



Leigh Manyk



I have, literally, been in aviation all my life. When I was a year old, my father, owned and operated an aircraft maintenance, air operator and a flight training organization in Medicine Hat, Alberta. I can recall playing in the Tiger Moth and the 'Link Trainer' at the hangar.

Through high school I worked evenings and weekends for Transport Canada (TC) at Calgary Airport. After graduation, I worked as a TC surveyor and later I held a position in their Soils Testing Lab at the airport.

As an Aviation Maintenance Engineer (AME), I returned to Medicine Hat and later I worked in Calgary, Billings, Palm Springs and Vancouver. I obtained a Federal Aviation Administration (FAA) Airframe and Powerplant (A&P) licence, then an FAA Inspection Authorization (IA) and Transport Canada Aircraft Maintenance Engineer. (M1, M2, S)

I have worked in areas such as engine overhaul, with training on Pratt and Whitney's JT-15D and Allied Research/Garrett's TFE731 turbofan engines. I was also proficient in aircraft structural repair and held an 'S' Licence.

I attended night school and achieved a Business Management Diploma through the Richmond School Board.

Eventually I competed and succeeded in achieving a position as a Civil Aviation Safety Inspector (CASI) at the Transport Canada Center (TCC) in Richmond B.C. I became the first second-generation Transport Canada Airworthiness Inspector. I transferred to the Kelowna TCC in 2005.

With my Ministerial Delegation, I was appointed Principle Maintenance Inspector (PMI) for certificate holders with Flight Operations, Maintenance and/or Manufacturing Organizations. PMI's are responsible for follow up on Canadian Aviation Daily Occurrence Reports (CADORs). These activities sometimes lead to investigations of a variety of failures on aircraft, aircraft systems and aeronautical products. Often the reviews and solicitation of information lead to Service Difficulty Reports (SDRs), recommendations or interpretations on Airworthiness Directives (ADs) and Alternate Means of Compliance (AMOCs).

I found a niche as a Manufacturing specialist working closely with the Aircraft Certification group, Approved Manufacturers, and Design Organizations.

I have performed large and small scale Regulatory and Quality audits. My roles ranged from an Audit Manager, a Team Leader and as a Team Member. This included Program Validation Inspections (PVI's), Process Inspections (PI's), Assessments, surveillance and routine inspections on a multitude of large and small aviation maintenance, operations, training units and manufacturing organizations.

As a regulator, and now as a consultant, the many courses I completed in Conflict Resolution at Justice Institute of BC and the Business Management diploma, have served me well and have greatly benefited my skill set.

Accumulating over 17 years of experience at Transport Canada and now retired from the federal public service, I have continued to build on this experience and knowledge. In 2013 I started Quality Dynamics Inc., and I am providing services as an Aviation Consultant. I continue to work with organizations in aviation maintenance, aerospace manufacturing and quality assurance, throughout Canada, the United States and most recently Australia.