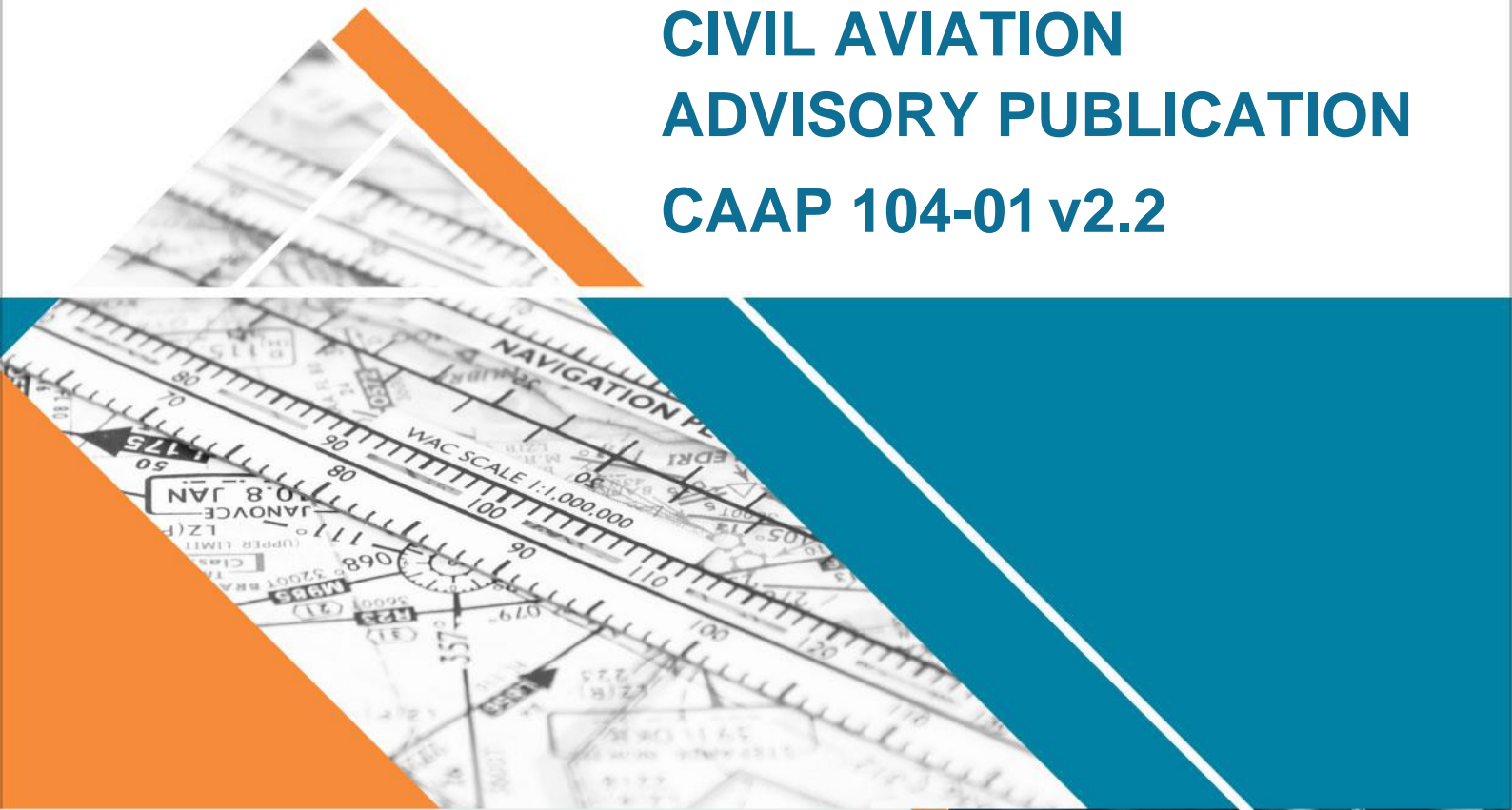




Australian Government
Civil Aviation Safety Authority

CIVIL AVIATION ADVISORY PUBLICATION CAAP 104-01 v2.2



Maintenance of warbird, historic and replica aircraft



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This Civil Aviation Advisory Publication (CAAP) provides guidance, interpretation and explanation on complying with the Civil Aviation Regulations 1988 (CAR) or a Civil Aviation Order (CAO).

This CAAP provides advisory information to the aviation industry in support of a particular CAR or CAO. Ordinarily, the CAAP will provide additional 'how to' information not found in the source CAR, or elsewhere.

Civil Aviation Advisory Publications should always be read in conjunction with the relevant regulations/orders.

Audience

This Civil Aviation Advisory Publication (CAAP) applies to:

- owners, restorers and maintainers of warbird, historic and replica aircraft (WHR)
- organisations providing maintenance services on WHR.

Purpose

The purpose of this CAAP is to provide information and guidance about the amended provisions of CAO 104.0 and Directions Instrument number Civil Aviation Safety Authority (CASA) 03/15.

For further information

For further information on this CAAP, contact CASA's Airworthiness and Engineering Branch (telephone 131 757).

Status

This version of the CAAP is approved by the Branch Manager, Airworthiness and Engineering Branch.

Note: Changes made in the current version are not annotated. The document should be read in full.

Version	Date	Details
v2.2	November 2022	Administrative review only.
(1.1)	June 2015	<p>This CAAP replaces CAAP 104-1(1) dated February 2015 and has been expanded to provide guidance for maintainers and maintenance organisation approval holders about:</p> <ul style="list-style-type: none"> • excluded type training • training for maintenance • certification of wood aircraft structures and fabric covered surfaces. <p>Changes to this CAAP are marked with shading.</p>
(1)	February 2015	<p>This is the second CAAP to be issued on this subject. In this issue, the CAAP has been expanded to provide guidance for maintainers and maintenance organisation approval holders about:</p> <ul style="list-style-type: none"> • excluded type training • training for maintenance • certification of wood aircraft structures and fabric covered surfaces.
(0)	September 2013	Initial CAAP.

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1 Reference material

1.1 Acronyms

The acronyms and abbreviations used in this CAAP are listed in the table below.

Acronym	Description
AMO	Approved Maintenance Organisation
ASAO	Approved Self-administering Aviation Organisation
AEL	Aircraft Engineer Licence
CAAP	Civil Aviation Advisory Publication
CAO	Civil Aviation Order
CAR	<i>Civil Aviation Regulations 1988</i>
CASA	Civil Aviation Safety Authority
CASR	<i>Civil Aviation Safety Regulations 1998</i>
CofA	Certificate of Airworthiness
COA	Certificate of Approval
LAME	Licensed Aircraft Maintenance Engineer
NDT	Non-Destructive Testing
WHR	Warbird, Historic and Replica Aircraft

1.2 Definitions

Terms that have specific meaning within this CAAP are defined in the table below. Where definitions from the civil aviation legislation have been reproduced for ease of reference, these are identified by 'grey shading'. Should there be a discrepancy between a definition given in this CAAP and the civil aviation legislation, the definition in the legislation prevails.

Term	Definition
authority or type rating holder	<p>A person who holds one or more of the following:</p> <ol style="list-style-type: none"> a. an airworthiness authority under paragraph 33B (1) (a) of CAR to carry out maintenance on a WHR b. an airworthiness authority under paragraph 33B (1) (d) of CAR to conduct non-destructive testing (NDT) of aircraft and aircraft components c. an aircraft welding authority under subregulation 33D (1) of CAR d. an authorisation under subregulation 42ZC (6) of CAR to carry out maintenance for paragraph 42ZC (4) (e) of CAR e. a category B1 or B2 licence with a rating for a type rated aircraft type that is a WHR. <p>Note: Wherever reference is made to an authority or type rating holder in this CAAP, it means the holder of an authority or type rating which permits the particular type of maintenance under discussion.</p>

Term	Definition
certification authorisation	An authorisation that has been issued to an employee in accordance with the requirements of CAO 104, as described in section 5, 8 or 11 of this CAAP.
certificate of approval (COA) holder	A person who holds a COA, under regulation 30 of CAR, for maintenance of aircraft, aircraft components or aircraft materials.
independent maintainer	A person mentioned in paragraph 42ZC (4) (b) of CAR, being a person who holds a maintenance licence or an airworthiness authority and who is performing maintenance covered by that licence or authority independently of a COA holder.
quality control manual	The manual for a COA holder, as approved in writing by CASA, for the maintenance of aircraft in relation to training and assessment, and certification authorisation for the maintenance of aircraft, including a WHR (where applicable).
WHR	Means any of the following: <ul style="list-style-type: none"> • an ex-armed forces (Warbird) aircraft, as described in subparagraph 21.189 (1) (a) (ii) of CASR • an historic aircraft, as mentioned in paragraph 21.189 (3) (a) of CASR • a replica aircraft, as mentioned in paragraph 21.189 (3) (f) of CASR and issued with either of the following: <ul style="list-style-type: none"> ○ a special certificate of airworthiness for limited category aircraft under regulation 21.189 of CASR ○ an experimental certificate for aircraft under subregulations 21.191 (d) or (e) of CASR.
WHR EMPLOYEE	An employee of a COA holder who is either of the following: <ul style="list-style-type: none"> • a category B1 licence holder in a subcategory that is applicable to the WHR on which they propose to carry out maintenance • a category B2 licence holder.

2 Background

2.1.1 Unless otherwise permitted under the regulations, the supervision and certification of aircraft maintenance may only be carried out by a person holding a:

- [Part 66](#) Aircraft Engineer Licence (AEL) with the appropriate category and subcategory, or type rating (if applicable)
- [CAR 33B](#) Airworthiness Authority
- [CAR 33D](#) Welding Authority
- maintenance authorisation, issued under subregulation 42ZC (6) of CAR.

2.1.2 These authorities can generally be described as an authority for carrying out maintenance.

3 Excluded type maintenance (permitted training)

3.1 Why excluded type training?

- 3.1.1 Certain small aircraft have been classified as requiring type training and a type rating on the basis of the engine fitted to the aircraft. These aircraft are listed in the Part 66 Manual of Standards (MOS) as 'small or non-rated aircraft (engine)'.
- 3.1.2 Part 147 approved courses of training for these aircraft (engine) types are, in many cases, unavailable due to insufficient demand for the course, or a lack of qualified trainers to provide the course. In order to accommodate industry needs, CASA has made provision for CAR 30 approval holders to conduct the necessary training and assessment in-house. In-house training and assessment carried out in accordance with the guidelines set out in CAO 104.0 and expanded in this CAAP, can lead to a licence outcome in the form of addition of a type rating or removal of an exclusion.

3.2 Excluded type training

- 3.2.1 The training must be given in accordance with procedures in a quality control manual approved for the purpose by CASA.
- 3.2.2 The training may be given as on-the-job training, which may be supplemented by classroom training or manufacturers training. Classroom training may also be provided by third party training providers, including but not limited to, Part 147 approved organisations.

3.3 Permitted trainers

- 3.3.1 Practical training must be given by employees or contractors who meet the experience requirements, namely that the person has held a maintenance licence in the appropriate category for at least 5 years and a rating for the particular aircraft or engine for at least 18 months. A person who holds, or has held, a CASA maintenance authorisation for the particular aircraft or engine for at least 5 years will be deemed to have met the requirements.
- 3.3.2 Formal training qualifications are desirable, however, the quality manager may approve a trainer who, in the quality managers assessment, is capable of successfully delivering the theory training and supervising the on-the-job training. The trainer must understand the way in which permitted training is given and how the required outcomes are measured and verified.
- 3.3.3 The training must cover the topics and tasks listed in the Part 66 MOS. Annex A of this CAAP contains a sample manual that can be modified to suit each operator's requirements.

3.4 Excluded type certification authorisation

- 3.4.1 In order to issue a certification authorisation, the Certificate of Approval (COA) holder must hold a CASA delegation under subregulation 42ZC (6) of CAR.

- 3.4.2 When the employee has successfully completed the training in accordance with the procedures set out in the Part 66 MOS, a once-only certification authorisation may be issued for a period of not more than 6 months.
- 3.4.3 The employer may give a notice of completion of training and assessment (in the approved form) to the employee and to CASA not earlier than 3 days before completion of the 6 month period.
- 3.4.4 The approved form for this purpose is currently under development, however, as an interim measure, email applications should be addressed to sport@casa.gov.au
- 3.4.5 Once notice of completion of training and assessment is provided, CASA will be able to consider removal of the relevant exclusion from the individual's licence, or issue of the relevant rating.
- 3.4.6 In order to ensure a minimum delay between completion of the 6 month certification period and issue of the type rating or removal of the exclusion, the CAR 30 approval holder should send CASA a preliminary notice of completion at the end of 5 months. This will permit CASA licencing personnel some lead time to prepare the necessary documentation ahead of the notice of completion.
- 3.4.7 The CASA form for this purpose is Form 465 – Notification of Training Outcome.

4 WHR maintenance

- 4.1.1 Maintenance licensing under Part 66 of CASR does not generally cater for aircraft that have a special certificate of airworthiness (CofA), such as WHR. There are some exceptions such as the McD DC3 (PW R1830). CASA's past practice has been to issue an individual maintenance authority under regulation 33B, or permission to carry out maintenance via subregulation 42ZC (6) of CAR. These interactions with CASA are unnecessary if an organisation has an approved training and authorisation system.
- 4.1.2 In order to provide a sustainable means of training and authorising WHR maintainers, CASA has introduced an in-house training and authorisation program for delivery by COA holders. In the longer term, CASA expects that a similar program will be continued for ASAOs under Part 149 of CASR.
- 4.1.3 CAO 104.0 sets out the requirements, procedures and limitations applicable to training that is provided in this manner and the authorisations resulting from that training. This CAAP describes the types of aircraft governed by the WHR provisions of CAO 104.0 (and associated Directions Instrument), the training requirements for maintainers, and the scope and limitations that apply to authorisations granted under CAO 104.0.

4.2 Classifications of WHR

- 4.2.1 As set out in CAO 104.0, WHR are grouped into three classifications:
- Part 1 WHR: Those aircraft for which the maintenance provider is required to train and authorise B1 and B2 licence holders (WHR employees), in accordance with a procedure approved by CASA. Authority or type rating holders do not need extra training for the relevant Part 1 WHR, but still require a certification authorisation in accordance with the authorisation procedure described in section 8 of this CAAP. WHR employees require training, assessment and authorisation by the COA holder.
 - COA holders are not required to hold a 42ZC (6) delegation for the purpose of authorising an authority or type rating holder.
 - Part 2 WHR: Those aircraft that may be maintained, without special training and authorisation, by a WHR employee or by an authority or type rating holder.
 - Unspecified WHR: Those aircraft that have not been classified as either Part 1 WHR or Part 2 WHR.
 - Part 1 WHR and Part 2 WHR groupings are listed at in Tables 1 and 2 at Appendix 3 of CAO 104. For ease of reference, these tables are reproduced at Appendix 1 of this CAAP.

5 Maintenance requirements

5.1 Part 1 WHR

- 5.1.1 Due to the complexity or irregularity of these aircraft, all maintenance (except unscheduled field maintenance) must be performed under the control of a COA holder whose certificate of approval covers the work. The work must be carried out or supervised by a specially trained category B1/B2 Part 66 AEL holder (trained WHR employee) or an authority or type rating holder.
- 5.1.2 The person certifying for the maintenance must hold a certification authorisation as described in section 6 of this CAAP, which permits certification on behalf of the COA holder for maintenance carried out on a particular aircraft.
- 5.1.3 The CASA issued authorities and type ratings remain subject to any specified condition or limitation that is on or attached to the authorisation.
- 5.1.4 An independent maintainer may perform any unscheduled maintenance that is not listed in Schedule 7 of CAR.

5.2 Exemption for current Part 1 maintainers

- 5.2.1 Paragraph 8AA.5 of the CAO 104.0 states:
- In spite of paragraph 8AA.4, a category B1 or B2 licence holder who carried out Part 1 WHR maintenance on an aircraft not more than 2 years before subsection 8 takes effect may continue to carry out such maintenance.
- 5.2.2 This means that a maintainer who is currently maintaining aircraft under their licence, which have been subsequently classified as Part 1 WHR aircraft under CAO 104, may continue to maintain the aircraft without training or assessment. The COA holder is not required to hold a 42ZC (6) delegation in order to authorise an employee to continue making the certifications.

5.3 Part 2 WHR

- 5.3.1 This class of aircraft may be maintained by either:
- a WHR employee
 - a holder of an authorisation issued under Regulation 33B or paragraph 42ZC(6)
 - an AME licence holder where the licence covers the class of aircraft.
- 5.3.2 As per Part 1 WHR, other authorisations for maintenance (i.e. airworthiness authority for maintenance or NDT, welding authority and 42ZC (6) authorisation) are unaffected by CAO 104.0 and the Directions Instrument.
- 5.3.3 An independent maintainer may perform any maintenance that is not listed in Schedule 7 of CAR.
- 5.3.4 All maintenance listed in Schedule 7 of CAR must be controlled by a COA holder whose approval covers the type of maintenance being performed. Additionally, the work must

be supervised and certified by a person whose licence or maintenance authority covers the type of maintenance being performed.

5.4 Unspecified WHR

- 5.4.1 If a WHR has not been listed as a Part 1 or 2 WHR, and it has a turbine engine, then that WHR is treated as a Part 1 aircraft due to the specialised maintenance training required to safely maintain the engines. In the majority of cases, piston engined aircraft will be treated as Part 2 aircraft, with the exception of very complex large aircraft, such as the Lockheed Constellation; or aircraft that have a mixture of piston and turbine engine types, such as the Neptune.
- 5.4.2 If a turbine powered WHR is not listed in Part 1 or Part 2 of Appendix 3 to CAO 104.0, then it must be maintained as if it were a Part 1 WHR, until such time as it is classified otherwise within Appendix 1 or 2 of CAO 104.0.
- 5.4.3 If a person modifies an aircraft that is listed in Part 2 by installing a turbine engine, the aircraft ceases to be a Part 2 aircraft and is treated thereafter by the CAO as an unlisted turbine powered aircraft which is for all practical purposes a Part 1 aircraft.

5.5 Field maintenance by an independent engineer on Part 1 WHR

- 5.5.1 Unscheduled field maintenance not listed in Schedule 7 of CAR may be carried out on a Part 1 or Part 2 WHR, at any location in order to allow retrieval of an aircraft that has become unserviceable away from home base.
- 5.5.2 The COA holder or registered operator of the aircraft must give the independent engineer permission to carry out the maintenance. The engineer must hold a licence in the appropriate category and subcategory, where applicable.
- 5.5.3 The independent engineer providing the maintenance is not required to be an employee of a COA holder and is not required to have been specifically trained and authorised in the particular aircraft type in accordance with section 8 of CAO 104.0. The independent engineer will, however, need to ensure that they have sufficient data, knowledge and experience to perform the work safely.

5.6 Pilot maintenance schedule

- 5.6.1 Maintenance, carried out in accordance with Schedule 8 of CAR, is unaffected by the provisions of CAO 104.0 and the associated Directions Instrument.
- 5.6.2 The permission that category B1/B2 Part 66 AEL holders have been granted to carry out Schedule 8 of CAR (pilot) maintenance (a separate instrument issued by CASA) is also unaffected.

6 Training and assessment for Part 1 WHR maintenance

6.1.1 A COA holder may submit a Part 1 WHR training plan to CASA for approval. Once approved, the organisation should include the training plan with their quality control manual. The training plan must not be varied without CASA's approval.

6.2 WHR training plan requirements

6.2.1 The requirements for a training plan should not be confused with the requirements for a Part 147 maintenance training organisation. The plan is primarily intended to provide an outline of how the COA holder is going to provide the training to ensure that the employee has attained the necessary knowledge and skills required to perform or supervise maintenance on a particular aircraft. (Refer to Annex A of this CAAP for the sample manual).

6.2.2 The training plan does not need to include matters that are common to other aircraft classes. Rather, the plan should focus on the following elements that are unique to the particular aircraft:

- systems
- fits and tolerances
- techniques
- special tools
- processes.

6.2.3 Training may be delivered through on-the-job training or a combination of on-the-job and training delivered by an approved maintenance training organisation (recognised under Part 147 of CASR) or by a factory trained specialist (if available).

6.2.4 The training plan must describe in simple terms, the training objectives and outcomes, and a process for assessing Licensed Aircraft Maintenance Engineer (LAME) competence. The plan must also identify the person(s) responsible for managing the training and assessment program.

6.2.5 Recognition of prior learning processes may be employed by the COA holder to the extent the processes are described within the quality control manual.

6.2.6 The person providing the training is not required to hold formal training and assessment qualifications, but must be a person with demonstrated technical knowledge relevant to the aircraft. A person with demonstrated technical knowledge could be an authority or type rating holder; or another person who has been trained and authorised by the COA holder under the provisions of CAO 104.0.

6.2.7 If a person holds a Part 1 WHR certification authorisation issued by a COA holder, and is subsequently employed by another COA holder who has an approved training and assessment plan, the new employer will only need to train and assess the person to the extent necessary to be satisfied that the person has the requisite knowledge and skills as described in the new employers training objectives and outcomes statement.

6.3 Sample training plan

- 6.3.1 A sample manual can be found at Annex A of this CAAP. Section 6 of the Annex sets out the guidelines for a procedures manual that will meet the CAO 104.0 training requirements for the purpose of authorising Part 1 maintenance and certification.
- 6.3.2 When an employee of a COA holder has completed the WHR training and successfully met the assessment requirements set by the training plan, the COA holder must provide the employee with a notice of successful completion of training and assessment.
- 6.3.3 The COA holder is required to retain a record of all employees who have been trained and authorised under these provisions. The record for each employee must be retained for at least two years after the employee ceases to be employed with the COA holder.

6.4 WHR certification authorisations

- 6.4.1 An authority or type rating holder is deemed to have met the training requirements of Section 8 of CAO 104.0 and may be issued with a certification authorisation without undergoing an approved course of training. A COA holder does not require a 42ZC (6) delegation for this purpose.
- 6.4.2 Before issuing or re-issuing a certification authorisation to a trained WHR employee, the COA holder must be a CASA delegate for the purpose of authorising a person to carry out and certify maintenance on Part 1 WHR.
- 6.4.3 An authority or type rating holder may only act on behalf of a COA holder to certify maintenance carried out on a Part 1 WHR if the employee has been issued with a written certification authorisation for the purpose. The authorisation must set out the certifications that the employee is authorised to make on the COA holder's behalf.
- 6.4.4 The WHR to which the certification authorisation relates must be covered by a B1 or B2 Part 66 AEL, or CASA-issued authorisation for maintenance.
- 6.4.5 A certification authorisation may only be issued for a maximum period of two years. When an authorisation expires, the COA holder must assess the employee for the required levels of competency before re-issuing the certification authorisation. An employee who holds a CASA issued authorisation for maintenance other than an AEL, does not require re-assessment before their certification authorisation may be renewed, as CASA provides this function as part of CASA's renewal process. An issue or renewal of an authorisation must be notified to the employee in writing.

7 Independent inspection

- 7.1.1 A person carrying out independent inspection of a flight control system, in accordance with subregulation 42G (2) of CAR, does not have to have been trained, assessed or authorised in accordance with section 8 of CAO 104.0, if that person meets at least one of the criteria detailed in subregulation 42G (5) of CAR.

8 Points to remember

- 8.1.1 With the exception of field maintenance, Part 1 WHR may only be maintained by a COA holder whose approval includes the type of WHR aircraft.
- 8.1.2 Part 1 WHR maintenance certifications may only be made by an employee of a COA holder who holds a certification authorisation issued by that COA holder. The employee must also meet one of the following criteria:
- hold an authority or type rating that covers maintenance of the particular aircraft
 - unless the exemption clause at Paragraph 8AA.5 of the CAO 104.0 applies, the employee must be a category B1/B2 Part 66 AEL holder, who has been trained in the maintenance of the particular aircraft and authorised by the COA holder to conduct that maintenance.

8.2 Part 1 WHR

- 8.2.1 A B1/B2 Part 66 AEL holder (WHR employee) may be trained and assessed for the purpose of performing and certifying maintenance (on a Part 1 WHR) if the maintenance falls within the scope of their category B1 or B2 licence.
- 8.2.2 A B1/B2 Part 66 AEL holder (WHR employee) who has been maintaining and certifying a WHR aircraft that has subsequently been designated as a Part 1 aircraft under CAO 104, may be issued a certification authorisation as if the person has been trained and assessed provided that not more than 2 years have elapsed since the person had last performed maintenance and certification of the aircraft.
- 8.2.3 WHR employees are not required to be trained on a WHR that is also a type rated aircraft if the LAME has the type rating on their licence or holds an authorisation issued under regulation 33B or subregulation 42ZC (6) of CAR.
- 8.2.4 A COA holder must not issue a certification authorisation in relation to a Part 1 WHR to a trained WHR employee unless the COA holder is the holder of a delegation under subregulation 42ZC (6) of CAR for this purpose.
- 8.2.5 A COA holder with a delegation under subregulation 42ZC (6) of CAR for this purpose and an approved WHR quality system may train, assess and authorise WHR employees to permit them to carry out Part 1 WHR maintenance.
- 8.2.6 An independent maintainer may carry out unscheduled maintenance on a Part 1 WHR at any location, in order to allow the aircraft to be returned to its home base provided that the maintenance is not listed within Schedule 7 of CAR.
- 8.2.7 Furthermore, an independent maintainer is not required to be specifically trained and authorised by a COA holder to carry out unscheduled maintenance on an affected WHR. The intent of this provision is to ensure that the operator of an aircraft that develops an unserviceability away from home base, is able to call upon the services of a local LAME (if available) to get the aircraft home.
- 8.2.8 For the purpose of paragraph 8.9 of CAO 104.0, the supervised performance of maintenance tasks during training is not deemed to be carrying out maintenance by the person undergoing training.

8.3 Part 2 WHR

- 8.3.1 Maintenance certifications for Part 2 WHR may be issued by a LAME whose licence subcategory is applicable to the aircraft being maintained, or by the holder of a CASA-issued authorisation for maintenance of the aircraft.
- 8.3.2 A COA holder is not required to issue its employees with certification authorisations for Part 2 aircraft.
- 8.3.3 A B1 or B2 AEL holder does not need to be trained and assessed to carry out maintenance on Part 2 WHR.
- 8.3.4 An independent maintainer may carry out any maintenance on a Part 2 WHR, so long as Schedule 7 of CAR does not stipulate that the maintenance must be carried out under the control of a COA holder.

9 Wood and fabric authorisation

- 9.1.1 CASA has made provision using Section 10 of CAO 104.0 for training and authorising employees to maintain and certify wooden aircraft structures and fabric covering services.
- 9.1.2 The administrative requirements are similar to the requirements for excluded type training and the salient features are listed below.
- 9.1.3 Training is intended to be provided in an on-the-job, and where necessary, supplementary classroom training format. When the training, assessment and authorisation period are completed in accordance with the guidelines in CAO 104.0 and expanded in this CAAP, a licence outcome can result in the form of removal of one or more exclusions.
- 9.1.4 Training must be provided by a person who has demonstrated expertise in the type of maintenance (wood structures or fabric surfaces) for which training is to be given. A person who holds a Part 66 licence that includes wood or fabric maintenance is acceptable provided that the person has performed wood or fabric maintenance for at least 5 years. Additionally, a person who has provided training in wood or fabric aircraft maintenance in a CASA approved maintenance training organisation (Part 147 of CASR or regulation 30 of CAR) may provide the training.
- 9.1.5 In order to be issued a certification authorisation, the employee must hold a Part 66 licence in the appropriate sub category. For example, a B1.1, B1.3 or B2 licence is unlikely to be relevant to wood structures or fabric coverings.
- 9.1.6 Before issuing a maintenance authorisation for wood or fabric maintenance, the COA holder must hold an approval that covers the scope of the maintenance in which training is to be given and be either:
- a CASA delegate for subregulation 42ZC (6) of CAR, who may authorise a person for paragraph 42ZC (3) (d) or (4) (e) of CAR (as the case requires)
- or
- an authorised person for subregulation 42ZC (7) of CAR, who may authorise a person for paragraph 42ZC (3) (d) of CAR.
- 9.1.7 In either case, the delegation or authorisation must be issued for the purpose of authorising the particular maintenance.
- 9.1.8 Upon completion of training, a maintenance authorisation may only be issued for 6 months and is not renewable.
- 9.1.9 At the completion of training and when the employee has completed the 6 months of carrying out maintenance and providing certifications for wood and or fabric covered aircraft (the authorisation period), CASA may remove the exclusion from a licence.
- 9.1.10 For removal of the exclusion, the COA holder must notify CASA not earlier than 3 days before completion of the authorisation period in the approved form that the employee has completed the training and authorisation period.
- 9.1.11 In order to expedite the process, an employer may, after at least 5 months of the authorisation period have elapsed, provide CASA and the employee with a provisional

notice in the approved form of satisfactory completion of training and assessment. The preliminary notice may be sent to CASA electronically, to an address which will be provided by CASA for the purpose.

- 9.1.12 CASA Form 465 – Notification of Training Outcomes is the form used to notify CASA that an employee has completed the required training and certification period.

Appendix A

List of WHR

A.1 Part 1 WHR

Aircraft airframe	Aircraft engine type	Licence Categories	Suggested identification for a certification authorisation
Aero Vodochody L 29 Delphin	Motorlet M-701C 500	B1.1; B2	L29
Aero Vodochody L 39 Albatross	Ivchenko AI-25TL	B1.1; B2	L 39
BAC Jet Provost	A-S Viper	B1.1; B2	Jet Provost
BAC Strikemaster	Rolls-Royce Viper Mk.535 turbojet	B1.1; B2	Strikemaster
Bell Cobra	Lycoming T53-L-13	B1.3; B2	AH-1G
Bell Iroquois Huey	Lycoming T53-L-11	B1.3; B2	UH series
CAC Sabre	RR Avon	B1.1; B2	Sabre
Cessna Dragonfly	General Electric J85-GE-17A	B1.1; B2	Dragonfly
DH 115 Vampire	DH Goblin	B1.1; B2	DH115
English Electric /Handley Page Canberra	RR Avon	B1.1; B2	Canberra
Folland Gnat	BS Orpheus	B1.1; B2	Gnat
Fouga CM 170 Magister	Turbomeca Marbore	B1.1; B2	CM 170
Gloster Meteor	RR Derwent	B1.1; B2	Meteor
Hawker Hunter	RR Avon	B1.1; B2	Hunter
Lockheed C121 Constellation	Wright R 3350-DA3	B1.2; B2	Constellation
Lockheed P2v Neptune	Wright R 3350 and Westinghouse J 34	B1.1; B1.2; B2	Neptune
Mikoyan Mig 15	Klimov VK 1	B1.1; B2	Mig 15
Mikoyan Mig 17	Klimov VK-1F	B1.1; B2	Mig 17
Mikoyan Mig 21	Tumansky	B1.1; B2	Mig 21
Savoia Marchetti S211	P&W JT15D-4C	B1.1; B2	S211
Soko Galeb	A-S/RR Viper	B1.1; B2	Galeb
TS-11 Iskra	WSK SO-3 or A-S Viper	B1.1; B2	TS-11

Notes:

1. Only the holder of a CASA issued authorisation for maintenance or a specially trained LAME, holding a current certification authorisation, may carry out scheduled and unscheduled maintenance on these aircraft. An independent engineer (not specifically trained and authorised) may only perform maintenance certification for unscheduled maintenance on these aircraft that is not specified in Schedule 7 of CAR.

2. The 'Suggested identification for a certification authorisation' (if any) mentioned in column 3 of Table 1 refers to a suggested means of identifying certification authorisations for CAO 104.0.

A.2 Part 2 WHR

Aircraft airframe	Aircraft engine type	Licence categories
Aermacchi AM-3 Bosbok	Lycoming	B1.2; B2
AESL CT4/CT6	Cont IO-360	B1.2; B2
Antonov AN2 Colt	Shvetsov	B1.2; B2
Auster series	Piston (various types)	B1.2; B2
Bell 47	Lycoming	B1.4; B2
Beech 18	PW R 985	B1.2; B2
BA/Klemm Eagle	Gypsy Major	B1.2; B2
BA/Klemm L-25 Swallow	Continental	B1.2; B2
CAC Boomerang	P&W R-1830	B1.2; B2
CAC Mustang	RR/Packard Merlin	B1.2; B2
CAC Winjeel	P&W R-985	B1.2; B2
CAC Wirraway	P&W R-1340	B1.2; B2
Cessna O2A/B	Cont. IO-360	B1.2; B2
Cessna L19/305 Bird Dog	Cont. O-470	B1.2; B2
Cessna 100, 200, series	Piston (various types)	B1.2; B2
Comper Swift	Pobjoy/Gypsy Major	B1.2; B2
Consolidated Catalina	PW R-1830	B1.2; B2
Convair CV340	R-2800	B1.2; B2
Curtis P 40	Allison V-1710 RR/Packard Merlin	B1.2; B2
DH 84 Dragon	Gypsy Major	B1.2; B2
DH 89 Dragon Rapide	Gypsy 6	B1.2; B2
DH 83 Fox Moth	Gypsy	B1.2; B2
DH 60 Moth	Gypsy	B1.2; B2
DH 82 Tiger Moth	Gypsy Major	B1.2; B2
DH 94 Moth Minor	Gypsy Minor	B1.2; B2
DHA3 Drover	Gypsy Major	B1.2; B2
DHC1 Chipmunk	Piston (various types)	B1.2; B2
DHC 4 Caribou	PW R-2800	B1.2; B2
Douglas A-26/ B- 26 Attacker/Invader	PW R-2800	B1.2; B2
Douglas C47/DC3	PWR-1830/ Wright R-1820	B1.2; B2

MAINTENANCE OF WARBIRD, HISTORIC AND
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Aircraft airframe	Aircraft engine type	Licence categories
Douglas DC4	PW R-2000	B1.2; B2
Extra 300L	Lycoming AEIO 540	B1.2; B2
Fiat G59	RR/Packard Merlin	B1.2; B2
Grumman Avenger	Wright R-2600	B1.2; B2
Grumman S2 Tracker	Wright R-1820	B1.2; B2
Hawker Sea Fury	Bristol Centaurus	B1.2; B2
Lockheed Hudson	Wright R-1820	B1.2; B2
Nanchang CJ 6	Zhouzhou	B1.2; B2
North American Mustang	RR/Packard Merlin	B1.2; B2
North American T28	Wright R-1820	B1.2; B2
North American T6/SNJ/Harvard	P&W R-1340	B1.2; B2
Percival Provost Mk1	Alvis Leonides	B1.2; B2
Piper Cub series	Piston (various types)	B1.2; B2
PZL Wilga	Ivchenko	B1.2; B2
Ryan (all)	Gypsy Major, Kinner, Menasco Pirate.	B1.2; B2
Short Scion	Pobjoy	B1.2; B2
Supermarine Spitfire	RR/Packard Merlin	B1.2; B2
Taylorcraft	Piston (various types)	B1.2; B2
Vought /Goodyear Corsair (all variants)	P&W R2800	B1.2; B2
Vultee BT 13	P&W R-985	B1.2; B2
Yakovlev Yak -18A/Yak -18T	Vedeneyev	B1.2; B2
Yakovlev Yak 50	Klimov	B1.2; B2
Yakovlev Yak 52	Vedeneyev	B1.2; B2

Notes:

1. A Class B aircraft for which a standard CofA has been issued is subject to Part 4A of CAR, regardless of whether it is eligible for a special CofA in the limited category.
2. The holder of a CASA-issued authorisation for maintenance, B1/B2 employees and independent engineers (whether specifically trained or not) may carry out maintenance and provide maintenance certifications on these aircraft. A current certification authorisation is not required for these aircraft.
3. All turbine powered WHR aircraft will be classified as Part 1. If a Part 2 WHR is modified by installation of a turbine engine, it must be treated as a Part 1 aircraft and may only be certified on behalf of a CAR 30 approval holder, by a person who holds a certification authorisation.