendix F (a) through (k)."

If not, and the AMO made a field service call to do the integration check there would be another entry reading something like:

*"Integration test per Standard 571 Appendix F (k) accomplished by AMO 12-15 Work Order 34567"*

[Maintenance release dated and signed by owner, records from AMO retained in tech records.]

## Applicable Airworthiness Requirements: A Table of Standards

For convenience only, this table combines elements of the CARs, the Types of Work table and tasks from Standard 625 APPENDIX C - Out of Phase Tasks and Equipment Maintenance Requirements.

PART I The Performance Rule	Standard of Airworthiness	
<p><b>CAR 571.02</b> <b><u>Maintenance and Elementary Work Performance Rules</u></b> maintenance, including scheduled maintenance, is to be performed in accordance with the manufacturer's instructions, using calibrated instruments where the product manufacturer calls for them.</p>	<p><b>571.02</b> (1) Subject to subsection (2), a person who performs maintenance or elementary work on an aeronautical product shall use the most recent methods, techniques, practices, parts, materials, tools, equipment and test apparatuses that are</p> <ul style="list-style-type: none"> <li>(a) specified for the aeronautical product in the most recent maintenance manual or instructions for continued airworthiness developed by the manufacturer of that aeronautical product;</li> <li>(b) equivalent to those specified by the manufacturer of that aeronautical product in the most recent maintenance manual or instructions for continued airworthiness; or</li> <li>(c) in accordance with recognized industry practices at the time the maintenance or elementary work is performed.</li> </ul> <p>(2) A person who performs maintenance or elementary work pursuant to subsection (1) shall ensure that any measuring device or test equipment used</p> <ul style="list-style-type: none"> <li>(a) meets the specifications of the manufacturer of the aeronautical product with respect to accuracy, taking into account the intended use; and</li> <li>(b) if calibration requirements are published by the manufacturer of the measuring device or test equipment, is calibrated by means traceable to a national standard.</li> </ul>	
<p><b>PART II</b> Task, as listed in Standard 571 <b><u>Types of Work</u></b> table.</p>	<p style="text-align: center;">Standard of Airworthiness</p>	
<p>(a) Work for which a personal qualification or training standard has been established.</p>	<p>That the work has been performed by a person who holds the personal qualifications or training standards, required by subsection 571.02(3) of the CARs.</p>	<p>The owner of the amateur-built aircraft may by exception in the applicable CAR perform and release this type of work. The owner can also release such work performed by a qualified individual or organization.</p>
<p>(b) Specialized Maintenance</p>	<p>That the work was performed under the control of an organisation approved for the applicable category pursuant to section 571.04 of the CARs.</p>	<p>The owner of the amateur-built aircraft may by exception in the applicable CAR perform and release this type of work. The owner can also release such work performed by a qualified individual or organization.</p>
<p>(c) Nondestructive</p>	<p>That the inspection findings have been analysed and any defect or discontinuity</p>	<p>The owner of the amateur-built aircraft may by exception in the</p>

Testing (NDT)	noted in the inspection findings, supplied by the person performing the NDT, is within the manufacturer's published limits for that aeronautical product.	applicable CAR perform and release this type of work. The owner can also release such work performed by a qualified individual or organization.
(d) Work that disturbs engine or flight controls	That the system has been inspected for correct assembly and correct locking of any parts disturbed by the maintenance performed, including an operational check for proper sense and range of motion of the engine or flight controls has been accomplished, by at least two persons, and the technical record contains the signatures of both persons.	The owner of the amateur-built aircraft may train any other person to the extent necessary to allow that person to inspect the work to insure that it is fit and safe for flight.
(e) Functional, Operational or other Ground Test	A test shall be performed prior to signing a maintenance release or conditional maintenance release, demonstrating that the aeronautical product is functioning in accordance with the applicable design standards.	
(f) Test Flights & Conditional Maintenance Releases		Not usually applicable to amateur-built.
(g) Maintenance performed with respect to an Airworthiness Directive (AD).		ADs do not apply to Amateur-built, but were maintenance is accomplished it must be released , per
(h) Weight & Balance (W&B):  (i) Change to empty weight or centre of gravity (C of G) position, including lateral C of G where limitations are published;  (ii) W&B Report.	(i) The revised empty weight and C of G position shall be calculated, and the weight & balance report, established pursuant to section 605.92 of the CARs shall be reissued or amended.  (ii) The report meets the standards established in conformity with section 571.10 of the CARs and contained in Appendix C.	This test is required for issue of the Special Certificate of Airworthiness, as part of establishing the aircraft's general serviceability.
(i) Opening & Closing Pressure Systems (positive or negative pressure), other than opening by means of - a quick-disconnect, - a self-sealing drain	(i) The pressure system is tested, inspected, and found to be properly connected and within leakage tolerances specified in the regulations, standards, or the aeronautical product manufacturer's specifications, as applicable; and,	<u>Appendix B of Standard 571 - Altimeter System Test and Inspection</u> includes requirements for the static system test.

valve; - an oil or fuel fill/servicing cap	(ii) Where the work is performed on an altimeter or pitot-static system, the leak check outlined in Appendix B shall be complied with in conformity with section 571.10 of the CARs. <b>Information Note:</b> <i>In the case of the pitot-static system, only a leak check is required at this time. [...]</i>	This test is required for issue of the Special Certificate of Airworthiness, as part of establishing the aircraft's general serviceability and at two year intervals.
(j) Work affecting performance of a Magnetic Direction Indicator (MDI), including installation of a replacement indicator.	The MDI shall be calibrated and, in the case of non-stabilised direction magnetic compasses, a new correction card installed.	This test is required for issue of the Special Certificate of Airworthiness, as part of establishing the aircraft's general serviceability.
(k) Propeller Inspection	The standards of airworthiness specified in Appendix D shall be complied with in accordance with section 571.10 of the CARs.	Not usually applicable to amateur-built.
(l) Wooden Component Inspection (excluding wooden propeller)	The standards of airworthiness specified in Appendix E shall be complied with in accordance with section 571.10 of the CARs.	Not usually applicable to amateur-built.
(m) Work affecting performance of Transponder or Altitude Reporting Systems	The standards of airworthiness specified in Appendix F shall be complied with in accordance with section 571.10 of the CARs.	This test is required for issue of the Special Certificate of Airworthiness, as part of establishing the aircraft's general serviceability.
(n) Work affecting performance of Emergency Locator Transmitter (ELT)	The standards of airworthiness specified in Appendix G shall be complied with in accordance with section 571.10 of the CARs.	This test is required for issue of the Special Certificate of Airworthiness, as part of establishing the aircraft's general serviceability.
(o) Cockpit Voice Recorder (CVR) & Underwater Locator Device (ULD) Maintenance	The standards of airworthiness as specified in Standard 625 Appendix C.	Not usually applicable to amateur-built.
(p) Flight Data Recorder (FDR) & Underwater Locator Device (ULD) Maintenance	The standards of airworthiness as specified in Standard 625 Appendix C.	Not usually applicable to amateur-built.
(q) Recurring Defect Rectification	The person signing the Maintenance Release has reviewed the methodology used in previous repair attempts, to	Not usually applicable to amateur-built.

	determine if the current rectification methodology is appropriate.	
(r) Cycles, landings or hours since new of a life-limited part.	The cycles, landings or hours recorded on the maintenance release represent the total accumulated cycles, landings or hours since the time of manufacture of the part.	
(s) Cockpit Voice Recorder intelligibility check.	A test procedure shall be established which, etc.	Not usually applicable to amateur-built.
(t) Work affecting static ports, pitot tubes and flight control surfaces.	That the work has been performed and inspected to ensure: - critical sensors such as static ports or pitot tubes, which may affect aircraft flight characteristics, are not blocked; - movement of flight control surfaces is not impeded. Any installation of control locks, gear pins, static port covers and pitot tube covers are to be marked, or identified, by a high visibility colour, and that warning flag has been securely attached.	
(u) Certification of undocumented parts. (amended 2002/03/01)	That the work has been performed under the control of an approved maintenance organization holding a certificate that specifies the applicable category for which pertinent ratings have been issued, indicated in section 573.02 of Standard 573, in accordance with the process outlined in Appendix H of this standard.	Not usually applicable to amateur-built.
(v) Liquid penetrant inspection.	ASTM E 1417 - <i>Standard Practice for Liquid Penetrant Examination.</i>	Not usually applicable to amateur-built, though the owner of the amateur-built aircraft may by exception in the applicable CAR perform and release this type of work. The owner can also release such work performed by a qualified individual or organization.
(w) Hydrostatic testing of pressure vessels. (amended 2002/09/01)	National Standards of Canada: CAN/CSA B339-96; and CAN/CSA B340-97 Testing to be performed in accordance with the Canadian Standards listed herein by a Canadian organization approved under the <i>Transportation of Dangerous Goods - Regulations.</i>	

PART II Task, as listed in <u>Standard 625</u> <u>APPENDIX C</u>	Standard of Airworthiness	
(3) Nothing in these standards relieves the owner from the responsibility for determining the applicability of these requirements to his/her aircraft, or for identifying any other maintenance requirements relating to equipment not listed here.	This note at the beginning of Standard 625 Appendix C means that the aircraft owner is responsible to review the equipment installed on the aircraft and if the manufacturer of the equipment – the aeronautical product - has maintenance recommendations ensure that the maintenance schedule for the aircraft includes that required maintenance.	
6. Fixed Pitch and Ground Adjustable Propellers	(a) Fixed pitch wooden propellers shall be checked for tightness [...] (b) At intervals of not more than 5 years, the propeller shall be removed from the aircraft and inspected for corrosion or other defects over its entire surface, including the hub faces and [...]	
8. Tachometers	The accuracy of mechanical drag cup type tachometers, for fixed wing propeller driven aircraft, shall be checked on site annually, and be accurate to within the tolerances established by the aircraft manufacturer or, where no tolerance has been specified by the aircraft manufacturer, to within $\pm 4\%$ of engine RPM at mid-point of the cruise range.	
10. Non-stabilized Magnetic Direction Indicators (MDIs)  (i.e: Compass)	(a) Except as provided in (b) and (c), non-stabilized magnetic direction indicators shall be calibrated, and a dated correction card installed for each indicator, at intervals not exceeding 12 months;	
12. Emergency Locator Transmitters (ELTs)	<p>(a) ... the ELT shall be inspected at intervals not exceeding 12 months, in accordance with <u>Standard 571</u> of the CARs.</p> <p>(c) ELT batteries shall be replaced at the interval recommended by the ELT manufacturer.</p>	<u>Appendix G of Standard 571</u> - Maintenance of Emergency Locator Transmitters (ELTs)
13. Altimetry Devices	(a) Altimeters and other Altimetry devices installed in aircraft operating under Instrument Flight Rules, or under visual flight rules in Class B and C Airspace or Class C and D Airspace that is designated as "Transponder Airspace" shall be calibrated at intervals not exceeding 24 months, to the	<u>Appendix B of Standard 571</u> - Altimeter System Test and Inspection  (Includes Static system test.)

	parameters and tolerances outlined in <u>Appendix B of Standard 571</u> , or to equivalent standards acceptable to the Minister.	
14. Air Traffic Control (ATC) Transponders	ATC Transponders, including any associated altitude sensing reporting mechanisms, where installed, shall be tested every 24 months, in accordance with <u>Appendix F of Chapter 571 of the <i>Airworthiness Manual</i></u> .	<u>Appendix F of Standard 571.</u> (Includes Integration Test of installed equipment)