

**CONTINUING AIRWORTHINESS, AMATEUR BUILT AIRCRAFT REQUIREMENT FOR
MAINTENANCE RELEASE****This information is effective immediately**

A word emphasized (**Different Color**) indicates a link to the required document.

During the construction stage of an amateur built aircraft, all modifications, corrections of deficiencies resulting from the various inspections, adjustments and/or changes to the engine and flight controls systems are considered to be integral part of the manufacturing process.

Issuance of the Special Certificate of Airworthiness and Operating Conditions documents officially ends the manufacturing process.

All maintenance/modification/repairs, performed after the date of issuance of the Special Certificate of Airworthiness and Operating documents are regulated by the continuing airworthiness maintenance program.

All maintenance/modification/repairs must be performed as per acceptable technical data and be recorded in the Journey log book. The entry must also described the work performed and list the part(s) used. See [Exemption from Section 549.01, PART VII - Continuing Airworthiness, para. \(61\)](#)

In accordance with [CAR 571.10\(2\)](#), all maintenance/modification/repairs must be certified by a maintenance release statement or similarly worded statement entered in the Journey log book:

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

1. A maintenance release statement is required following any work performed, *except for elementary work as defined in [Standard 625 Appendix A](#)*.
2. An independent check requiring 2 signatures on the maintenance release statement is mandatory following any work which disturbs the engine or flight control systems on any amateur built aircraft.

One of these signatures shall be that of the aircraft owner.

The second person signing needs to be educated so that they understand what they are witnessing.

Ref: [Part V, Std 571-Types of Work \(Table\). \(d\) Work that disturbs engine or flight controls.](#)

3. The log entry certifying the Weight and Balance data must be followed by a maintenance release statement.

Who may sign the maintenance release: [Part V - Subpart 71 para 571.11 \(2\) \(b\)](#) states that the person who may sign the release for an amateur built aircraft is the owner of the aircraft.

Out of phase items are those (such as transponders and mode C equipment, for example) which require regularly scheduled maintenance, certification, calibration or adjustment, and whose anniversary dates do not coincide with the aircraft annual inspection. All out of phase items, as defined in [Standard 625 Appendix C](#), must be recertified no later than the due date as written in the journey log book. All maintenance/modification/repairs on these items must be logged, and a maintenance release is required to put them back into service.

Disclaimer: MDRA INSPECTION SERVICE publishes information as accurately as possible and in a manner which is easily read and understood. Note that the actual legislation and information published by Transport Canada are the final authorities. For this reason, we have included links to the relevant sections of the Transport Canada website in this document. Please refer to these if you need clarification when you are performing maintenance on your aircraft and completing your logs.