



19 FEBRUARY 2020

SAFETY NOTICE

Pilots and operators of Bristell light sport aircraft (LSA) are strongly advised to avoid conducting any manoeuvre that may lead to an aerodynamic stall of the aircraft - either intentionally or unintentionally. This includes any flight training for stalls.

The manufacturer has previously declared to CASA that the Bristell LSA meets the applicable certification requirements for LSA.

Recent information received by CASA from the aircraft manufacturer shows that the aircraft may not meet the LSA standards as it does not appear to have been adequately tested (as required by the certification standards) for its ability to recover from spins.

Worldwide, a number of Bristell aircraft have been involved in fatal accidents following unrecovered spins.

Further investigation and discussion with the manufacturer is ongoing and an update will be provided as new information becomes available.

SAFETY ISSUES

Light Sport Aircraft are required to meet a range of international standards for certification. The manufacturer has declared that the aircraft meets the standards published by ASTM International. The standard (ASTM Standard F2245, section 4.5.9) specifies the spinning performance requirements, including the ability to recover from a spin.

CASA has been engaging with the aircraft manufacturer, BRM Aero which is based in the Czech Republic, seeking to confirm that the four variants presently operating in Australia meet the standard. We are concerned that contrary to the formal declarations made by the manufacturer, the aircraft may not have been adequately tested for compliance with the ASTM standard for spin recovery.

There have been several fatal accidents worldwide (including in Australia) where Bristell aircraft have entered a spin (including during stall flight training) and failed to recover.

BACKGROUND

Manufacturers of LSA (either registered with CASA or otherwise) are able to certify or make a self-declaration, that the aircraft meets accepted standards, such as the ASTM standards when making application to CASA for a special certificate of airworthiness (COA) as an LSA.

This scheme, which has been adopted internationally, lowers manufacturer compliance costs, reduces the time to bring a design to market, and enables a more timely response to design and technology change. It is less rigorous than schemes which require a manufacturer to hold a production certificate issued by a National Aviation Authority such as CASA, EASA, or the FAA.

BRM Aero has previously declared that the Bristell variants meet these standards, however, subsequent to investigations which followed a number of fatal accidents involving these aircraft the manufacturer has been unable to provide satisfactory evidence that the design is compliant with the requirements of the ASTM standards applicable to light sport aircraft.

FURTHER INFORMATION

CASA continues to engage with BRM Aero in relation to this issue and is considering a range of proportionate safety related actions designed to mitigate the identified safety risks and will provide more information as it becomes available.

If you have any urgent questions, please contact: sport@casa.gov.au