

SECTION 3.5.1MODIFICATIONS TO CAO 95.10 ULTRALIGHT AIRCRAFT**INTRODUCTION**

1. Single place ultralight aircraft are exempt from compliance with a range of operational and airworthiness requirements as defined in Civil Aviation Order 95.10. Instead, the AUF Technical Manual prescribes the applicable standards. This Section addresses modifications to single place ultralight aircraft registered by the AUF in accordance with CAO 95.10.

REQUIREMENTS

2. Any person can design, design and build, build from an approved kit, or build from an approved set of drawings an ultralight aircraft which conforms to CAO 95.10. It follows that that same person can design and/or install modifications to the ultralight that they own. Those modifications must comply with the requirements of this AUF Technical Manual.
3. CAO 95.10, Paragraph 4.1 (a) (i) excludes either the CASA or the AUF from any airworthiness guarantee of CAO 95.10 type aircraft. Specifically, the owner is responsible for the airworthiness of CAO 95.10 type ultralight aircraft. Nothing in this Technical Manual can be used to transfer or diminish that responsibility.

GUIDANCE

4. As the owner is solely and totally responsible for the airworthiness of their aircraft, the AUF Technical Manual provides guidance only as to the design, manufacture, installation and operation of modifications to ultralight aircraft registered in the CAO 95.10 category.
5. **Design.** Designers must possess an accurate knowledge of the forces involved, the strength of materials and of manufacturing processes to be used in designing modifications for their aircraft. Structures that are over-designed to carry loads not considered are inevitably heavy. Conversely, under-designed structures are disposed to fail prematurely. Modification design must be done competently and completely.
6. **Manufacture and installation.** Good planning, good workmanship and use of the correct tools usually results in an appropriate product. Errors made during construction cannot normally be repaired without redesign. Errors are best corrected by correct re-manufacture. The guidance of FAA documents AC 43.13-1A and AC 43.13-2A is invaluable in manufacture and installation.

7. **Operation.** Modifications must be fully tested with the results being transformed into operating and maintenance instructions. These instructions must be followed when using the modified product.
8. **Advice.** Where owners or operators believe that they have insufficient knowledge or skill to effect a modification to their aircraft, they must contract the assistance of more qualified and experienced person to assist. Nevertheless, the owner and operator remain completely responsible for the airworthiness of their aircraft.
9. **Log Book Annotations.** All annotations in the log book of a CAO 95.10 registered aircraft are to be signed as accurate and complete and acceptable to the owner by the owner along with the owner's printed name, AUF membership number and date of entry.