



Determining Airworthiness

Background:

The general aviation (GA) fleet is aging. In 2010, the average age of the nation's 150,000 single-engine fleet is now more than 40 years. This means that the logbooks are getting thicker and require a greater review by the "owner or operator" to ensure that that the aircraft has been maintained in an airworthiness state.

FAR 91.7 states that: "The pilot in command of a civil aircraft is responsible for determining whether that aircraft is in condition for safe flight."

FAR 91.405(a) is also directed to "each owner or operator of an aircraft." It requires that the owner or operator "shall ensure that maintenance personnel make appropriate entries in the aircraft maintenance records indicating the aircraft has been approved for return to service."



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Developing a deeper understanding of how each aircraft system is determined to be in an airworthy condition will pay substantial dividends towards increasing safety. Pilots that understand how the mechanical aspects work, and what the proper paperwork should look like, are more capable to determine the airworthiness of an aircraft.

DVI Aviation has developed a unique training program specifically for the needs of the General Aviation Pilot. This program assists participants in understanding how to systematically evaluate logbook records, identify approved parts, and pre-flight an aircraft from a mechanic's perspective.

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