

## **Understanding Major Portion Evaluation (51%) ?**

The following is an explanation of Major Portion / 51% requirements for Canada.

There are three areas where a Major Portion evaluation (51%) is required.

- (a) When a commercial Kit Manufacturer seeks major portion criteria approval so as to be listed on our Canadian list of Kit's acceptable in Canada.
- (b) When a manufacturer's Kit is not listed on the Transport Canada or FAA list of acceptable Major Portion kit's.
- (c) When pre-manufactured components of another aircraft are to be used in the assembly and construction of an amateur built aircraft.

Many new amateur built kit's are making their way into Canada from all corners of the world. Canadian distributors of amateur built kit's are requesting major portion evaluation on their product that will exclusively apply on sales to Canadians. A total of 12 aircraft are presently on the list with more in the evaluation process. Transport Canada will release the official list in 2012, but is available from the MD-RA office.

From time to time we encounter a kit that is not found on the FAA or TC list of meeting major portion approval. When this situation is encountered a 51% evaluation is required.

A popular construction method in Canada is the incorporation of pre-manufactured aircraft assemblies into the aircraft build. Ministers Staff Instruction MSI XXX was introduced by Transport Canada in October of 2008 to clearly define the limits of a builder regarding this process.

The concept of re-building or repairing a once certified aircraft so as to qualify it as an amateur built was eliminated by this MSI. The MSI clearly explains the latitudes a builder has in this circumstance. The MSI defines the limits and requirements of using once certified aircraft components, however the builder must maintain a 51% construction of the project.

"Professional Assistance" in the construction of an amateur built is unique to Canadian builder's. Professional assistance requires the builder to be in control of all aspects of the construction and be present at all inspections required by the Minister.

In Canada professional assistance does not affect 51% evaluation.

NOTE: FAA may question the use of professional assistance on a Canadian amateur built on import, when applying for US Certificate of Airworthiness, Experimental, Amateur Built.

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