



**Instructions for Continued Airworthiness  
of  
Viper SD-4 RTC  
Viper SD-4 Night VFR  
aircrafts**

Manufacturer:

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## LOG OF REVISIONS

Rev. No./ Date	Revised Pages	Description of Revision
0	-	Initial issue

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## **LIST OF ABBREVIATIONS AND DEFINITIONS**

AD	Airworthiness Directive
AFM	Airplane Flight Manual
AMM	Aircraft Maintenance Manual
ICA	Instructions for Continued Airworthiness
IPC	Illustrated Parts Catalogue
SA	Safety Alert
SB	Service Bulletin
S/N	Serial Number

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## 1 INTRODUCTION

These Instructions for Continued Airworthiness establishes standard practices for continued operational safety monitoring of aircraft produced by TOMARK, s.r.o.

## 2 LIST OF DOCUMENTS FOR CONTINUED AIRWORTHINESS

List of documents, which are (according to need) provided to owners/operators for maintenance of continued airworthiness:

### 1) Airplane Flight Manual (AFM)

Provides information to pilots for safe and effective operation of the aircraft and a Supplement for pilot's training.

### 2) Aircraft Maintenance Manual (AMM)

AMM provides information necessary for inspection and maintenance of the aircraft.

### 3) Instructions for Continued Airworthiness (ICA)

ICA informs the owner/operator with documents for continued airworthiness and with procedures (forms) of reporting to the manufacturer:

#### **S1 Aircraft Failure Card**

The report of the owner/operator about the aircraft defects, faults and malfunctions.

#### **S2 Occurrence Reporting Card**

The report of the owner/operator about an Incident or Accident, safety flight problems or significant operating problems.

#### **S3 Discrepancies in Documentation Reporting Card**

The report of the owner/operator about a discrepancies identified in documentation delivered with airplane.

### 4) Illustrated Parts Catalogue (IPC)

IPC provides list and figures of all parts of the aircraft considered as necessary for maintenance and repairs of the aircraft.

### 5) Safety Alert of Airworthiness Directive (SA/AD)

SA/AD is used for notices requiring immediate action.

### 6) Service Bulletin (SB)

Is used for notices, which do not require immediate action, but which are recommended as future actions.

*Note 1:* Documents No. 1, 2 and 3 are provided to the owner/operator with each delivered aircraft.

*Note 2:* Documents No. 4, 5 and 6 are provided to the owner/operator through the web page <http://vipersd4.com/technical-support/>.

### 3 OBLIGATIONS OF THE OWNER/OPERATOR OF THE AIRCRAFT

- 1) The owner/operator of the aircraft shall read, understand and observe Maintenance Manual and Instructions for Continued Airworthiness provided by the manufacturer.
- 2) The owner/operator of the aircraft is responsible to provide contact information to the manufacturer, which will be used by the manufacturer for sending of additional airworthiness information (e.g. Bulletins).
- 3) The owner/operator of the aircraft is responsible for reporting of all occurrences and failures of the aircraft, to the manufacturer, see Section 6 for details.

Reporting is provided by means of:

- **Aircraft Failures Card**, see the Supplement 1 (in case of failure)
- **Occurrence Reporting Card**, see the Supplement 2 (in case of occurrence)

*Note: In special cases, it is possible to use any other suitable form including detail description of the matter.*

- 4) For the purpose of maintaining the general overview of aircraft in service manufactured by TOMARK, s.r.o., the aircraft owner/operator should provide to TOMARK, s.r.o. the information about actual status of flight hours/cycles of the given aircraft related to the given calendar year.
- 5) The owner/operator of the aircraft is responsible for completion of notifications about corrective measures of Service Alerts / ADs, Service Bulletins and all airworthiness regulations with regard to the continued airworthiness.
- 6) The owner/operator of the aircraft ensures the performance of any necessary required corrective actions either according to the requirement of corrective action, or at next scheduled annual inspection.
- 7) If the aircraft owner/operator does not complete a mandatory service requirement, then the aircraft will be considered as not complying with applicable airworthiness regulations and can be inflicted by regulatory measure of a competent authority.
- 8) Reports about occurrences and aircraft failures of the TOMARK, s.r.o aircraft should be addressed to [letovasposobilost@tomarkaero.com](mailto:letovasposobilost@tomarkaero.com)
- 9) General information about the TOMARK, s.r.o. aircraft and its operation should be addressed to [sales@tomarkaero.com](mailto:sales@tomarkaero.com)



## 4 TYPES OF OCCURRENCES REQUESTED TO BE REPORTED BY AIRCRAFT OWNER/OPERATOR TO TOMARK, s.r.o.

- **Failure:** Means any type of damage, malfunction, and defect of the aircraft or its parts.
- **Incident:** Means an occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.
- **Serious Incident:** Means an incident involving circumstances indicating that there was a high probability of an accident and is associated with the operation of an aircraft.  
(within the meaning of regulation no. 996/2010)<sup>1</sup>
- **Accident:** Means an occurrence associated with the operation of an aircraft, in which a damage to the aircraft occurred and/or a person is injured or fatally injured as a result of:
- Being in the aircraft, or
  - Direct contact with any part of the aircraft including detached parts.
- (within the meaning of regulation no. 996/2010)

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<sup>1</sup> List of examples of serious incidents as per Annex to Regulation (EU) NO 996/2010 of the European Parliament and of the council of 20 October 2010.

The incidents listed are typical examples of incidents that are likely to be serious incidents. The list is not exhaustive and only serves as guidance with respect to the definition of 'serious incident':

- a near collision requiring an avoidance manoeuvre to avoid a collision or an unsafe situation or when an avoidance action would have been appropriate,
- controlled flight into terrain only marginally avoided,
- aborted take-offs on a closed or engaged runway, on a taxiway, excluding authorized operations by helicopters, or from an unassigned runway,
- take-offs from a closed or engaged runway, from a taxiway, excluding authorized operations by helicopters, or from an unassigned runway,
- landings or attempted landings on a closed or engaged runway, on a taxiway, excluding authorized operations by helicopters, or from an unassigned runway,
- gross failures to achieve predicted performance during take-off or initial climb,
- fires and smoke in the passenger compartment, in cargo compartments or engine fires, even though such fires were extinguished by the use of extinguishing agents,
- events requiring the emergency use of oxygen by the flight crew,
- aircraft structural failure or engine disintegration, including uncontained turbine engine failures, not classified as an accident,
- multiple malfunctions of one or more aircraft systems seriously affecting the operation of the aircraft,
- flight crew incapacitation in flight,
- fuel quantity requiring the declaration of an emergency by the pilot,
- runway incursions classified with severity A according to the Manual on the Prevention of Runway Incursions (ICAO Doc 9870) which contains information on the severity classifications,
- take-off or landing incidents. Incidents such as undershooting, overrunning or running off the side of runways,
- system failures, weather phenomena, operation outside the approved flight envelope or other occurrences which could have caused difficulties controlling the aircraft,
- a failure of more than one system in a redundancy system mandatory for flight guidance and navigation.

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Supplement 1

**AIRPLANE FAILURE CARD**

<b>TOMARK, s.r.o.</b>		Strojnícka 5, 08001 Prešov, Slovak republic E-Mail: letovasposobilost@tomarkaero.com	
<b>Airplane Failure Card</b>			
Dear customer, we would like to ask you for your assistance at obtaining information for continuous increasing reliability of airplanes produced by our company. Please fill in the card in case of any failure on your airplane and send it to the address mentioned above. The data will contribute to improve reliability of the airplane.			
<b>Mandatory data</b>			
Airplane type:		Reg. mark:	Airplane S/N:
1. Flight units: FH / Number of landings:			
2. Failure detection date: day, month, year: (format 11.JAN 2019) <small>January – JAN; February – FEB; March – MAR; April – APR; May – MAY; June – JUN; July – JUL; August – AUG; September – SEP; October – OCT; November – NOV; December – DEC.</small>			
3. Failure has been detected at: (encircle appropriate number) If encircled 9. Other please specify:			
	1. Flight	4. Take-off	7. Daily inspection
	2. Taxiing	5. Touch down	8. Periodic inspection
	3. Take-off run	6. Landing run	9. Other -
4. Consequences for operation: (encircle appropriate number) If encircled 7. Other please specify			
	1. No Consequences	5. Emergency landing	6. Occurrence on the ground
	2. Airplane put out of operation	7. Other -	
	3. Airplane returned from take-off		
	4. Flight with damaged aggregates		
5. Failure description:			
6. Identification of the damaged part			
	Failed part name	Part number	Worked out operation units
	Serial No*		
Note: State maximum detectable data			* fill in if required
<b>Additional data</b>			
7. Claimed: (encircle what applicable)		No. of claim:	
YES – NO			
8. Order of spare parts (encircle what applicable):		YES – NO	
	Item	Name of part	Catalogue part No.
	No. of pieces		
Owner:		Operator:	
Home airport:	Date:	Elaborated by:	

**Supplement 2**

**OCCURRENCE REPORTING CARD**

<b>TOMARK, s.r.o.</b>	Strojnícka 5, 08001 Prešov, Slovak republic E-Mail: letovasposobilost@tomarkaero.com	
<b>Occurrence Reporting Card</b>		
Dear customer, please fill in the card in case of any Accident / Incident of your airplane and send it to the address mentioned above. Your Report will contribute to improve reliability of the airplane and to mitigate potential safety risks.		
<b>Mandatory Data</b>		
Airplane type:	Reg. mark:	Airplane S/N:
1. Flight units: FH / number of landings:		
2. Date of occurrence: day – month – year (format 11.JAN 2019) <small>January – JAN; February – FEB; March – MAR; April – APR; May – MAY; June – JUN; July – JUL; August – AUG; September – SEP; October – OCT; November – NOV; December – DEC.</small>		
3. Place of occurrence:		
4. Experience of the Pilot:		
5. Number of crew:	Injured:	Killed:
6. Occurrence happened at: (encircle appropriate number)	1. Flight 2. Taxiing 3. Take-off run	4. Take-off 5. Touch down 6. Landing run
	7. Daily inspection 8. Periodic inspection 9. Other	
If encircled 9. Other please specify		
7. Consequences for operation: (encircle appropriate number)	1. No consequences 2. Airplane put out of operation 3. Airplane returned from take-off 4. Flight with damaged aggregates	5. Emergency landing 6. Occurrence on the ground 7. Other -
If encircled 7. Other please specify		
8. Detail occurrence description*:		
9. Probable cause of the occurrence* (name of aircraft part, worked hours/cycles if applicable)*:		
10. The extent of damage*:		
Owner:	Operator:	
Date:	Elaborated by:	Phone: E-Mail:
* for details, use also the back side, if needed		

Supplement 3

**NOTICE OF OWNER/OPERATOR  
ABOUT DISCREPANCIES IN DOCUMENTATION**

<b>TOMARK, s.r.o.</b>	Strojnícka 5, 08001 Prešov, Slovak republic E-Mail: letovasposobilost@tomarkaero.com	
<b>Discrepancies in Documentation Reporting Card</b>		
Dear customer, please fill in the card in case of any Discrepancy identified in any documentation delivered with your airplane and send it to the address mentioned above. Your Report will contribute to improve reliability of the airplane documentation.		
Publication title:		
Date of issue:		
Date of last revision:		
Section, Chapter, Paragraph affected:		
Discrepancy description:		
Note:		
Elaborated by: Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/>		
Name:	Telephone No.:	
Surname:	Fax. No.:	
Company:	E-Mail:	
Position:	Date:	
Address:	Signature:	