

3.1.1 Applications for Certificates of Airworthiness for Gliders and Sailplanes

Under an Instrument of Delegation and Authorisation, CASA has delegated to persons occupying specified positions in the Gliding Federation of Australia (GFA) powers relating to the airworthiness of gliders and powered sailplanes (including FOT/FOM) operated by members of the GFA and its affiliated clubs and associations.

Applications for registration and for the issue of a CoA should therefore be made to the GFA, unless exceptional conditions pertain to the application.

If CASA needs to consider the application, you must advise Airworthiness and Engineering branch.



3.2.1 About Issuing Certificates of Airworthiness for Amateur-Built Aircraft

This part describes the special procedures for issuing a CoA for amateur-built aircraft, accepted under an ABAA or as an experimental aircraft, additional to the procedures described in [Chapter 2. Processing Certificates of Airworthiness](#).

This part does not cover the procedures for approving the building of the aircraft.

AC 21.4 AC 21.4 and AC21.11 are relevant to appropriate aircraft mentioned in this part.

AC 21.11

3.2.2 Legislation

CASR 21.190, 21.193 CASR 21.190 provides for the issue of a Special CoA for amateur-built aircraft accepted under an ABAA.

CASR 21.193 provides for the issue of an experimental certificate for amateur-built aircraft.

Note: The CASRs refer to an experimental certificate, however, the document issued is a special CoA designated experimental for the purpose of amateur built.

3.2.3 Applications and their Issue

Applications Required

Two separate applications are required for each amateur-built aircraft accepted under an ABAA:

- The first application is for an experimental certificate for the purpose of test flying to show compliance
- The second application is for the Special Certificate of Airworthiness in the amateur built (ABAA) category.

Issuing the CoA

CASR 21.1A A CASA delegate or an authorised person within the Sport Aviation Association of Australia (SAAA), will issue a CoA for FOT or FOM aircraft accepted under an ABAA.

Special circumstances may dictate whether CASA, at its discretion, becomes involved in the issue of a CoA for other amateur-built aircraft.

Note: Applications for a CoA for foreign amateur-built aircraft must be referred to Airworthiness and Engineering branch.

3.2.4 Issuing the CoA for Amateur-built Aircraft accepted under an ABAA

Field Office Procedure

Airworthiness Inspector

1. On receipt of the file, contact Airworthiness and Engineering branch and request the applicable ABAA for the aircraft in question.
2. Contact the builder and confirm:
 - The location of the aircraft
 - That the aircraft is ready for CoA inspection by CASA personnel.
3. Inspect the builder's records to confirm that approval to construct the aircraft was granted.
4. Conduct a final inspection, during which you must confirm that inspections at all stages during construction have been completed.

5. For aircraft requiring welding processes, confirm certification by a person holding an appropriate CASA Welding Authority.
6. Confirm that any variations from the ABAA and modifications — including any modifications resulting from the flight test — have been carried out in accordance with approved data.
7. Confirm that an experimental certificate for the purpose of 'show compliance' was issued for the flight test and obtain a copy of the certified final *Flight Test Evaluation Report* from the builder.
8. Advise the CoR holder that there is no CASA requirement for an AFM, and that the information to operate the aircraft is the responsibility of the CoR holder.
9. Issue the CoA, making sure that if the certificate is issued subject to conditions that an annex stating the conditions is also issued with the CoA.

Regional Airworthiness Engineering Officer

1. When the Field Office AWI advises you that the aircraft is ready to be tested, send the owner/builder an *Amateur Built Flight Test Guide* and advise him or her to complete as much of Section 1 as possible.
2. When the owner/builder returns the *Guide*:
 - a. Assess its content.
 - b. Incorporate any conditions or limitations.
3. Send the completed *Guide* to the owner/builder for use in a flight evaluation of the aircraft.
4. Liaise with the Airworthiness and Engineering branch test pilot about the outcome of the flight evaluation of the aircraft.
5. Notify the Field Office AWI of the outcome of the flight evaluation.

Test Pilot

1. Carry out the flight evaluation for FOT/FOM.
2. Assess the results of the flight evaluation.
3. Liaise with the Regional Airworthiness Engineers regarding the flight evaluation of the aircraft.

Note: Field Office Flying Operations approve the pilot for flight evaluation for other than FOT/FOM.

3.3.1 What is a Manned Balloon?

- A manned balloon is a balloon that is:
 - Capable of carrying one or more persons; and
 - Equipped with controls that enable control of the altitude of the balloon.
- A manned balloon consists of three components:
 - Envelope
 - Burner system
 - Basket.
- A CoA can only be issued for the complete balloon not for the individual components.

3.3.2 Interchanging Components of a Manned Balloon

Approval for Interchanging Components

- Only approved combinations of the three components (envelope, burner system and basket) may be fitted to a balloon.
- Baskets and burners may be interchanged in accordance with approved specifications without requiring the reissue of the CoA. However, the interchange of the basket and/or burner on a FOT/FOM balloon must be approved by CASA.
- If the envelope is interchanged, the balloon is regarded as a new aircraft and, consequently, the CoA must be reissued.

Who Is Responsible for Issuing the Approval?

CAR 35, 36 The Airworthiness and Engineering branch is responsible for approving the interchange of the basket and/or burner on a FOT/FOM balloon. A CAR 35 and CAR 36 delegation may approve the interchange of components of a balloon that has been issued with a CoA unless interchange components are included in the AFM.

Who May Install the Interchange Components?

Only a person with an appropriate Maintenance Authority may install the interchange components listed in the AFM.

Flight Manual

Refer to [Chapter 5. Flight Manual Management](#).

Responsibility for Recording the Interchange of Components in the Balloon Records

Log Books

- The balloon operator is responsible for recording the approved interchange of components in the appropriate maintenance record (A/C Log Book or ABF Log Book).
- The holder of an appropriate Maintenance Authority for the maintenance of balloons must certify the entry.

3.3.3 Issuing the Certificate of Airworthiness for Manned Balloons

Eligible Certificates of Airworthiness for Manned Balloons

Airworthiness certification of manned balloons can be achieved by the issue of:

- Standard CoA in manned balloon category
or
- Special CoA in primary category
or
- Special CoA in amateur built (ABAA) category
or
- Experimental Certificate designated amateur built
or
- Experimental Certificate designated kit-built.



Requirements for Balloon Identifications

- The manufacturer's identification data is usually engraved on the crown ring of the balloon.
- A fire-proof metal plate must be attached to the envelope.

CASR
Subpart 45.D

Subpart 21.Q

Balloon Inspection

The balloon must be inspected in its complete state.

If no test inflation has been entered/certified in the balloon's log book, the inspection must include a hot inflation to ensure that the control cords are installed correctly and there are no obvious flaws in the balloon.

The inspection for issue of a CoA should include the presence/fitment of the thermal indicator.

Field Office Procedure for Issuing the Certificate of Airworthiness for Manned Balloons

Airworthiness Inspector

1. When you receive an Application for Issue of a Certificate of Airworthiness form
 - a. Check the relevant file for a copy of the manufacturing data and the flight manual.
 - b. Check whether Airworthiness and Engineering branch has issued the following for the balloon;
 - TC, or
 - TAC, or
 - CTA, or
 - ABAA.
2. Inspect the balloon in its complete state.
3. Issue the CoA in accordance with the procedures described in part [Chapter 2. Processing Certificates of Airworthiness](#) ensuring that if the certificate is issued subject to conditions then an annex stating the conditions is also issued with the certificate.

3.4.1 When is a Certificate of Airworthiness Issued Overseas?

CASA issues a CoA overseas when an applicant makes a justifiable request that an Australian CoA be issued overseas.

CASA reserves the right to refuse to issue a CoA overseas.

3.4.2 Application Requirements

The applicant must write a letter to the Field Office that will be responsible for issuing the CoA, providing:

- The reasons (justification) for the request
- Details of the location of the aircraft
- Details of the maintenance organisation that will be performing maintenance on the aircraft
- Aircraft type and model.

3.4.3 Procedure for Issuing Australian Certificates of Airworthiness outside Australia

Guidelines

Full Cost Recovery

The applicant must acknowledge in writing that he or she accepts the principle of full cost recovery, including travel and accommodation costs.

The travel and accommodation costs to be covered include:

- Business class international air travel, economy class internal travel
- Any connecting surface travel
- Salary travel costs
- Accommodation costs
- Travel Allowance
- Sundries Allowance
- Clothing Allowance (if applicable).

For details of CASA's travel policy and procedures, refer to the *CASA Human Resource Manual, Volume 3. Staff Policy and Procedures*.



Procedure

Field Office Administrative Services Officer

Registering the Application

1. Date stamp the letter of application.
2. Place the application and any accompanying documentation on the Aircraft File.
3. Send the file to the Field Office Manager.

Team Leader Airworthiness

1. On receipt of the Aircraft File containing an application for the issue of an Australian CoA overseas:
 - a. Assign an AWI (who will undertake the overseas travel) to the application.
 - b. Forward the file to the AWI.
 - c. Ask the AWI to provide you with an estimate of the cost of processing the application.
2. When you receive the cost estimate from the AWI, send a letter to the applicant:
 - o Advising that full cost recovery applies to the travel costs
 - o Providing an estimate of the costs of processing the application
 - o Requesting the formal acceptance of the costing principle prior to the completion of [Form 766 Overseas Visit Proposal Proforma](#)
3. Complete an [Overseas Visit Proposal Proforma](#).
4. Send the [Overseas Visit Proposal Proforma](#) with a covering letter to the Field Office Manager for his or her recommendation.
5. When you receive notification of the Director's approval, advise the AWI and the Field Office Administration Manager to make the required travel arrangements.



Field Office Manager

1. Forward the completed [Form 766 Overseas Visit Proposal Proforma](#) to the Director for approval, together with a statement of your recommendations and any conditions considered to be necessary.
2. When the Director gives approval, notify the Field Office Manager.

Field Office Airworthiness Inspector

1. Estimate the cost of processing the application and advise the Field Office Manager.
2. When you receive approval to travel from the Field Office Manager, contact Field Office Administration and ask them to make the travel arrangements.
3. Before you depart, make sure that you have copies of the relevant documentation for processing the application.
4. Issue the CoA in accordance with the procedures described in [Chapter 2. Processing Certificates of Airworthiness](#).
5. After you return:
 - a. Advise the Administration Manager of the exact hours of involvement, including travel hours, to enable the final acquittal of travel allowance and costs.

3.5.1 What is an Export Certificate of Airworthiness?

An Export CoA is internationally acceptable evidence of the airworthiness status of an aircraft. Refer to [Chapter 6. Sample Documents](#) for a sample Export Certificate of Airworthiness.

An Export CoA certifies that, except as specified to the contrary on the certificate as 'exceptions', the aircraft meets:

- The airworthiness certification requirements for an Australian
 - a. Standard CoA; or
 - b. Special CoA in the primary, intermediate or restricted category

AND

- Is in compliance with any special requirements of the importing country.

Exceptions specified on the certificate also include any temporary differences in aircraft configuration such as ferry flight fuel systems etc.

Note: An Export CoA does not authorise the operation of the aircraft. To fly internationally, an aircraft having an Export Certificate of Airworthiness will require a valid Certificate of Airworthiness issued by the State of Registry or some equivalent document mutually acceptable to the exporting and importing States and accepted by any State over which the aircraft will fly on its delivery flight.

3.5.2 When is an Export Certificate Issued?

The airworthiness authority of a country importing an aircraft usually requires evidence or an assurance from the airworthiness authority of the exporting country on the status of the aircraft's airworthiness and compliance with any relevant special requirements of the exporting country.

The issue of an Export CoA provides this assurance.

CASA does not require an aircraft being exported from Australia to be issued with an Export CoA and CASA will only consider such a certificate on request.

3.5.3 Application Requirements

- Anybody can apply for an export CoA.
 - An applicant must submit to the local Field Office an:
 - [Form 722 Export Certificate of Airworthiness Application](#) form
 - AND
 - Required information and documentation referred to on the application form.
- AC 21.17
- Refer applicants to CASA AC [21.17](#) for guidance on completing the application form for the Export CoA.

3.5.4 Procedure for Issuing the Export Certificate of Airworthiness

Issuing Delegate

CASR [21.324](#) Only CASA delegates and authorised persons for the purpose of CASR [21.324](#), may:

- Sign the application form for entitlement; and
- Sign the actual Export CoA as the issuing officer.

Prerequisites

Aircraft Register

Aircraft need not be registered to be eligible for the issue of an Export CoA provided this is acceptable to the NAA of the importing country.

An Export CoA will not be issued to an aircraft on another Contracting State's register.

Certification Basis

Unless otherwise acceptable to the importing country, the aircraft must meet the airworthiness certification requirements for an Australian Standard CoA or Special CoA in the primary, intermediate or restricted category.

Copies of the relevant Australian TC, TAC or CTA and associated data sheet are available in the Field Office library or can be obtained from the Airworthiness and Engineering branch.

Flight Manual

The applicant must make available the AFM:

- That conforms to the correct revision status
- That contains all applicable Aircraft Flight Manual Supplements.

Additional Information and Documentation

The application for an Export CoA must include, or be accompanied by, the following information and documentation, as applicable;

Aircraft with Exceptions

- Statement from NAA of the importing country that aircraft with stated exceptions are acceptable.

All Aircraft

- Weight and balance report and, if required, a loading schedule
- Statement on compliance with all applicable ADs
- Details of any temporary installations required for a delivery flight
- Statement on the date of passing on of the aircraft title
- Data required as part of importing country's special requirements
- Evidence that the aircraft meets the requirements for a
 - Standard CoA
 - OR
 - Special CoA in primary, intermediate or restricted category.

New Aircraft

- 'Statement of conformity' for aircraft not manufactured under a production certificate
- Aircraft Maintenance Manual



Used Aircraft

- The aircraft's log books with evidence of the following:
 - The aircraft's annual or 100-hour type inspection within 30 days prior to the application date
- OR
- All maintenance carried out during the 30 days prior to the application date.

Unassembled Aircraft

- Details of preservation and packaging methods for overseas shipment.

Aircraft Inspection

- An inspection of the aircraft may be required to determine whether the aircraft meets the airworthiness certification requirements for the issue of a Standard CoA or a Special CoA in the primary, intermediate or restricted category.

Administrative Officer

The administrative officer must complete this procedure on the day the application is received.

1. Date stamp the letter of application.
2. Place the application and any accompanying documentation on the Aircraft File.
3. Send the Aircraft File to the AWI.

Airworthiness Inspector

1. Review the application to determine whether:
 - a. The application form has been properly completed and signed and, in particular, that all exceptions of the aircraft have been endorsed on the form.
 - b. All required information and documentation has been submitted, especially a statement from the NAA of the importing country accepting an aircraft with exceptions.
2. Review all the information and documents submitted and decide whether the applicant is entitled to an Export CoA for the aircraft.
3. If you are satisfied the applicant is entitled to an Export CoA, have the form signed off by a CASA delegate for CASR [21.324](#) that the applicant is entitled to the issue of an Export Certificate of Airworthiness for the aircraft.

CASR
21.324



4. Complete the Export Certificate of Airworthiness in duplicate ensuring that:
 - a. When relevant, the certificate is endorsed with all exceptions accepted in the statement from the NAA of the importing country mentioned in step 1 above.
 - b. The Export CoA is signed by a CASA delegate for CASR [21.324](#).
5. Send the original of the Export Certificate of Airworthiness for the aircraft to the applicant (duplicate to file) with a covering letter (copy to file).
At the same time, return the aircraft records.
6. Complete [Form 397 Checklist 13 — Export Certificate of Airworthiness Control Document](#) and place it on the Aircraft File
7. Arrange for the recovery of the cost of processing the application in accordance with local office procedures.
8. Check that all the required documentation has been placed on the Aircraft File, and return the file to its normal storage location.

CASR
[21.324](#)

3.6.1 General Information concerning Light Sport Aircraft

Light Sport Aircraft (LSA) regulations introduce a new category of aircraft. The category covers various types of sport aircraft for take off weights up to 600 kilograms (650 kgs for floatplanes). The regulations apply to both production built aircraft and kit built aircraft

The LSA manufacturer certifies that they have been designed and manufactured to comply with approved standards. These standards also include provisions for acceptance testing and continued airworthiness.

Production LSA are eligible for a Special C of A LSA, which allows operations such as private flying, training and glider towing. Kit built aircraft are eligible for an Experimental Certificate limited to private operations.

3.6.2 Legislation

CASR 21.H
CAR
262APA
AC 21-41,
21-42

Legislation for LSA can be found in CASR Subpart 21.H. Operating rules for Production LSA are in CAR 262APA and for Experimental LSA in CAR 262AP. Advisory Circulars AC 21-41 and AC 21-42 also apply.

3.6.3 Application for Special Certificate of Airworthiness for a LSA

While the regulations provide for either a CASA delegate or an authorised person to issue Special Cs of A for LSA, it is anticipated that industry Instrument of Appointment (IOA) holders will be the primary route for issue of such certificates. CASA corporate priorities could result in substantial delays in processing applications for a C of A for a LSA if application is made through CASA.

Therefore, application for either a Special C of A or an Experimental Certificate for a LSA should be made to a holder of an appropriate IOA.

A listing of LSA authorised persons can be obtained from the CASA Service Centre at the CASA website http://casa.gov.au/corporat/serv_cent.htm

3.6.4 Issue of Special Certificate of Airworthiness for Production LSA

Production LSA are aircraft that have been manufactured solely by the aircraft manufacturer and delivered to the owner in a fly away condition. Aircraft can be manufactured in Australia or be imported.

Issue of a Special C of A for a production LSA follows the same principles as other aircraft. The fundamental difference is that, where normally an aircraft has a type certificate issued by an airworthiness authority, the manufacturer of the LSA certifies that each aircraft complies with the approved standards and that the regulatory criteria for a qualified manufacturer has been satisfied.

For a CASA delegate, the administrative processes for the issue of a C of A for other aircraft apply to the issue of a C of A for a LSA.

Prior to the issue of a Special C of A for a Production LSA the authorised person/CASA delegate must:

1. Obtain from the applicant the manufacturer's Statement of Compliance that certifies compliance with the requirements of CASR 21.186(2).
2. Confirm the manufacturer has certified compliance with the requirements of a "qualified manufacturer" as specified in CASR 21.172 (includes foreign manufacturers if the aircraft is imported).
3. Confirm the applicant has copies of the documents listed in CASR 21.186 (1)(b)(ii). These documents are to be returned to the applicant once verified.
4. Inspect the aircraft to ensure it is in a condition for safe operation.
5. Confirm the aircraft complies with all safety directions (or like requirements) issued by the manufacturer, any airworthiness directive applicable to the aircraft, all applicable "GENERAL" and "EQUIPMENT" series Australian airworthiness directives and, if the aircraft is fitted with a certificated engine/propeller, all airworthiness directives issued against such certificated products.
6. Confirm any modifications or repairs to the aircraft have been approved by the manufacturer. An aircraft that incorporates modifications/repairs not approved by the manufacturer is not eligible for a Special C of A under CASR 21.186.
7. For used aircraft, confirm that all maintenance has been carried out in accordance with the manufacturer's requirements and has been properly certified under the Australian regulations or, in the case of an imported aircraft, in accordance with the requirements of the exporting country.



- CASR 21.186(1)(b)(i)
ii)
8. For imported aircraft, verify the written information required by CASR 21.186(1)(b)(iii) has been provided.
- CAR 262APA(2)
9. Confirm the warning placard specified in CAR 262APA(2) has been fixed to the aircraft.
10. Once the authorised person/CASA delegate is satisfied the aircraft complies with the requirements for issue of a Special C of A – Light Sport Aircraft the certificate can be issued.
11. a. An annex shall be issued with the Special C of A with the following statement:
- “This Special Certificate of Airworthiness shall remain in force provided:*
- *Only modifications and repairs approved by the manufacturer are incorporated on the aircraft;*
 - *The aircraft complies with all safety directions issued by the manufacturer;*
 - *The aircraft has been maintained in accordance with the manufacturer’s requirements; and*
 - *The continuing airworthiness functions are performed by the manufacturer (or a person appointed by CASA).*
- If the aircraft no longer complies with one or more of these conditions, the C of A becomes void. Continued operation with an invalid C of A is a criminal offence. It is permissible, however, for the registration holder of a non-compliant aircraft to apply for an Experimental Certificate.”*
- b. If the Special C of A is subject to any conditions, such conditions shall also be listed on the annex.
12. Forward a copy of the Special C of A, the manufacturer’s Statement of Compliance and the C of A Checklist to the Civil Aircraft Register.

3.6.5 Issue of an Experimental Certificate for LSA

CASR 21.191(j) & (k) Light sport aircraft that have been built from a manufacturer's kit or Production LSA that no longer comply with the regulations relating to a Production LSA, are eligible for the issue of an Experimental Certificate in accordance with CASR 21.191(j) and (k) respectively.

Kit built LSA differ from other kit built aircraft in that the kit must be of an aircraft type/model that has previously been issued with a Special C of A for a production LSA either in Australia or in the country of manufacture. Additionally, LSA kit aircraft do not have to meet the "51%" rule. Again, the manufacturer of the LSA kit certifies that each kit complies with the relevant standards and the regulatory criteria for a qualified manufacturer has been satisfied.

Production LSA are required to meet the conditions referenced in the Annexure on the Special C of A (see 3.7.4 above) for Special C of A to remain in force. For the purpose of these procedures, aircraft that no longer satisfy one or more of these conditions are termed "*Non-compliant Production LSA*" and such aircraft are only eligible for an Experimental Certificate for future operations or until the non-compliances are corrected.

For a CASA delegate, the administrative processes for the issue of an Experimental Certificate for other aircraft apply to the issue of an Experimental Certificate for a LSA.

Issue of an Experimental Certificate for a LSA follows the same principles as for other experimental category aircraft. However, prior to the issue of an Experimental Certificate for a LSA the authorised person/CASA delegate must:

- CASR 21.186(2) 1. Obtain from the applicant the manufacturer's Statement of Compliance that certifies compliance with the requirements of CASR 21.186(2) in so far as those statements relate to the manufacture of such kits.
- CASR 21.193(e)(i) 2. Confirm that a production version of the kit aircraft has previously been issued with a Special C of A in accordance with CASR 21.193(e)(i).
- CASR 21.193.e(iii) 3. Confirm the applicant has copies of the documents listed in CASR 21.193.e(iii). These documents are to be returned to the applicant once verified.
4. If the aircraft is a Non-compliant Production LSA, ensure reason for non-compliance is stated on Experimental LSA checklist.
5. Inspect the aircraft to ensure it has been assembled in accordance with the manufacturer's instructions and is in a condition for safe operation.
6. If the aircraft incorporates modifications that have not been approved by the manufacturer, verify that, with such modifications incorporated, the aircraft remains compliant with the Light Sport Aircraft definition.



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7. Confirm the aircraft complies with all safety directions (or like requirements) issued by the manufacturer, any airworthiness directive applicable to the aircraft, all applicable "GENERAL" and "EQUIPMENT" series Australian airworthiness directives and, if the aircraft is fitted with a certificated engine/propeller, all airworthiness directives issued against such certificated products; and

CASR 21.186(1)(b)(i)
ii) 8. For imported aircraft, verify the written information required by CASR 21.186(1)(b)(iii) has been provided.

CAR 262AP 9. Confirm the warning placard specified in CAR 262AP has been fixed to the aircraft.

10. Once the authorised person/CASA delegate is satisfied the aircraft complies with these requirements the Experimental Certificate can be issued.

11. Experimental Certificate:

- a. If the Experimental Certificate is subject to any conditions, such conditions shall be listed on an annex issued with the certificate.

AC 21.4 b. For initial issue of an Experimental Certificate of a kit built aircraft a condition limiting the operating area for a period of 25 hours or 40 hours as determined by the engine/propeller combination must be applied (AC 21.4 refers).

12. Forward a copy of the Experimental Certificate, the manufacturer's Statement of Compliance and the Experimental Certificate Checklist to the Civil Aircraft Register.

3.6.6 Cancellation/Suspension of a Special Certificate of Airworthiness for a LSA

CASR 21.181 & 21.195B Regulations 21.181 and 21.195B specify the requirements relating to the duration of a Special C of A for a Production LSA and an Experimental Certificate for a LSA respectively.

If, in the interests of aviation safety, it becomes necessary to cancel or suspend a C of A for a LSA, the procedures in [Chapter 4](#) of this manual shall be followed.

3.6.7 Instrument of Appointment – LSA

A person may apply for an Instrument of Appointment (IOA) or for an amendment to an existing IOA, for the issue of Special C of A or Experimental Certificates for LSA through the CASA Service Centre at web address (http://casa.gov.au/corporat/serv_cent.htm).

The process and requirements for issue of an IOA for LSA are the same as those for existing aircraft of a similar complexity except that the applicant must, in addition:

- Demonstrate knowledge of the principles and regulations governing LSA
- Possess knowledge and experience pertinent to the fabrication, assembly and operating characteristics of LSA or aircraft of similar complexity
- Possess knowledge and experience pertinent to the class of LSA for which authorisation is sought (fixed-wing, weight-shift, powered parachute, glider, rotorcraft, light-than-air).

3.6.8 Import and Export – LSA

Importing LSA into Australia:

CASR 21.172 The Australian regulations relating to LSA differ from other countries in that there is a requirement that the manufacturer of a Production LSA must satisfy the requirements of a “qualified manufacturer” under CASR 21.172.

These requirements apply equally to both Australian and overseas manufacturers. Local agents for imported aircraft are expected to arrange for the necessary certification by the aircraft manufacturer.

In the case of a used Production LSA being imported into Australia, the manufacturer’s Compliance Statement, in all probability, will not include the certification relating to a qualified manufacturer.

Such Production LSA are not eligible for a Special C of A until the required statement has been obtained from the manufacturer. However, until the required statement is obtained, the aircraft is eligible to be issued with an Experimental Certificate as a Non-Compliant Production LSA.

Exporting LSA from Australia:

LSA being exported from Australian are not eligible for an Export C of A.