



**HELLENIC REPUBLIC
MINISTRY OF INFRASTRUCTURE AND TRANSPORT**

**AIR ACCIDENT INVESTIGATION
AND AVIATION SAFETY BOARD
(AAIASB)**



**SERIOUS INCIDENT INVESTIGATION REPORT
AIRCRAFT DIAMOND DV 20 KATANA
SX-KVA
AT KOZANI STATE AIRPORT LGKZ
ON FEBRUARY 14, 2020**

SERIOUS INCIDENT INVESTIGATION REPORT
E04 / 2021

**Serious Incident of Diamond DV 20 Katana Aircraft with registration SX-KVA
at Kozani State Airport LGKZ on February 14, 2020**

**This Serious Incident investigation was carried out by the Air Accident Investigation
and Aviation Safety Board according to:**

- **Annex 13 of the Chicago Convention**
- **EU regulation (EU) 996/2010**
- **Law 2912/2001**

*“According to Annex 13 of the Chicago Convention of the International Civil Aviation, EU
Regulation 996/2010 and Law 2912/2001 Accidents and Incidents Investigation is not
intended to attribute blame or liability. The sole purpose of this investigation and the
findings is to prevent accidents and incidents.*

*Therefore, the use of this report for any purpose other than to prevent future accidents
and incidents could lead to misinterpretations.”*

Members of the Air Accident Investigation and Aviation Safety Board

Chairman

Ioannis Kondylis

Ret. Airline Captain, Investigator

Members

Vice Chairman

Akrivos Tsolakis

Ret. Airline Captain, Investigator

Grigorios Flessas

Ret. Airline Captain

Christos Valaris

Ret. A. F. Brigadier General

Charalampos Tzonos-Komilis

Airline Captain, Investigator

Secretary: K. Katsoulakis

Table of Contents

Table of Contents.....	3
List of Abbreviations.....	5
Title	6
SYNOPSIS.....	7
1 FACTUAL INFORMATIONS.....	7
1.1 History of Flight.....	7
1.2 Injuries to persons	8
1.3 Damages to the aircraft.....	8
1.4 Other damages	10
1.5 Personnel information.....	10
1.6 Aircraft Information	10
1.7 Meteorological information	11
1.8 Aids to navigation	11
1.9 Communications	11
1.10 Aerodrome information	11
1.11 Flight recorders	12
1.12 Wreckage and impact information	12
1.13 Medical and pathological information.....	12
1.14 Fire	13
1.15 Survival aspects	13
1.16 Tests and Research	13
1.17 Organizational and Management Information.....	14
1.18 Additional information	14
1.19 Useful or effective investigation techniques	14

2. ANALYSIS.....	14
3. CONCLUSIONS.....	15
3.1 Findings	15
3.2 Cause(s)	15
3.3 Contributing factors	15
4. SAFETY RECOMMENDATIONS	15
5. APPENDICES.....	17

List of Abbreviations

A/C	:	Aircraft
AD	:	Aerodrome & Airworthiness Directive
AFTN	:	Aeronautical Fixed Telecommunications Network
AFS	:	Aeronautical Fixed Service
AOC	:	Airport Obstacle Chart & Airline Operating Certificate
APP	:	Approach
ARC	:	Airworthiness Review Certificate
ARP	:	Airport
ASDA	:	Accelerate Stop Distance Available
BRG	:	Bearing
CAMO	:	Continuing Airworthiness Management Organisation
CVR	:	Cockpit Voice Recorder
CWY	:	Clear Way
C	:	Celsius
ELEV	:	Elevation
CAA	:	Civil Aviation Authority
CS-VLA	:	Certification Specification for Very Light Aircraft
FDR	:	Flight Data Recorder
FT	:	Feet
IFR	:	Instrument Flight Rules
KT	:	Knots
LAPL	:	Light Aircraft Pilot Licence
LDA	:	Landing Distance Available
LT	:	Local Time
MAG	:	Magnetic
M	:	Meter
M.S.N.	:	Manufacturer Serial Number
NM	:	Nautical Miles
OFZ	:	Obstacle Free Zone
PCN	:	Pavement Classification Number
Q	:	QNH
UTC	:	Universal Time Coordinates
S/B	:	Service Bulletin
SCT	:	Scattered
S/N	:	Serial Number
SWY	:	Safety Way
TODA	:	Take Off Distance Available
TORA	:	Take Off Run Available
RMK	:	Remarks
RWY	:	Runway
TDZ	:	Touch Down Zone
THR	:	Threshold
VAR	:	Variation
VFR	:	Visual Flight Rules

Title

OPERATOR	:	EGNATIA AVIATION LTD
OWNER	:	EGNATIA AVIATION LTD
MANUFACTURER	:	DIAMOND AIRCRAFT INDUSTRIES
A/C TYPE	:	DIAMOND DV 20 KATANA CS-VLA
COUNTRY of MANUFACTURE	:	AUSTRIA
NATIONALITY	:	GREEK
A/C REGISTRATION	:	SX-KVA
LOCATION of INCIDENT	:	KOZANI STATE AIRPORT LGKZ
DATE and TIME	:	Friday February 14, 2020 at 07:45 UTC
Note	:	All Times are UTC (LT = UTC + 2)

SYNOPSIS

During landing, on a SOLO training flight, on Runway 32 at Kozani State Airport, the student Pilot lost control of the aircraft and exited to the right of the runway on soft ground. The aircraft sustained minor damages. The student Pilot exited the aircraft without injuries.



Photo 1: The aircraft on soft ground.

1 FACTUAL INFORMATION

1.1 History of Flight

The student pilot made the first training flight at Egnatia Aviation School on October 22, 2019. On the day of the event, on February 14, 2020, he had accumulated a total of 56 hours of flight of which 44 hours 36 minutes in the presence of an instructor and the remaining 11 hours 24 minutes SOLO. There is no report of any malfunction of any of the aircraft systems before that training flight.

1.2 Injuries to persons

Injuries	Crew	Passengers	Others
Fatal	0	0	0
Serious	0	0	0
Minor/None	0/1	0/0	0/0
TOTAL	1	0	0

1.3 Damages to the aircraft

During the landing phase the aircraft exited to the right of the asphalt runway on soft ground. The left wing tip came in contact with the ground and a 22 mm (22mm) long crack was observed on the left wing leading edge. No other damages observed.



Photo 2: Left wing leading edge with the 22 mm crack.



Photo 3: Right wing intact.



Photo 4: Left wing tip damages.

1.4 Other damages

No other damages to third parties.

1.5 Personnel information

That was a training SOLO flight.

1.5.1 Student Pilot

Pilot Licence Type	:	LAPL: EL 13478
Issuing Authority	:	Greece CAA
License validity	:	CLASS 1 Issue date: May 21, 2019 Valid until: May 21, 2021
Medical/Validity	:	Class 1: Valid until May 21, 2020
Total Hours & on type	:	56 hrs

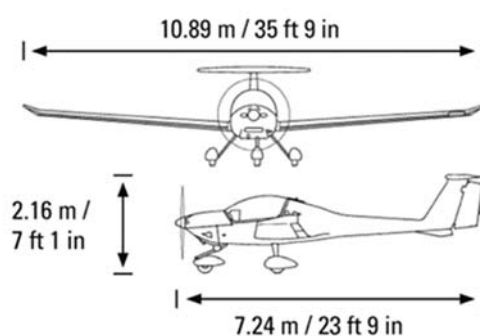
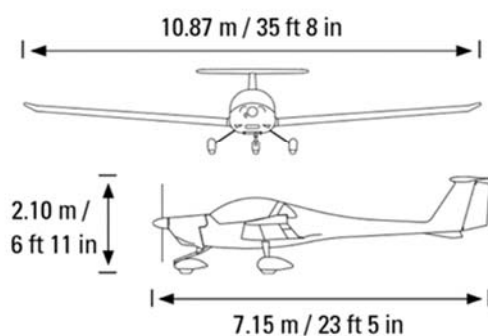
1.6 Aircraft Information

The Dimond DV20 Katania aircraft is a two-seater aircraft made in Austria by Diamond Aircrafts Industries and is widely used by pilot schools for their basic training.

1.6.1 General Aircraft information

AIRCRAFT		ENGINE / PROPELLER	
A/C Manufacturer	DIAMOND AIRCRAFTS	Engine Manufacturer	ROTAX
A/C Type	DIAMOND DV20	Engine Type	ROTAX 912-S3
A/C M.S.N.	20215	Prop. Manufacturer	MT-PROPELLER
A/C Constructed	2012	Propeller Type	MTV-21-A/175-05

Dimensions



1.6.2 Maintenance data

It appears, from the aircraft register, that the company was following the manufacturer's maintenance schedule. The aircraft was inspected and released to service on January 30, 2020 and there were no signs of malfunction before the serious incident.

1.6.3 Landing Gear

The DV20 Catana aircraft has a three-legged fixed landing gear system. There were no signs of malfunction before the incident.

1.7 Meteorological information

LGKZ 14750z 00000KT 9999 FEW025 SCT070 06/03 Q1020 RMK SCT 170

1.8 Aids to navigation

Not Applicable.

1.9 Communications

With no problems.

1.10 Aerodrome information

There are no information's for any difficulties.

LGKZ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	401709N 0215030E Centre of RWY 14/32
2	Direction and distance from (city)	BRG 117°, 2.7 NM from Kozani city.
3	Elevation/Reference temperature	627.62 M (2058.60 FT) / 29° C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	3°52'E (3.87°E) (JAN 2010) / 4.40'E (0.0733°E)
6	AD Administration, address, telephone, telefax, telex, AFS	Civil Aviation Authority (CAA) Kozani Filippou Airport GR 50100 KOZANI TEL: +30 24610 36098 FAX: +30 24610 27054 AFTN: LGKZYDYX
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

LGKZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CIV CAT: 5
2	Rescue equipment	Equivalent for CAT 5 requirements.
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

LGKZ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designation s RWY NR	TRUE BRG (degrees and one- hundredth of a degree)	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
14	143°	1822 x 30	PCN 27/F/B/X/U asphalt	401727.52N 0215011.68E	THR 624.87 M/ 2049.58 FT TDZ: NIL
32	323°	1822 x 30	PCN 27/F/B/X/U asphalt	401644.99N 0215053.45E	THR 599.95 M/ 1967.83 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
14	NIL	NIL	NIL	NIL	NIL	NIL	See relevant LGKZ AD and AOC chart-ICAO
32	NIL	NIL	NIL	NIL	NIL	NIL	

LGKZ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	1822	1822	1822	1641	THR RWY 14 displaced 181 M
32	1822	1822	1822	1822	NIL

1.11 Flight recorders

No FDR and CVR on board the aircraft.

1.12 Wreckage and impact information

Not applicable

1.13 Medical and pathological information

Medical certificate of the student Pilot was valid.

1.14 Fire

Not applicable.

1.15 Survival aspects

Not applicable.

1.16 Tests and Research

1.16.1 Loss of Control Accidents

Analysis of general aviation Instructional Loss of control Accidents (NTSB)

Although student pilots spend many hours practicing manoeuvres to improve airmanship and prevent accidents, almost one half of all general aviation aircraft accidents occur during flight training. Among these, loss of control is the most commonly cited causal factor, and the most common first occurrence in a chain of causal events.

An analysis of the NTSB accident database found that there are significant factors that contribute to loss of control events in-flight-training accidents. The following causal factors were analyzed: location and phase of flight, student and instructor experience, specific procedural errors when applicable, and meteorological factors.

With prior knowledge and data observed, one can interpret that the majority of loss of control accidents occur due to stalls/spins in maneuvering flight, and lack of directional control during the take-off and landing phases of flight.

Human error make up 95% of causes of instructional flight accidents (NTSB, 2009). Environmental causes of accidents (due to marginal weather) are rare in flight training due to the majority of flight training accidents conducted during good weather operations (NTSB, 2009). Aircraft-related causes are represented in only 13% of instructional flights and are composed of such things as engine failure, gear malfunction, etc. (NTSB, 2010). The fact that 95% of flight training accidents can be attributed to human error is significant and tells us that the key to accident prevention is the recognition of these errors during early flight training. "Of the 1,228 accidents in 2006 with a human performance cause or factor, the most frequently cited cause/factor was aircraft handling and control (71%)" (NTSB, 2010).

Of the accidents categorized as human error, the most frequently cited causal factor was loss of control (NTSB, 2010). Moreover, "loss of control in flight" and "loss of control on ground" were the two most commonly cited chains of occurrences contributing to the accident (NTSB, 2010).

Figure 1 depicts the most common causal factors involved in loss of control accidents. The factors listed in Figure 1, while numerous, are only the most common occurring factors in the accidents studied for this research .

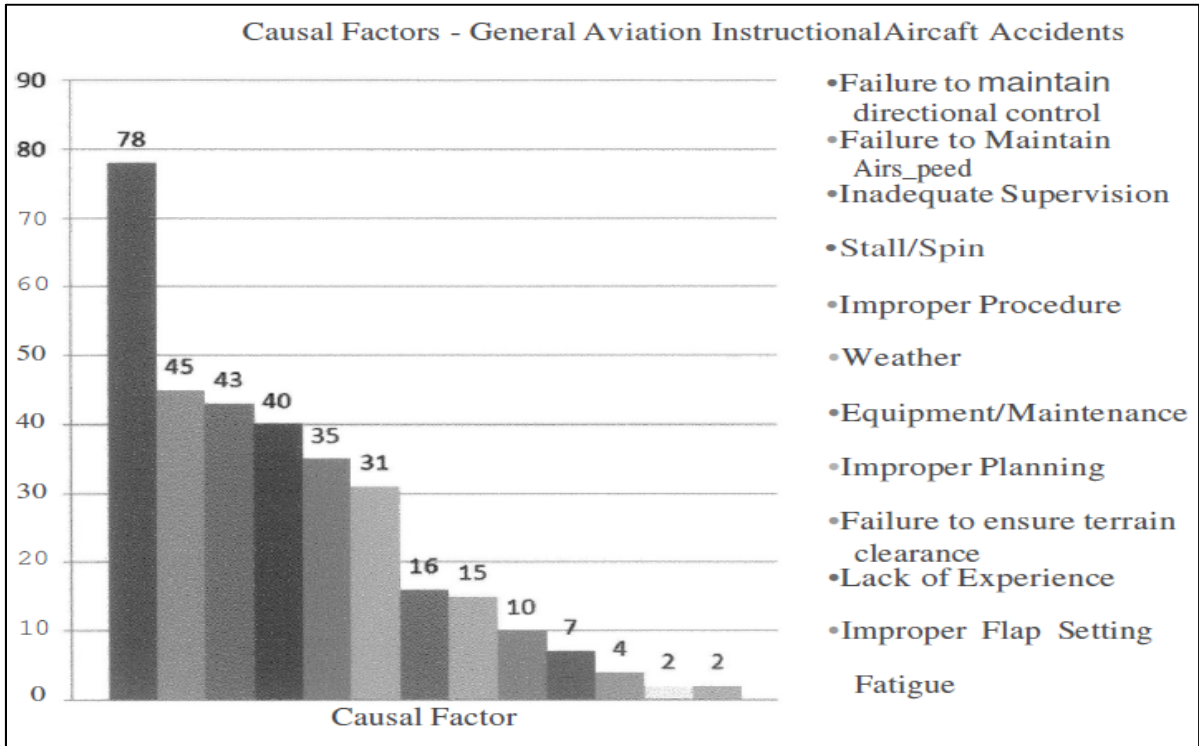


Figure 1. Frequency of reported causal factors in general aviation instructional loss of control accidents. Multiple factors are usually reported for a single accident.

1.17 Organizational and Management Information

Not applicable.

1.18 Additional information

"Filippos" (KZI/LGKZ)

The national airport of Kozani "Philippos" is located 4 km away from the city of Kozani, towards Southeast of the city and is operating since 1950. The facilities of the airport cover 400 m². Egnatia Aviation operates in the airport of Kozani since 2018.

1.19 Useful or effective investigation techniques

Not required.

2. ANALYSIS

With the lack of flight recorders the reasons of control loss during landing cannot be analysed.

3. CONCLUSIONS

3.1 Findings

From the above it can be seen that:

- 1) There was no technical problem with the aircraft.
- 2) The weather conditions were good and did not contribute to the serious incident.
- 3) No air traffic problem was reported and there was no other traffic at the airport before the incident, which could affect the landing of the light aircraft.

3.2 Cause(s)

That serious incident is attributed to a loss of control of the aircraft due to limited flying experience of the student pilot.

3.3 Contributing factors

No contributing factors have been identified to that serious incident.

4. SAFETY RECOMMENDATIONS

Safety promotion and accident / incident prevention.

2021-12: In the concept of safety promotion and accidents incidents prevention it is recommended that EGNATIA AVIATION Training Organization insert ground school hours of classroom regarding past incidents and accidents, during training flights, in order to raise situation awareness to the student pilots.

Un-stabilized approaches have been acknowledged as been the major cause of most incidents and accidents during approach and landing.

2021-13: It is recommended that EGNATIA AVIATION Training Organization must introduce strict stabilization criteria during final approach, according to the student Pilot flight experience, as that will minimize the risk of control loss and a go-around should always be an option.

Nea Philadelphia, 26 July 2021

THE CHAIRMAN

Ioannis Kondylis

MEMBERS

Akrivos Tsolakis

Grigorios Flessas

Christos Valaris

Charalampos Tzonos-Komilis

Exact Copy

THE SECRETARY

Kyriakos Katsoulakis

5. APPENDICES

5.1 Certificate of Airworthiness

ΠΙΣΤΟΠΟΙΗΤΙΚΟ ΑΞΙΟΠΛΟΪΑΣ CERTIFICATE OF AIRWORTHINESS		
	ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ ΥΠΗΡΕΣΙΑ ΠΟΛΙΤΙΚΗΣ ΑΕΡΟΠΟΡΙΑΣ HELLENIC REPUBLIC CIVIL AVIATION AUTHORITY	Αντ. Αριθμός No. 1634
1. Στοιχεία εθνικότητας και νηολόγησης <i>Nationality and registration marks:</i> SX-KVA	2. Κατασκευαστής και ονομασία αεροσκάφους από τον κατασκευαστή <i>Manufacturer and manufacturer's description of aircraft</i> DIAMOND AIRCRAFT INDUSTRIES GmbH DV 20	3. Αριθμός σειράς αεροσκάφους <i>Aircraft serial number:</i> 20215
4. Κατηγορίες <i>Categories:</i> CS-VLA Very Light Aeroplane		
5. Το παρόν πιστοποιητικό πτητικής ικανότητας εκδίδεται σύμφωνα με τη Σύμβαση για τη Διεθνή Πολιτική Αεροπορία της 7 Δεκεμβρίου 1944 και του Κανονισμού (ΕΚ) αριθ. 216/08 Άρθρο 5, παράγραφος 2, στοιχείο (γ) για το ανεπαισθη αεροσκάφος, το οποίο κρίνεται αξιόπλοο όταν υποβάλλεται σε συντήρηση και λειτουργεί σύμφωνα με τα ανεπαισθη και τους σχετικούς περιορισμούς λειτουργίας. <i>This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation of 7 December 1944 and Regulation (EC) No. 216/08, Article 5(2)(c) in respect of the abovementioned aircraft which is considered to be airworthy when maintained in accordance with foregoing and the pertinent operating limitations</i> Παρερομηνία έκδοσης: 28/2/2018 <i>Date of issue:</i> Περιορισμοί/Παρατηρήσεις: None <i>Limitations/Remarks:</i>  ΕΛΙΑΣ ΕΛΛΑΔΗΣ Elias ELLADES Aeronautical Engineer, BSc., MSc. Εκπαιδευτής Αξιοπλοΐας Α/θών <i>Aviation Safety Inspector-Airworthiness</i>		
6. Το παρόν πιστοποιητικό αξιοπλοΐας είναι σε ισχύ εφόσον δεν έχει ανακληθεί από την αρμόδια αρχή του Κράτους μέλους νηολόγησης. <i>This Certificate of Airworthiness is valid unless revoked by the competent authority of the Member State of registry</i> <i>A current Airworthiness Review Certificate shall be attached to this Certificate</i>		
Έντυπο 25 του EASA / EASA Form 25 Issue 2 Το παρόν πιστοποιητικό πρέπει να βρίσκεται στο αεροσκάφος σε όλες τις πτήσεις <i>This permit shall be carried on board during all flights</i>		

5.2 Certificate of Registration

ΑΡΙΘΜΟΣ ΝΗΟΛΟΓΙΟΥ Aircraft Register 900 ΤΟΜΟΣ Band 1 ΣΕΛΙΔΑ Page 3	 ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ Hellenic Republic ΥΠΟΥΡΓΕΙΟ ΥΠΟΔΟΜΩΝ, ΜΕΤΑΦΟΡΩΝ MINISTRY OF INFRASTRUCTURES, TRANSPORT ΥΠΗΡΕΣΙΑ ΠΟΛΙΤΙΚΗΣ ΑΕΡΟΠΟΡΙΑΣ Civil Aviation Authority	ΚΑΤΗΓΟΡΙΑ ΑΕΡ.ΦΟΥΣ Class of Aircraft CS-VLA Very Light Aeroplane
ΠΙΣΤΟΠΟΙΗΤΙΚΟ ΝΗΟΛΟΓΗΣΗΣ Certificate of Registration		
1. ΣΤΟΙΧΕΙΑ ΕΘΝΙΚΟΤΗΤΑΣ & ΝΗΟΛΟΓΗΣΗΣ ή ΚΟΙΝΑ ΣΤΟΙΧΕΙΑ Registration and Nationality marks or common marks SX-KVA	2. ΚΑΤΑΣΚΕΥΑΣΤΗΣ Manufacturer DIAMOND AIRCRAFT IND ΤΥΠΟΣ ΑΕΡ.ΦΟΥΣ Manufacturer's designation DV 20	3. ΑΡΙΘ. ΣΕΙΡΑΣ ΚΑΤΑΣΚΕΥΑΣΤΗ Serial Number 20215
4. ΟΝΟΜΑ ΙΔΙΟΚΤΗΤΟΥ: EGNATIA AVIATION LTD Name of Owner 5. Δ/ΝΣΗ ΙΔΙΟΚΤΗΤΟΥ : KAVALA AIRPORT " M.ALEXANDROS" Address of Owner 6. ΟΝΟΜΑ ΜΙΣΘΩΤΗ : EGNATIA AVIATION LTD Name of Lessee (operator) 7. Δ/ΝΣΗ ΜΙΣΘΩΤΗ : KAVALA AIRPORT " M.ALEXANDROS" Address of Lessee		
8. Με το παρόν πιστοποιείται ότι το πιο πάνω περιγραφόμενο α/φος έχει δόντως εγγραφεί στο Μηολόγιο της Ελληνικής Δημοκρατίας σύμφωνα με την Σύμβαση περί Διεθνούς Πολιτικής Αεροπορίας, που υπογράφηκε στις 7 Δεκεμβρίου 1944 και σύμφωνα με την Ελληνική νομοθεσία περί πολιτικής αεροπορίας. It is hereby certified that the above described aircraft has been duly entered on the Register of the Hellenic Republic in accordance with the convention on International Civil Aviation dated 7 December 1944 and with the Greek legislation on civil aviation. Ημερομηνία εκδόσεως Date of Issue 28 February 2018 Ο Μηολόγος The Registrar  P. Ravani 		
Το Πιστοποιητικό Μηολόγησης να συνοδεύει πάντα το αεροσκάφος It is imperative for the aircraft to have on board the certificate of registration at all times.		

5.3 Airworthiness Review Certificate

AIRWORTHINESS REVIEW CERTIFICATE (EASA15B)

Hellenic Republic
A Member of the European Union
ΠΙΣΤΟΠΟΙΗΤΙΚΟ ΕΠΙΘΕΩΡΗΣΗΣ ΑΞΙΟΠΛΟΪΑΣ
AIRWORTHINESS REVIEW CERTIFICATE

ΑΡΙΘΜΟΣ ΠΕΑ: 2019-06
ARC REFERENCE:

Σύμφωνα με τον ισχύοντα κανονισμό (ΕΚ) αριθ.216/2008 του Ευρωπαϊκού Κοινοβουλίου και του Συμβουλίου και για όσο χρόνο ισχύει, ο πιο κάτω Φορέας Συνεχούς Αξιοπλοΐας εγκεκριμένος σύμφωνα με την ενότητα Α, τμήμα Ζ, παράρτημα Ι (Μέρος Μ), του κανονισμού 1321/2014,
Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council for the time being into force, the following continuing airworthiness management organisation, approved in accordance with Section A, Subpart G of Annex I (Part M) to Commission Regulation (EC) No 1321/2014,



Kavala International Airport "Megas Alexandros"
Approval Certificate Reference No: EL.MG.066

πραγματοποίησε έλεγχο συνεχούς Αξιοπλοΐας σύμφωνα με το Μ.Α.710 του παραρτήματος Ι του κανονισμού 1321/2014 στο πιο κάτω αεροσκάφος το οποίο:
has performed an airworthiness review in accordance with point M.A.710 of Annex I to Commission Regulation (EC) No 1321/2014 on the following aircraft:

Aircraft manufacturer: **DIAMOND AIRCRAFT**
Manufacturer's designation: **DV20**
Aircraft registration: **SX-KVA**
Aircraft serial number: **20215**

κρίνεται αξιόπλοο κατά την ημερομηνία επιθεώρησης.
and this aircraft is considered airworthy at the time of the review.

Date of issue: 20/Aug/2019

Date of expiry: 20/Aug/2020

Airframe Flight Hours (FH) at date of issue: 4728.7

Signed

Authorisation No: EGN-CAMO-ARS-02

1^η Παράταση: Το αεροσκάφος παρέμεινε σε ελεγχόμενο περιβάλλον σύμφωνα με την Μ.Α.901 του παραρτήματος Ι του κανονισμού 1321/2014 της Επιτροπής κατά το παρελθόν έτος. Το αεροσκάφος κρίθηκε αξιόπλοο κατά την ημερομηνία έκδοσής του.

1st Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I to Commission Regulation (EC) No 1321/2014 for the last year. The aircraft is considered to be airworthy at the time of the issue.

Date of issue:

Date of expiry:

Airframe Flight Hours (FH) at date of issue:

Signed

Authorisation No:

2^η Παράταση: Το αεροσκάφος παρέμεινε σε ελεγχόμενο περιβάλλον σύμφωνα με την Μ.Α.901 του παραρτήματος Ι του κανονισμού 1321/2014 της Επιτροπής κατά το παρελθόν έτος. Το αεροσκάφος κρίθηκε αξιόπλοο κατά την ημερομηνία έκδοσής του.

2nd Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I to Commission Regulation (EC) No 1321/2014 for the last year. The aircraft is considered to be airworthy at the time of the issue.

Date of issue:

Date of expiry:

Airframe Flight Hours (FH) at date of issue:

Signed

Authorisation No:

5.4 Egnatia Aviation Certification Statement



Issue: 2, Date: 12-Apr-2019

Rev 0, Date: 12-Apr-2019

1.1.4 OWNER'S CERTIFICATION STATEMENT

(Reference M.A.201, M.A.302, Appendix I 1.1.4 & 1.1.18)

In the preparation of this Maintenance schedule to meet the requirements of regulations, the recommendations made by the airframe constructors, and engine and equipment manufacturers have been evaluated and, where appropriate, have been incorporated.

This Maintenance schedule lists the tasks and identifies the practices and procedures which form the basis for the scheduled maintenance of the aircraft listed in Paragraph 1.1.1. The operator/M.A. subpart G organisation, undertakes to ensure that this aircraft will continue to be maintained in accordance with this programme.

In accordance with Procedure 1.1.8, the data contained in this program will be reviewed for continued validity at least annually in the light of operating experience.

It is accepted that this programme does not prevent the necessity for complying with any new or amended regulation published by EASA or the HCAA from time to time where these new or amended regulations may override elements of this programme.

It is understood that compliance with this programme alone does not discharge the owner from ensuring that the programme reflects the maintenance needs of the Aircraft, such that continuing safe operation can be assured.

It is further understood that the HCAA reserves the right to suspend, vary or cancel approval of the Maintenance schedule if the HCAA has evidence that the requirements of the Maintenance schedule are not followed or that the required standards of airworthiness are not being maintained.

For and on behalf of owner/operator:

Name:

Signature:

5.5 Egnatia Aviation maintenance Program

EGNATIA
 AVIATION

Issue: 2, Date: 12-Apr-2019
 Rev 0, Date: 12-Apr-2019

2.6 Maintenance Program applicability for SX-KVA

Aircraft

Aircraft Make:	Diamond Aircrafts
Model:	DV20
Serial Number:	20215
Registration:	SX-KVA
Kinds of Operation:	General Aviation – Training
Operation Conditions:	VFR / day
Operation Environment:	According to AFM as amended
Forecast hours of usage per year:	800hrs

Additional Optional Equipment

None	
------	--

Minor and/or Major Changes, Modifications implemented by AD and S/B

Diamond EO-197, External Power Connection	EASA minor change approval No: 10028346
OAM20-244 & OAM20-245	Instrument Panel Version & External Alternator

Copyright© - Egnatia Aviation
DV20
Page 45

EGNATIA
 AVIATION

Issue: 2, Date: 12-Apr-2019
 Rev 0, Date: 12-Apr-2019

2.6.1 Maintenance Checks

Maintenance Checks				
A/C information		Engines(s)/Propeller(s) Information		
A/C Manufacturer:	DIAMOND AIRCRAFTS	Eng. Manufacturer:	ROTAX engines	
A/C Type:	DV20	Eng. Model:	Rotax 912-S3	
A/C S/N:	20215	Propeller Manufacturer:	MT-PROPELLER	
Year of manufacturer:	2012	Propeller Model:	MTV-21-A/ 175-05	

ATA	Description	Doc. Refer.	MM section	Interval	Toler.	Requirement - Note:
AIRFRAME						
	None					
ENGINE						
	None					
PROPELLER						
	None					

Copyright© - Egnatia Aviation
DV20
Page 46

2.6.2 Recurrent AD's & SB's

Recurrent AD's & SB's					
A/C information		Engines(s)/Propeller(s) Information			
A/C Manufacturer:	DIAMOND AIRCRAFTS	Eng. Manufacturer:	ROTAX engines		
A/C Type:	DV20	Eng. Model:	Rotax 912-S3		
A/C S/N:	20215	Propeller Manufacturer:	MT-PROPELLER		
Year of manufacturer:	20212	Propeller Model:	MTV-21-A/ 175-05		

AD/SB No.	Subject	Doc. Refer.	Interval	Toler.	Requirement - Note:
AIRFRAME					
	None				
ENGINE					
	None				
PROPELLER					
	None				

5.6 Aircraft Certificate of Release to Service

EGNATIA AVIATION		AIRCRAFT CERTIFICATE OF RELEASE TO SERVICE		EL 145.0086						
Approved Organisation Name and Address: Egnatia Aviation Maintenance Kavala International Airport "Megas Alexandros" Chrysoupolis, Kavala 542-00, Greece Tel: +30 2591053390 Fax: +30 2591053391 e-mail: maintenance@egnatia-aviation.com			Authority/Country HCAA / HELLAS		Form Tracing Number EGN/CRS-0319					
Model DV20 Katana		Registration SX-KVA		A/C Serial number 20215						
Engines Type & Serial number Type: Rotax 912 S3 S/N(1): 9.563.644 SN(2): n/a		Propellers Type & Serial number Type: MTV-21-A/ 175-05 S/N(1): 080124 SN(2): n/a		Work Order/Contract EGN/WO/20-01-0319 EGN/WO/20-01-0319A						
Operator Egnatia Aviation EL.ATO.106										
Status/Work - Weight check, inspection of pressure gauge and plumbing on fire extinguisher performed IAW DV20 KATANA AMM, Doc. No 4.02.02, rev. 13, ch. 25-10-00, p. 1 and found to be OK, actual weight: 2031 gr. - Content of first aid kit checked for completeness and due date. Due Date: 29/01/2021. 100hr airframe inspection performed IAW DV20 KATANA AMM, Doc. No 4.02.02, rev. 13, Ch. 05-20-00, p. 19-29. 100hr engine inspection performed IAW DV20 KATANA AMM, Doc. No 4.02.02, rev. 13, Ch. 05-20-00, p. 12-17. Duplicate inspection performed. 100hr propeller inspection performed IAW DV20 KATANA AMM, Doc. No 4.02.02, rev. 13, Ch. 05-20-00, p. 18. 200hr airframe inspection performed IAW DV20 KATANA AMM, Doc. No 4.02.02, rev. 13, Ch. 05-20-00, p. 19-29. Duplicate inspection performed. 200hr engine inspection performed IAW DV20 KATANA AMM, Doc. No 4.02.02, rev. 13, Ch. 05-20-00, p. 12-17. Duplicate inspection performed. 100hrs drain holes inspection performed IAW DV20 KATANA AMM, Doc. No 4.02.02, rev. 13, Ch. 05-20-00, p. 2-9. 200hrs drain holes inspection performed IAW DV20 KATANA AMM, Doc. No 4.02.02, rev. 13, Ch. 05-20-00, p. 2-9. - L/H MLG brake linings replaced IAW DV20 KATANA AMM, Doc. No 4.02.02, rev. 13, Ch. 32-40-00, p. 11. NRC 0319. - Exhaust springs replaced IAW Rotax 912S IM, Doc. No 898643, issue 2, rev. 1, Ch. 78-00-00, p. 3-4. NRC 0319. - L/H MLG brake disc replaced IAW DV20 KATANA AMM, Doc. No 4.02.02, rev. 13, ch. 32-40-00, p. 10. NRC 0319. - Both carburetor membranes replaced IAW Rotax 912S MM (Heavy), Doc. No 899603, issue 1, rev. 6, Ch. 73-00-00, p. 27. NRC 0319. - Ground run performed IAW DV20 KATANA AMM, Doc. No 4.02.02, rev. 13, Ch. 05-20-00, p. 12. Engine operation found to be normal.										
Remarks: Detailed and complete description of tasks performed are vindicated and supported by above mentioned work orders and their supporting task cards.										
Approved Maintenance Program: EGN-AMP-DV20 Issue: 2 Rev. 1 Date: 18/11/2019			Work Pack ref: 0319		Date of performance: 30/01/2020					
Flying Hours/Cycles <table border="1"> <tr> <td>Airframe: 5041.4</td> <td colspan="2">Engines: No1: 1081.7 No2: n/a</td> <td colspan="2">Propellers: No1: 1886.1 No2: n/a</td> </tr> </table>					Airframe: 5041.4	Engines: No1: 1081.7 No2: n/a		Propellers: No1: 1886.1 No2: n/a		A/C Cycles N/A
Airframe: 5041.4	Engines: No1: 1081.7 No2: n/a		Propellers: No1: 1886.1 No2: n/a							
Certifies that the all the work specified except as otherwise specified was carried out in accordance with Part 145 and in respect to that work the aircraft is considered ready for release to service										
Authorized Signature 		Certificate/Approval Ref No EL.145.0086		Name Alpanidis Sotirios Date (dd/mm/yy) 30/01/2020 Location LGKV						
EGN-WP-06, Issue1, Rev 0										