



CFPA - APFC

*Canadian Federal Pilots Association
Association des Pilotes Fédéraux du Canada*

February 1, 2006

Mr. Michel Gaudreau
Director General, Aircraft Services
Transport Canada
200 Comet Private
Gloucester, ON
K1V 9B2

Dear Michel;

Handling of Potential Unserviceabilities Away from Base

Transport Canada Aircraft Services Division (ASD) Citation aircraft have been experiencing a number of landing gear incidents recently that are a cause for concern. The incidents occurred when the landing gear was selected up and the result was an unsafe up condition. When the aircraft pilot-in-command (PIC) lowered the landing gear and received a safe down indication, they returned to land at their departure point, and documented the snag. What has occurred after contacting ASD Operations and Maintenance is of considerable concern to the CFPA. Crews were told that they were authorized to fly the aircraft to an ASD maintenance facility with no inspection of the aircraft. It has even been suggested that aircrew consider simply flying the aircraft home with the landing gear down and not landing to consult with Operations or Maintenance.

It is our understanding that there is no minimum equipment list (MEL) item to cover landing gear. Once the snag is recorded, some action must be taken to ensure that the airworthiness of the aircraft is assessed and valid. It appears there are those who are of the opinion that no inspection of the aircraft is required and have concentrated their efforts on simply deferring the snag in order that the aircraft may be returned to an ASD maintenance facility and no flight permits have been issued.

We are very concerned that PICs may not be fully aware of the responsibility that they are accepting and we are not sure that appropriate consideration is being given to aircraft performance should an engine fail on take-off. If the flight involves passengers, we are very concerned that the risks are not being managed appropriately.

.../2

We are encouraging our members to make sure that the aircraft is safe for flight, in accordance with the proper procedures, while dealing with any snag while away from base. We will also be reminding them that the PIC is ultimately responsible for the safety of the aircraft, crew, and passengers, and that they should carefully consider any decision to fly an aircraft with a deferred snag when no inspection has been completed by any maintenance personnel.

We would appreciate your attention to this matter and would welcome any response that you may have.

Sincerely

A handwritten signature in black ink, appearing to read "G. Holbrook", written in a cursive style.

Greg Holbrook
National Chairman

cc: CFPA Executive Board