

TYPE RESPONSIBILITY AGREEMENT

This Agreement, issued in accordance with BCAR A5-1.4, is applicable only to simple old/vintage aircraft types or their engines or propellers, of UK design, of which examples of the aircraft have held valid UK Certificates of Airworthiness and for which the original Type Design Organisation no longer exists or no longer provides continued airworthiness support for the type. Additionally, this Agreement is applicable only to specified examples of the aircraft types which are on the UK aircraft register.

**DE HAVILLAND SUPPORT LTD
DUXFORD AIRFIELD
CAMBRIDGESHIRE
CB22 4QR**

has been accepted as the organisation responsible for the following aircraft types:

**DH 60 MOTH VARIANTS
DH 80A PUSS MOTH
DH 82 & DH 82A TIGER MOTH
DH 83 FOX MOTH
DH 85 LEOPARD MOTH
DH 87 HORNET MOTH
DH 89A DRAGON RAPIDE SERIES
DH 94 MOTH MINOR
DHC-1 CHIPMUNK (ENGLISH AND
PORTUGUESE-BUILT VARIANTS ONLY)
SCOTTISH AVIATION BULLDOG SERIES
THRUXTON JACKAROO**

Milton Roach
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for CIVIL AVIATION AUTHORITY

Date:.....03rd December 2021.....

The above organisation accepts the responsibilities of BCAR Chapter A5-1 paragraphs 1.1(d), (e) and (f) being those items considered by the CAA to be the minimum necessary for the CAA to meet its responsibilities for the above aircraft types in accordance with ICAO Annex 8, Part II, Chapter 4 and ICAO Document 9760 Part III, Chapter 4.

To meet the above responsibilities, the above organisation will:

- (a) Maintain a register of the individual aircraft of the above designated types whose owners have indicated that they wish to be included in the Type Responsibility Agreement (TRA).
- (b) Notify all owners included in the register above that they are on the register and that they should report all problems and defects affecting airworthiness to the above named organisation.
- (c) Review all such reported problems and defects and where appropriate recommend corrective action in accordance with your relevant Company procedure.
- (d) Where the nature of the problem or defect is considered reportable (see Appendix overleaf) notify the CAA GA department, Gatwick and undertake in co-operation with the CAA, to determine and promulgate any necessary action.
- (e) The above organisation will involve an approved design organisation where any rectification action arising from defect investigation necessitates a modification or service bulletin. De Havilland Support Ltd are also an approved design organisation and may provide such a service themselves. Any other appropriately approved design organisation may be used, subject to CAA agreement.
- (f) This TRA will be reviewed annually by the signatories.



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for DE HAVILLAND SUPPORT LTD

Date:..20th December 2021

PROBLEMS TO BE REPORTED TO CAA

[see BCAR A5-1, 1.1(e)]

The following is intended for guidance only. It is not proposed that this should be an exclusive list.

The organisation responsible for type support in accordance with this Agreement should as a minimum report the following types of problems to the CAA:

1. STRUCTURE

Damage or deterioration (i.e. fractures, cracks, corrosion, disbonding etc.) to any primary, or other structure resulting from any cause to any primary or secondary structure which has or may have endangered the aircraft.

2. ENGINE:

Failure or shutdown of any engine, or inability to shut down, where the circumstances leading to the event were attributable to problems arising from the engine or installation design, maintenance or maintenance instructions.

3. PROPELLER:

Inability to control the propeller pitch by the use of normal procedure.

4. FLYING CONTROL SYSTEM:

Failure, abnormal operation, (or unforeseen deterioration) in any primary flight control system. This may include such problems as stiffness, limitation of movement, abnormal vibration, excessive wear, corrosion etc.

Inability to achieve the intended aircraft configuration for any flight phase (e.g. landing gear flaps, stabiliser trim etc.)

Asymmetry or abnormal operation of secondary lift devices (such as flaps, slats or spoilers, which may have compromised the flight safety of the aircraft.

5. GENERAL:

Fire, explosion, smoke, toxic or noxious fumes in the aircraft.

Significant deviation of the aircraft from its intended flight path, attitude, overspeed or altitude resulting from any failure malfunction or defect.

Failure or malfunction of any system or equipment which compromised the ability of the aircraft to complete its intended flight, or where standard operating drills could not be satisfactorily cope with the failure.

Leakage of fuel or other fluids causing a fire hazard.

Incorrect assembly of parts or components of the aircraft where the condition was not found as a result of the inspection and test procedures required for that specific purpose.