

SECTION 5.3AMATEUR BUILT AIRCRAFT REGISTERED AS ULTRALIGHT
AIRCRAFT

INTRODUCTION

1. Civil Aviation Order 95.55 provides for the operation of certain amateur built aircraft under para 1.2 of that Order. The following procedures detail the steps to progress an aircraft from its manufacture under CAO's 100.18 and 101.28, to its operation under the auspices of the Australian Ultralight Federation and CAO 95.55.

IMPLEMENTATION

2. Amateur Built aircraft may be manufactured under the control of the SAAA and/or the CASA. All nominated first of type aircraft will be manufactured under the control of the CASA, subsequent types/models may be manufactured under the control of the SAAA. Essentially, processing will be in accordance with established requirements and procedures for normal Amateur Built aircraft, including materials, equipment and/or kit assessment and modification approval, up to the stage of final inspection and the issue of a permit to fly for testing purposes. At this point some variation to the normal procedures occurs as detailed below.
3. The aircraft remains under the control of the CASA, or the SAAA as applicable, until after satisfactory completion of the test flying, compilation of reports, and until the package of data and responsibility for the aircraft is handed over to the AUF. Prior to the issue of a Permit to Fly the following must be satisfied:
 - a. Amateur Built Aircraft Approval (ABAA) issued, either provisional or approved. (It is proposed that the ABAA indicate the aircraft type's eligibility for CAO 95.55 operations and any extra conditions to be met for those operations. e.g. removal of seats or restrictions on fuel capacities etc. to ensure the 480 kg AUW and energy criteria are not exceeded).
 - b. AUF log book containing builders certification, certifications that all applicable Airworthiness Directives have been incorporated, results of weighing carried out by the holder of a Weight Control Authority, and a certification for a satisfactory final inspection of the aircraft as to its condition and fitness for flight until the next due scheduled inspection. All certifications (with exception of the builder's) are to be made by an appropriately rated LAME with exception for the second inspection required by AD/GEN/56, which may be made by either a LAME or SAAA DI.

- c. Provisional AUF Aircraft Registration Certificate issued by AUF on acceptance by the AUF of a copy of the aircraft log book with all of the paragraph 3b information included.
- d. After all records associated with stage inspections and ground type inspection have been completed, including determination of useable fuel if not already determined for the type, a Permit to Fly may then be issued by the CASA or the SAAA as applicable. As the AUF maintenance requirements do not utilise a maintenance release there will be none required. All defects and flight times are to be recorded directly into the aircraft log book. Continuing maintenance will be in accordance with the AUF Technical Manual and the manufacturers schedules and instructions. Pilots are to be specifically approved by the AUF and the SAAA through consultation, as being rated and sufficiently experienced for test flying of the type. Pilots for first of type flight testing may also need to satisfy the CASA Test Pilot of their qualifications. The CASA Test Pilot may subsequently also require a flight handling check of first of type aircraft. All major defects occurring during test flying of first of type aircraft are to be reported direct to the CASA before subsequent flight. Flight limitations are to be available to the pilot. The above conditions will be expressed on the Permit to Fly.

ISSUE OF REGISTRATION CERTIFICATE

- 4. The following package of data is to be handed to the AUF Office to enable formal registration of the aircraft once test flying has been satisfactorily completed and all noted deficiencies rectified:
 - a. A letter by the CASA or SAAA as applicable, certifying that the aircraft:
 - 1. was constructed under and conforms with the requirements of CAO's 100.18 and 101.28 with the exception of the issue of a Certificate of Airworthiness,
 - 2. has satisfactorily completed the flight test schedule,
 - 3. that it meets the requirements of paragraph 1.1[which is subject to paras 1.2] of CAO 101.55, and
 - 4. that details of any exemptions issued by the CASA are included.
 - b. Copy of CASA issued ABAA Certificate. A provisional certificate will not be accepted.
 - c. Copy of the completed flight test schedule.
 - d. Copy of the noise certificate or exemption.
 - e. Copy of the flight manual based upon a CASA approved specimen for the type.

- f. Copy of the manufacturer's/designer's operating manual and maintenance manual, or manuals drafted by the builder.
- g. Copy of maintenance schedules.
- h. Copy of the statement from the CASA that the aircraft has been removed from the Australian Register of Aircraft, or was never entered onto that Register.

AIRCRAFT WITH EXISTING CERTIFICATE OF AIRWORTHINESS

- 5. Amateur built aircraft already issued with a Certificate of Airworthiness and which meet the requirements of CAO 95.55 paragraph 1.2, will be accepted for registration by the AUF upon submission of the following information:
 - a. Certificate of Airworthiness.
 - b. CASA approved Flight Manual.
 - c. Copy of the CASA issued ABAA for the aircraft type.
 - d. Statement by owner relating to actions taken to ensure that the aircraft is not flown in excess of the weight limits of CAO 101.55 paragraph 1.1.
 - e. Manufacturer's data which shows that the aircraft meets the description set out in paragraph 1.1 of CAO 101.55 with any deviations or waivers that may have been granted by the CASA.
 - f. Copy of the statement from the CASA that the aircraft has been removed from the Australian Register of Aircraft, or was never entered onto that Register.
- 6. Amateur built aircraft processed under these procedures may not be eligible for VH registration and issue of a Certificate of Airworthiness in the Amateur Built Category. This is due to differences in applicable requirements.
- 7. Similarly, aircraft which had been processed for the issue of a Certificate of Airworthiness in the Amateur Built Category and subsequently operated under AUF registration, may not be eligible for issue/reissue of an Amateur Built Certificate of Airworthiness. This is due to the different maintenance practices and standards utilised during AUF operations.
- 8. These procedures have been the subject of an agreement between the CASA, the SAAA and the AUF.

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