



AIRWORTHINESS PRINCIPLE

(COA.01) - Certificates of Airworthiness

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1 Using this document

1.1 General

The airworthiness principle document aligns with the associated worksheet and provides clarification on the condition statements (questions) provided in the worksheet, as well as guidance on how best to assess the application considering the specific requirements in each section. To achieve this, the language used aims to encompass the regulatory requirements and CASA's understanding of safe practices including items for consideration that will establish what CASA believes to be a level of safety that is at least acceptable for an approval to be given.

1.2 An explanation on terms

Must

When this document states a requirement as a "must", the term will reference a legislative requirement and as such it cannot be omitted or changed from the stated requirement without further legislative variation or exemption.

Should

The use of the term "should" reflects a requirement that CASA has determined is important to be satisfied in order for the authorisation to be considered to provide a level of safety that is at least acceptable. As these requirements are not specified in legislation, such requirements should be considered only as acceptable means of compliance. Alternate means that can be shown to meet the same intent can be accepted by the CASA/Authorised person where deemed appropriate. The regulatory basis for these requirements is the regulation 11.055 of CASR. Where alternate methods do not show or meet the same intent, a condition may be placed on the authorisation to compensate and re-establish an acceptable level of safety. The regulatory basis for such conditions is regulation 11.056 of CASR.

It is not acceptable to ignore or omit any "should" requirement that is applicable to the authorisation being assessed without a justification demonstrating the decision retains a level of safety that is "at least acceptable". Conversely, it is also important to consider whether imposing such circumstances may be inappropriate and unduly onerous on the operator.

May

The term "may" signifies something that is permitted but not required through legislation or deemed important for approval. The term is used to provide options, alternate methods or examples.

1.3 Using Worksheet (COA.01) and Principle (COA.01)

Worksheet COA.01 follows the same numbering reference structure as Chapters 3 and 4 of this Principle document. e.g. Section 4.2 of this Principle aligns with the same reference section of the worksheet. The numbering is sequential to facilitate the cross-referencing between the Worksheet and this Principle document.

The Principle document incorporates information from several sources, including technical expertise from CASA officers and authorised persons. This assistance aims to facilitate the assessment process by elaborating on regulatory issues and expanding on practices that must,

should and may be positively identified to be considered compliant with current legislation.

1.4 Definitions for Principle (COA.01)

Table 1: Definitions for Principle

Term	Definition
Amateur Built Aircraft Acceptance (ABAA)	An Amateur Built Aircraft Acceptance means a document given by CASA or an authorised person as a type approval for an amateur-built aircraft.
Approver	The CASA delegate, authorised person or limited category organisation
Assessor	A person performing an assessment of an application for a CofA and will make a recommendation to a delegate of CASA, authorised person or limited category organisation for the approval and issue of a CofA.
Class I product	A Class I product is a complete aircraft, aircraft engine, or propeller, that: (a) has been type certificated in accordance with the regulations and for which civil specifications or type certificate data sheets have been issued; or (b) is identical to a type certificated product specified in (a) in all respects except as is otherwise acceptable to the national aviation authority of the importing state.
Class II product	A Class II product is a major component of a Class I product (for example, wings, fuselages, empennage assemblies, landing gears, power transmissions and control surfaces), the failure of which would jeopardise the safety of a Class I product; or any part, material, or appliance, approved and manufactured under an ATSO in the “C” series.
Type acceptance certificate	A type acceptance certificate issued for imported aircraft certificated by the national aviation authority of a recognised country under CASR 21.029A. (Source, CASA Dictionary Part 1 and CASR 21.029A modified)
Type certificate	A type certificate, or foreign type certificate, for an aircraft, aircraft engine or propeller, includes a reference to the type design, the operating limitations, the type certificate data sheet, the applicable airworthiness standards with which the certificate records compliance, and any other conditions or limitations prescribed for the aircraft, aircraft engine or propeller under the CASR. (Source, CASA Dictionary Part 1 and CASR 21.041 modified)
Type certificate holder	The person or organisation identified in the Type Certificate Data Sheet as being the holder of the certificate or the person or organisation to whom the certificate was issued.

Term	Definition
Type design	<p>The set of data and information necessary to define an aeronautical product type for the purpose of airworthiness determination to any later aeronautical product of the same type:</p> <p>(a) drawings and specifications contained in technical data approved for the aircraft, aircraft engine or propeller, and a list of those drawings and specifications</p> <p>(b) information on dimensions, materials, and processes necessary to define the structural strength of the aircraft, aircraft engine or propeller</p> <p>(c) airworthiness limitations section of the instructions for continued airworthiness</p> <p>(d) operating limitations and other information necessary for the safe operation of the aircraft, aircraft engine or propeller.</p> <p>(Source, ICAO Airworthiness Manual 9760, CASR 21.031 modified)</p>

2 Assessment

2.1 Assessment scope

The assessment scope for the issue of Certificates of Airworthiness encompasses an application form review, aircraft configuration identification, aircraft documentation review and aircraft inspection as well as consultation with others in areas of expertise that may be applicable to the application.

Airworthiness and Engineering Branch hold the required delegations to issue all classifications and categories of CofA under the CASR. By convention however, the branch generally only issues experimental certificates for the purposes of research and development and showing of compliance. (Protocol (COA.02) considers Experimental certificates).

The scope and assessment of a CofA application should follow this Principle or as directed in the instrument of appointment of an approved person. The assessment may be performed by a competent person (an assessor) making a recommendation to a delegate of CASA, authorised person or limited category organisation.

Standard, Special and Export CofA may only approved and issued by CASA, authorised persons or limited category organisations as allowed per the instrument of delegation or appointment.

3 Criteria for Issue

3.1 Introduction

As a signatory to the Convention on International Civil Aviation 1944 (Chicago Convention) Australia is expected to uphold the airworthiness requirements set out in the several Articles of the Convention. In particular, Article 31 states:

Every aircraft engaged in international navigation shall be provided with a Certificate of Airworthiness issued or rendered valid by the state in which it is registered.

Part II of Annex 8 (Airworthiness of Aircraft) to the Convention requires:

A Certificate of Airworthiness shall be issued by a Contracting State on the basis of satisfactory evidence that the aircraft complies with the design aspects of the appropriate airworthiness requirements.

An Australian aircraft is not to commence a flight unless a certificate of airworthiness under the CASR is in force in respect of the aircraft; or the Regulations authorise the flight without the certificate.

3.2 Purpose of Certificates of Airworthiness

A CofA (standard or special) is necessary for each individual aircraft on the Australian Civil Aircraft Register as one of the legal conditions to being able to fly (unless the aircraft is operated under a Special Flight Permit).

- Standard CofA are issued under CASR 21.176.
- Special CofA are issued under CASR 21.176 except provisional certificates which are issued under 21.216 and experimental certificates which are issued under 21.195A.

A certificate of airworthiness may be issued under two classifications.

3.2.1 Standard Certificate of Airworthiness

Standard CofA's are issued to aircraft that conform to a type design (demonstrated by the existence of a type certificate) and are in a condition for safe operations. Type certification is necessary before a CofA in one of the standard categories can be issued. Standard CofA are issued under CASR 21.176 and are classified as:

- a) Transport
- b) Commuter
- c) Normal
- d) Utility
- e) Acrobatic
- f) Manned Free Balloons
- g) Special Class

3.2.2 Special Certificate of Airworthiness

Special CofA, are issued to permit the operation of aircraft that do not meet the requirements of Annex 8 of the Chicago Convention – 'Airworthiness of Aircraft' or because of certain modifications that do not conform to their TCs, but are capable of safe operations under defined operating conditions and purposes.

- a) Primary
- b) Intermediate
- c) Restricted
- d) Limited
- e) Amateur built under an ABAA
- f) Provisional
- g) Light Sport Aircraft
- h) Experimental certificate

3.3 Registration

The holder of a Certificate of Registration (CoR) is that operator who has the custody and airworthiness control of the aircraft (otherwise defined as the “owner”). Therefore one major prerequisite for application for a CofA is that the aircraft must already be registered on the Australian Civil Aircraft Register.

Change to an aircraft’s registration mark invalidates the CofA in the sense that the CofA will be referring to a different aircraft by mark – the CofA must be reissued to reflect the new registration mark.

Cancellation of an aircraft’s registration invalidates an aircraft’s CofA.

3.4 General Application requirements

Common procedures for assessing and issuing a CofA are detailed below. Additional procedures that are specific to standard or special CofA are specified in section 4 of this principle and are additional depending on the purpose for the application.

3.4.1 Review application

- 1) A completed and signed application form should be submitted together with the supporting documents. The following forms should be completed depending which classification the application is for:
 - Form 717 – Application for Standard Certificate of Airworthiness
 - Form 718 – Application for Special Certificate of Airworthiness
 - Form 722 – Application for issue of an Export Certificate of Airworthiness
 - Form 682 – Application for Special Certificate of Airworthiness or Experimental Certificate for Light Sports Aircraft.
- 2) Letter of authorisation - If the application is on behalf of an operator, verify the registered operator of the aircraft provided a notarised letter of authorisation and that the information in this letter is consistent with the application.
- 3) Type Certificate Data Sheet (TCDS) – For an application for an aircraft in a category that requires a Type Certificate (TC), review the applicable TCDS, aircraft specification, or aircraft listing to verify the aircraft is eligible for issuance of the requested airworthiness certificate by make, model and serial number (S/N).

An applicant for the issue of a Certificate of Airworthiness will be required to provide sufficient details concerning the aircraft, its engines and, if applicable, its propellers in order to enable the CASA/authorised person to make an initial judgment concerning the aircraft’s history, current status, equipment fit, modifications embodied, AD compliance and potential certification status.

The application form should be reviewed to ensure all requested information is included and accurate, the signatures are legitimate, and the aircraft is registered. The information on the form should be validated with the supporting documentation.

3.4.2 Determine eligibility criteria

To be eligible for a Certificate of Airworthiness, the aircraft make, model and serial number must be included in either:

- a) a current issued Australian Type Certificate (TC), or
- b) a current issued Australian Type Acceptance Certificate (TAC).

If the aircraft is not included in either an Australian TC or TAC per the above, then it is considered a first of type (FOT) or first of model (FOM). The applicant is to be advised that the aircraft must be issued a TAC under CASR 21.029A before any further work can be performed. (Use Form 735 – Application for Type Acceptance Certificate for Imported Aircraft).

Specific criteria regarding the CofA category is provided in Section 3.5.

3.4.3 Aircraft configuration identification

3.4.3.1 New aircraft

Based on the approved type design the assessor should identify the aircraft configuration. This is mainly supported by evidence from the manufacturer that identifies which components and changes to type design have been necessary to build and deliver the considered aircraft. Generally, the manufacturer starts from a configuration that is a known type identified in the relevant type certificate and then lists all additional changes that are embodied on the aircraft.

In particular, some of those changes involve optional items that affect airworthiness and have been ordered by the customer. The customer may prefer some particular equipment from a specific supplier in order to harmonize with the rest of its fleet (e.g. passenger seats).

All changes embodied on the aircraft should be identified and are used to determine the applicable maintenance program for that aircraft.

A declaration issued by the State of Manufacture, for example, an export Certificate of Airworthiness, may be convenient to document all those particularities of the configuration.

3.4.3.2 Used aircraft

In order to determine the approved configuration of the aircraft, the assessor should start from a known configuration (identified on the aircraft type certificate), for example, from the configuration known by the previous State which delivered the Certificate of Airworthiness. The assessor should review the aircraft maintenance records to determine all changes that have been incorporated on the aircraft.

A review of the aircraft interior configuration may be necessary to determine if modifications had been made to the original configuration. Such aircraft interior modifications should be found in a modification approval document.

All changes embodied on the aircraft should be approved by an appropriate authority, either through recognition of those changes within the approved type design (e.g. Service bulletins, etc), or individually approved as changes to the type certificate (EO's, STC, etc).

A declaration issued by the previous State of Registry, for example an export Certificate of Airworthiness, may be helpful to document those configuration particularities.

3.4.4 Review airworthiness records on file

- 1) Current registration – Review the Australian Civil Aircraft Register to verify the aircraft is currently registered per CASR Part 47.

- 2) Prior denials – Except for new aircraft, check aircraft records to determine if CASA previously issued a denial for this aircraft. If previously denied, verify that the reasons for the denial have been corrected.

3.4.5 Identify potential safety hazards

- 1) Review available information as necessary to assist in becoming familiar with the aircraft, aircraft engine, and propeller models and with potential safety hazards.
 - a. For example, review information as applicable and necessary to understand the manufacturer/builder; configuration; installed equipment; novel or unique features, characteristics, or systems; recent customer findings for new aircraft deliveries; recent quality escapes for new aircraft; histories of service difficulties, incidents, and accidents; ownership history of the aircraft; and potential for degradation from long-term storage.
- 2) Australian Transport Safety Bureau (ATSB) maintains a searchable database of incidents and accidents involving civil aircraft reported since July 2003, ATSB National Aviation Occurrence Database.

3.4.6 Review aircraft documentation

CASA AC 21-02 lists the supply of data required for submission by the applicant to assist in processing the application.

The assessor should review the following to establish the history of the aircraft, the status of the continuing airworthiness and the compliance of the documentation submitted:

- 1) Exemptions – For an exemption concerning airworthiness that the applicant claims to apply to this aircraft, verify the exemption is included in CASA exemptions and that the exemption applies to this aircraft.
- 2) Export C of A (if available).
- 3) The aircraft flight manual (AFM). This is to determine if the AFM is applicable and compatible with the aircraft configuration.
- 4) Maintenance program, together with any bridging results from the previous program. The applicant should also furnish, where applicable, the maintenance review board report for the aircraft type, or the manufacturer's current maintenance planning data.
- 5) Status of all maintenance tasks contained in the maintenance program, including: airworthiness limitations, certification maintenance requirements (CMRs) and scheduled checks.
- 6) Details and certification of any major modifications or major repairs incorporated since the first C of A was issued. Particular attention should be given to any supplemental inspection described in the approval documents, for the performance of the inspection and the inclusion in the maintenance program.
- 7) Status of compliance with all applicable Mandatory Continuing Airworthiness Information (MCAI).
- 8) Details of equipment installations intended for particular operational roles, if applicable, e.g. towing, agricultural spraying and provision for the carriage of any external loads.

- 9) Electrical Load Analysis (ELA) report.
- 10) Weight and balance report together with the equipment list.
- 11) Log books that document the history of the aircraft, as well as maintenance records.
- 12) Records that demonstrate the origin of parts and components that were installed new or repaired on the aircraft.
- 13) Records of all maintenance performed at time of the CofA application process.
- 14) Records of previous maintenance repairs and modifications. This is to determine if such tasks have modified airworthiness limitations or may necessitate additional checks to be included in the maintenance program in addition to those from the manufacturer.

4 Additional requirements based on the CofA classification

As well as following the standard steps in sections 3.4 and 3.5 of this document, below are additional components to be complied with dependant on the classification applied for in the application.

4.1 Standard Certificates of Airworthiness

The following requirements only apply to certain aircraft in the standard classification

4.1.1 Maintenance requirements

The CASRs specifically require maintenance to have been carried out for the issue of a CofA for certain cases under CASR 21.183(4) as follows:

- 1) Standard CofA, the aircraft must:
 - a. comply with any applicable airworthiness directives issued by Australia and the state of design and
 - b. have been inspected for the issue of a maintenance release.

The completion of an inspection for a maintenance release is a sound basis for establishing whether the aircraft is in condition for safe operation. The inspection for a maintenance release must be carried out by a Certificate of Approval holder approved to carry out maintenance on the type of aircraft involved.

4.1.2 New aircraft manufactured under a production certificate (PC)

4.1.2.1 Review application:

- 1) Review the PC and the Production Limitation Record (PLR) to verify the holder is authorised to manufacture the applicable aircraft make and model.
- 2) Review the manufacturer's records to verify that quality system procedures have been completed satisfactorily, including production flight testing of the aircraft.

4.1.3 New aircraft manufactured under a Type Certificate (TC) only

4.1.3.1 Review application

- 1) Verify that the manufacturer is still authorised to manufacture under a TC since such authorisations are of limited duration.
- 2) Review Form 822 – Statement of Conformity to verify the applicant certifies the aircraft is airworthy and was flight tested.

4.1.3.2 Review aircraft records

- 1) Review CASA inspection records/file for each aircraft to verify that any prior findings have been properly addressed.
- 2) Review the manufacturer's records to verify that any interim quality system procedures have been completed satisfactorily, including production flight testing of the aircraft.
- 3) Verify any nonconformities involving material review actions have been resolved before issuance of an airworthiness certificate.

4.1.3.3 Inspect aircraft

You must inspect each aircraft presented for issuance of a standard airworthiness certificate to find the aircraft airworthy. Adjust inspections as necessary for any significant changes in manufacturing systems, procedures, or personnel, or when changes have been introduced into the aircraft. Inspect the aircraft to verify conformity to its TC, including applicable ADs. This does not imply that every article must be subjected to a conformity inspection. Conformity inspections of articles should only be conducted when, conformity cannot be substantiated by any other means.

4.1.4 Manned free balloons

A manned free balloon consists of three components, envelope, burner system and basket.

4.1.4.1 Requirements for balloon identifications

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

4.1.4.2 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 an 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 CofA should include the presence/fitment of the thermal indicator.

Note: Only approved combinations of the three components (envelope, burner system and basket) may be fitted to a balloon. If the envelope is interchanged, the balloon is regarded as a new aircraft and, consequently, the CofA must be reissued.

4.2 Special Certificates of Airworthiness

A Special CofA can be issued to an aircraft which does not meet all the requirements for a

CofA in one of the standard categories if it meets all the requirements for the Special CofA category. Note that an aircraft with only a Special CofA must not be operated in international airspace or in the territory of a foreign country without the specific permission of that country.

4.2.1 Primary category

CASR Part 21 introduced a new category of aircraft known as primary category aircraft, which is identical to the FAA primary category. These aircraft are of simple design and intended for pleasure and personal use only.

4.2.1.1 Aircraft with a current standard certificate of airworthiness

CASR 21.184(3) allows an applicant to exchange a standard Certificate of Airworthiness (CofA) for a special CofA in the primary category. The conversion will be made through the STC process. The STC process is described in AC 21.15. The principal reason for making this conversion would be to allow a qualified pilot-owner to perform appropriate preventive maintenance as allowed under this category (when this facility is available) beyond what already is allowed under pilot maintenance. Detailed information is located in AC 21-07.

4.2.1.2 Issue certificate of airworthiness

Advise the applicant that its aircraft cannot be returned to a standard airworthiness certificate without showing that it meets all of the requirements for a standard airworthiness certificate as prescribed by the regulations. Such a showing historically has been difficult when an aircraft has remained in a different classification or category for a lengthy period. To facilitate the return to a standard airworthiness certificate, the aircraft records should indicate, among other requirements, that the aircraft has been maintained according to the manufacturer's instructions, and that any alterations to the aircraft either were removed or approved by CASA.

4.2.1.3 Imported primary category aircraft

CASR 21.184(2) allows an applicant to obtain a special CofA in the primary category for an imported aircraft type that has been certificated in the primary category of another country. For further information refer to AC 21-30 and AC 21-31.

4.2.1.4 Duration of the primary category CofA

In accordance with CASR 21.181(6), a primary category aircraft special CofA for an Australian aircraft is effective unless the Authority or an authorised person gives a written notice of suspension or cancellation of the special CofA.

4.2.1.5 Multiple category certification

A multiple category certificate of airworthiness in the primary category and any other category must not be issued, a primary category aircraft may hold only one certificate of airworthiness.

4.2.2 Intermediate category

CASR 21.184A allows an authorised person or CASA to issue special CofA's in the intermediate category, which is an extension of the primary category and may involve certain aerial work commercial operations.

4.2.2.1 Multiple category certification

A multiple category certificate of airworthiness in the intermediate category and any other category must not be issued, an intermediate category aircraft may hold only one certificate of airworthiness.

4.2.3 Restricted category

CASR 21.185 allows an authorised person or CASA to issue special CofAs for restricted category aircraft to allow operation of such aircraft for designated special purpose operations that are set out in CASR 21.025(2). Refer to AC 21-06 for more information.

4.2.3.1 General guidelines

- a. The category is based on the restrictive category as prescribed by the US Federal Aviation Administration (FAA).
- b. The aircraft can be of any shape, weight, engine configuration or size, and may be ex-military aircraft
- c. Restricted category aircraft can only carry persons who perform an essential function in the operation or are needed to accomplish the work activity directly associated with the special purpose.

4.2.3.2 Multiple category certification

An aircraft issued with a special CofA in the restricted category can also be issued concurrently with a CofA in a standard or a limited category. Compliance must be shown with the requirements of each category when the aircraft is in the configuration for that category.

4.2.4 Limited category

Aircraft produced for the armed forces are normally designed to meet specific military operational specifications and the design standards used to achieve these requirements are generally not known to civil authorities.

In order to safely manage these unknowns, CASA has made provision for military aircraft to continue in civil use once their military life has ended by operating under a limited certificate. The aircraft in civil use may be subject to a range of safety based operational restrictions.

Part 132 of CASR sets out the requirements for limited category aircraft operations. It preserves the requirements under previous regulations (262AN and 262AM of the Civil Aviation Regulations 1988) but contains some important administrative and safety enhancements.

4.2.4.1 Limited category organisation

A special CofA for an aircraft may be issued in the limited category under CASR 21.189 If the applicant has an ex-military aircraft and seeks a special CofA in the limited category the Australian Warbirds Association Ltd has been approved as limited category organisation.

4.2.4.2 Eligibility

The basic eligibility requirement for certification of an aircraft in the limited category is that it is one of a type that has, at some stage, undergone a formal airworthiness acceptance process by either a civil or a military authority.

4.2.4.3 Duration of limited category CofA

The limited certificate would normally be issued without an expiry date, meaning that it remains in force until cancelled, or until the aircraft ceases to be registered, whichever occurs first.

4.2.4.4 Limited category certificates—assignment of permit index numbers

If CASA or a limited category organisation decides to issue a limited category certificate for an aircraft, CASA or the organisation must assign a permit index number to the aircraft in accordance with regulation 132.195.

4.2.4.5 Information to be included on limited category certificates

The following information must be included in a limited category certificate for an aircraft, or in an attachment to the certificate:

- a. each special purpose operation for which the aircraft is to be operated
- b. the aircraft's permit index number.

4.2.5 Light sport aircraft (LSA) category

This category is for production LSA. These aircraft may be used for private operations, flying training and towing gliders. Refer to CASR 21.186(2) and AC 21-41 for more information, including the documents the applicant is required to provide. The LSA standards are listed in AC 21-42.

4.2.5.1 Issue of Special CofA 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 from an ICAO signatory country.

4.2.5.2 Process

Prior to the issue of a special CofA for a production LSA, CASA or the authorised person must:

- a. Obtain from the applicant the manufacturers CASA Form 681 Light Sport Aircraft Statement of Compliance.
- b. Confirm the manufacturer has certified compliance with the requirements of a “qualified manufacturer” as defined in CASR 21.172.
- c. Confirm the applicant has copies of the documents listed in CASR 21.186(1)(b)(ii).
- d. Inspect the aircraft to ensure it is in a condition for safe operation.
- e. Confirm the aircraft complies with all safety directions (or like requirements) issued by the manufacturer, any airworthiness directive (AD) applicable to the aircraft, all applicable “GENERAL” and “EQUIPMENT” series Australian ADs and, if the aircraft is fitted with a certificated engine/propeller, all ADs issued against such certificated products.
- f. 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 CofA under CASR 21.186 but is eligible for an experimental certificate.
- g. 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.

- h. For imported aircraft, verify the written information required by CASR 21.186(1)(b)(iii) has been provided.
- i. Confirm the warning placard specified in CAR 262APA(2) has been fixed to the aircraft.
- j. Once the assessor is satisfied the aircraft complies with the requirements for issue of a special CofA – light sport aircraft, the certificate can be issued.
- k. If the Special CofA is subject to any conditions, such conditions shall also be listed on the annex.
- l. Forward a copy of the special CofA, the manufacturer's statement of compliance and the CofA checklist to the CASA Aircraft Registrar.

4.2.5.3 Placards and warnings

For production LSA, an information placard should be displayed in the cabin or cockpit at a location in full view of the passenger and the pilot, with the wording:

THIS AIRCRAFT WAS MANUFACTURED IN ACCORDANCE WITH THE
LIGHT SPORT AIRCRAFT AIRWORTHINESS STANDARDS AND DOES
NOT CONFORM TO STANDARD CATEGORY AIRWORTHINESS
REQUIREMENTS.

4.2.6 Amateur-built (ABAA) aircraft category

CASR 21.190(3) states 'CASA or an authorised person must not give an Amateur Built Aircraft Acceptance (ABAA) for an aircraft if the ABAA is applied for after 30 September 2000.

Under CASR 21.190, aircraft with existing ABAA's will be able to be produced indefinitely. Applications for new aircraft utilising the ABAA process were only made up until 30 September 2000. New applications for ABAA's were not accepted after this date.

An ABAA means a document given by CASA or an authorised person as a form of type acceptance for an amateur-built aircraft. ABAA's were issued for applications up until September 2000.

The issuing of an ABAA no longer exists and are now issued via the Experimental Certificate process – please see AC 21-11 Amateur-built ABAA Aircraft – Certification, AC 21-10 Experimental Certificates and Protocol Document – (COA.02) - Experimental Certificates.

4.2.7 Aircraft equipped with explosive devices or jettisonable stores

These types of systems are usually associated with former armed forces or certain restricted category aircraft.

4.2.7.1 Maintenance of jettisonable stores

Verify that applicant's inspection program includes maintenance and inspection of jettisonable external stores systems per the manufacturer's procedures.

4.2.7.2 Ejection seat systems

Verify the ejection seat system has been approved for use in the aircraft model by the aircraft manufacturer or by an armed forces service using that aircraft model.

4.2.7.3 Procedures for securing aircraft

Verify the applicant has provisions and procedures for securing the aircraft whenever the aircraft is parked to prevent inadvertent operations of systems that use an explosive device.

4.2.7.4 Airport notification

Verify that applicant has notified the manager of the airport where the aircraft is based concerning the presence of jettisonable stores, any explosive devices, and planned operations of the aircraft from that airport.

4.2.7.5 Marks for explosive devices

Verify the applicant clearly marked all explosive devices on the exterior of the aircraft. Marks must clearly indicate that the aircraft is equipped with explosive devices.

4.2.7.6 Operations with jettisonable stores

Except for certain restricted category aircraft, only aircraft with an experimental certificate for R&D may be operated with a jettisonable store for a test that requires jettisoning that store.

4.2.8 Provisional CofA

A provisional certificate may be issued for an aircraft that has not as yet been granted a TC but there is an expectation that one will be granted. The assessor processing an application for a provisional Special CofA must contact Airworthiness and Engineering Branch (AEB) before proceeding with the task. Once the AEB have confirmed this is acceptable then the provisional CofA can be processed in the same manner as a standard CofA.

4.3 Multiple airworthiness certification

If a multiple airworthiness certificate has been applied for (category requested), for example in regard to the restricted category multiple certification, then the assessor will have ensured that all the requirements for restricted category operation were checked during the CofA inspection. In addition, ensuring the conversion from one category to the other by removing or adding equipment can be undertaken using simple mechanical means. The applicant may have to perform demonstrations in this respect to the satisfaction of the assessor.

This sub-process will be completed when the special CofA in the restricted category is issued concurrently with the standard CofA (refer to AC 21-6 *Restricted Category Aircraft - Certification*). A similar process applies for other multiple airworthiness certifications.

4.4 Export Airworthiness Approval

An Export Airworthiness Approval is the term given to an export approval for a Class I product and is considered a CofA for the purposes of this principle document but is neither a standard nor special CofA. Export Airworthiness Approvals are issued under CASR 21.324. More information is available via AC 21-17 Export Airworthiness Approvals.

A Class I product is a complete aircraft, aircraft engine or propeller as per CASR 21.321(2). An export airworthiness approval is issued for a Class I complete aircraft, and an Authorised Release Certificate (Form 1) is used for a complete aircraft engine and propeller. For the purpose of this Principle document, only Class I for complete aircraft which result in the issue of an export airworthiness approval is covered.

4.4.1 Eligibility criteria

Eligibility for an Export Airworthiness Approval follows the same process as a Standard CofA.

The CASRs do not require an Export Airworthiness Approval for the importation of aircraft into Australia. However, an applicant for the issue of an Australian CofA for an imported aircraft should be encouraged to obtain and supply an Export Airworthiness Approval or an equivalent document.

The Export Airworthiness Approval or equivalent document should have been issued by the NAA. If this document is not available, the process for assessing the aircraft for CofA can still proceed.

Light Sport Aircraft (LSA) being exported from Australia are not eligible for an Export Airworthiness Approval.

4.4.2 Export Airworthiness Approval requirements

CASR regulation 21.329 specifies the requirements for issuing an Export Airworthiness Approval (also known as an export CofA).

New and used aircraft must meet the airworthiness requirements for a standard CofA or the airworthiness certification requirements for a special CofA for an aircraft in the primary, intermediate or restricted category under regulation 21.184, 21.184A or 21.185 respectively.

For a used aircraft to which Part 42 does not apply, the aircraft must have undergone a maintenance release inspection within 30 days before the date the application is made for an export airworthiness approval for the aircraft. The inspection must have been conducted by a person who holds a certificate of approval for that type and model of aircraft or an approved maintenance organisation.

For a used aircraft to which Part 42 applies, an airworthiness review certificate must be in force for the aircraft.

4.4.3 Issuing of an Export Airworthiness Approval

The Export Airworthiness Approval must certify the exporter's compliance with any special requirements of the importing country, including special conditions and/or additional conditions specified by the NAA of the importing country, unless a written statement is obtained from the NAA of the importing country and submitted with the application for export airworthiness approval, that the NAA will accept the deviation.

The Export Airworthiness Approval must have listed, as exceptions, the requirements that are not met and the differences in configuration, if any, e.g. temporary ferry fuel systems and other installations for the delivery flight.

Note: An Export Airworthiness Approval does not constitute authority to operate the aircraft (CASR 21.325(2)). A Standard or Special CofA, or a Special Flight Permit (SFP), is required if the aircraft is to be flown to the destination.

4.4.4 Date of compliance

The date of issue for an export airworthiness approval is the date the product was inspected by the assessor and found to comply with the pertinent requirements. An Export Airworthiness Approval means that **as of the date of issue**, the product covered was found airworthy and in compliance with the applicable requirements.

5 Aircraft inspection

5.1 Aircraft Inspection Checklist

The CofA Inspection Checklist covers the inspection requirements for a Certificate of Airworthiness. It can be located at Appendix A of this Principle Document.

The applicant should make the aircraft available, at a time and place acceptable, for checks and inspections considered necessary by the assessor. It is the responsibility of the applicant to provide personnel and equipment so that these checks and inspections may be satisfactorily carried out.

The inspection should be carried out by the delegate or instrument of appointment holder. In some instances, on a case by case basis, an instrument of appointment holder may nominate an aircraft inspector as set out in section 5.1.4 below.

The inspection of the aircraft, for the issue of a standard CofA, is to confirm that the physical configuration matches the documented configuration and the aircraft's physical condition is acceptable and is in a condition for safe operation.

A configuration sample audit should provide confidence that the aircraft records have been maintained appropriately. A complete physical verification of configuration may not be required. Photographs may be used to provide evidence that the aircraft meets its type design for the inspection.

5.1.1 Mandatory Inspection Items

Section 1 – Mandatory items of Appendix A checklist provides a list of the requirements needed to operate an aircraft.

If there are any repairs or modifications without any approved documentary evidence identified during the inspection, or any other inconsistencies, the task should be suspended until such time such time as the condition is rectified.

Other considerations that may affect the operation of the aircraft are life limited parts, traceability of aeronautical products, approved documentation, maintenance programs, airworthiness limitations items and certification maintenance requirements.

5.1.2 Operational Requirements

Section 3 - Operational Requirements of Appendix A checklist provides a list of the requirements needed to operate an aircraft.

The assessor must also assess the aircraft against the operational requirements to ensure the applicant is aware of any additional responsibilities prior to operating the aircraft.

It is standard practice to assess the operational requirements and installed equipment for the intended operational role of the aircraft concurrently with the airworthiness assessment of the aircraft even though it may not be required for the issue of the CofA.

5.1.3 Document unsatisfactory inspections

All unsatisfactory findings as a result of the aircraft inspection should be notified to the applicant using the Aircraft Inspection Checklist. When all unsatisfactory findings are corrected, the

Aircraft Inspection Checklist should be updated to reflect the corrective actions that have been undertaken and make the inspection satisfactory.

5.1.4 Nomination of an aircraft Inspector for remote locations

An IoAH holder may nominate an aircraft inspector to perform the inspection at a remote location on a case by case basis. The proposed aircraft inspector should meet the eligibility criteria set out in section 5.1.4.1 below. The IoAH should notify CASA through the overseeing office of the intention to nominate an aircraft inspector and must receive written acceptance of the nomination through the Delegate Management section of CASA.

If an aircraft inspector performs the inspection at a remote location, a report that satisfies the requirements of paragraph 5.1.4.2 below must be completed.

When a remote location inspection is being performed, the Instrument of Appointment Holder (IoAH) must include in the Delegate Management Notification System (DMNS) entry for the job a statement in the "Jobs Comments" field that this CofA is being conducted by using a remote inspection. In addition, a note of the DMNS job number must be included in the Annex to the CofA.

5.1.4.1 Eligibility criteria

A person undertaking the inspection on behalf of an authorised person must meet the following criteria:

- a. The person must be:
 - i. A current licence holder in the maintenance of the aircraft type or
 - ii. A current Instrument of Appointment Holder for the issuing of Certificates of Airworthiness or Export Airworthiness approvals (as applicable) or
 - iii. an overseas equivalent of the above such as an EASA Part 66 licence holder on type or an FAA Designated Airworthiness Representative.
- b. Sound knowledge regarding the application of CASRs, relevant Advisory Circulars, CASA policies & procedures.
- c. A working knowledge of CASA Advisory Circulars 21-02, 21-03 & 21-17.
- d. Working knowledge of the information contained in the aircraft Type Certificate and Type Certificate Data Sheets (TCDS), Airworthiness Limitations and Certification Maintenance Requirements (CMR), Aircraft Flight Manuals, Airworthiness Directives or other airworthiness and maintenance data applicable to the type of aircraft.
- e. An understanding of the policies, methodologies and processes described in the authorised persons written procedures manual.

5.1.4.2 Aircraft Inspection report criteria

A person undertaking the inspection on behalf of an authorised person must provide a report which must include:

- a. The name of the person creating the report, time, date and location.
- b. Photograph(s) of the front, rear, both sides and the instrument panel of the aircraft.
- c. Photograph of the aircraft dataplate.
- d. Photographs of all major equipment dataplates.

- e. Photographs of all equipment corresponding to each dataplate.
- f. Photographs of all Registration Marks, placards and markings as required by the type design, Australian AD's, CASR part 90.
- g. Photographs of any modification and installed role equipment including relevant flight manual supplements.
- h. Photographs of the aircraft with any damage or repaired areas to be highlighted.
- i. Copies of appropriate flight manual, Weight and Balance and Log book statement.
- j. Evidence of Australian AD compliance, reviewed by a Licenced Engineer, qualified and experienced on type.

All photographs must be date time stamped, or have the time and date included in the metadata for the photograph.

6 Issue a Certificate of Airworthiness approval

6.1.1 Issue the certificate

When satisfied that the relevant requirements are met, the delegate, authorised person or limited category organisation will issue the CofA. The approver should retain copies of documents, where practicable, submitted with the application for the CofA.

The application should include particulars of all work done to restore the aircraft to an airworthy condition prior to the issuance of a CofA, including any defects identified during assessor aircraft inspections.

- 1) Complete the CofA using Form 719 or 720 and the annex to the form where applicable, ensuring that all the details are correct and that the certificate is issued in the correct category designations and purpose.
- 2) Prior to sending the applicant the signed CofA, the approver must ensure that any conditions are explained to the applicant and they understand these conditions.
- 3) Send the signed CofA, including Annexes where applicable, and any other associated documents to the applicant.
- 4) Ensure the applicant is made aware that the issuing of the CofA does not constitute a permission to operate the aircraft. The assessor must explain to the applicant the additional operational requirements as assessed in Appendix A section 3 – operational requirements.
- 5) The approver must complete and sign all applications, checklists and certificates being issued, including assigning the certificate registration number.

6.1.2 Conditions applied to a CofA

The assessor is permitted under CASR 21.176 (read together with CASR 11.056) to place any conditions on the issue of a CofA considered necessary in the interests of aviation safety. This may include operational limitations. Any condition will be in writing and attached as an Annex to the CofA. Refer CASA Advisory Circular 21-02 section 13.1.

Note: The CASA ACs have a number of suggested conditions that may be applied dependent on the purpose of the certificate.

6.1.3 Issue denial

If, after notifying the applicant of all unsatisfactory findings, the applicant does not correct those findings satisfactorily in a timely manner, write a letter to the applicant denying issuance of the certificate and stating the reason(s) for the denial. If feasible, identify which steps may be accomplished to meet the certification requirements.

6.1.4 Review records and complete documentation

- All documentation relating to the CofA must be placed on the appropriate file storage in accordance with approved administrative procedures and policies
- Copies of all documents relating to the issuing of a certificate are to be sent to the CASA Aircraft Registrar via email within seven days of completion. This may be accomplished by sending the appropriate electronic link.

7 Suspension/ cancellation of CofA

This section provides the procedures for the following:

- suspending or cancelling a CofA
- reinstating a CofA
- when the CoR has been cancelled or suspended and
- when replacing a lost CofA.

7.1 Responsibility for suspending/ cancelling a CofA

CASA or an authorised person with delegation to exercise powers under CASR 21.181(5) or 21.195B(5) as relevant, who has reasonable grounds for believing that the safety of an Australian aircraft is in doubt, or who is satisfied that it is not safe to fly an Australian aircraft, is responsible for the suspension/cancellation of the CofA.

Suspension/cancellation of a CofA should be done in consultation with the local oversighting office for the operator. The local office should conduct or assist the suspension or cancellation in accordance with CASA's coordinated enforcement process.

Note: Only CASA may suspend or cancel a provisional certificate of airworthiness under CASR 21.217(3).

7.2 Suspension/ cancellation of a CofA

On becoming aware of a condition that could result in concerns about the safety of an aircraft, the matter should be investigated. If satisfied that the most appropriate action in the interest of safety is to suspend/cancel the CofA:

- a) Formally notify (in writing) the CoR holder and operator, if different from the CoR holder, advising him/her of the circumstances that resulted in the suspension/cancellation.
- b) In the notification, advise the CoR holder of what actions will be required to reinstate the CofA, if it is suspended.

7.2.1 Cancellation guidelines

Cancellation of a CofA takes place when it has been established that:

- the aircraft has major structural issues or

- the aircraft has been destroyed or
- the situation is such that the aircraft is unlikely to fly again without major restoration.

7.2.2 Suspension guidelines

Suspension of a CofA takes place:

- in cases of major non-compliance with the certification basis on which the CofA was issued or
- if there are a number of major defects on the aircraft that collectively could result in the safety of the aircraft being in doubt or
- if the aircraft's documentation is not at the correct status or has been falsified or
- in any other circumstances that cannot be corrected by normal procedures — that is, issue of a Class A aircraft survey report.

7.2.3 Reinstatement of a CofA after suspension

If, after suspension of a CofA, the delegate is satisfied that the conditions that resulted in the suspension no longer exist, the assessor is to advise the CoR holder in writing that the suspension has been lifted.

7.2.4 Issue of a CofA after suspension/ cancellation

- When a CofA has been cancelled the CoR holder must make a new application for issue of the CofA.
- On suspension of the CoR, the CofA stops being in force:
 - If the CoR is not suspended for an airworthiness-related requirement, the CofA can be considered to be reinstated on the lifting of the CoR suspension
 - If the CoR is suspended for an airworthiness-related requirement, the information in 5.2.3 'Reinstatement of a CofA after Suspension' applies
 - If the CoR is cancelled, the CofA is automatically cancelled. A new CoR and CofA is required.
- When assessing an application after suspension/ cancellation, the application is processed via the normal CofA process:
 - Use the procedures described in Section 4 of this document and
 - Give special consideration to the reason for the cancellation.

7.3 Replacement of lost CofA's

CASR regulation 11.115 provides that CASA may issue a replacement authorisation document in place of one that has been lost or destroyed. Replacing a certificate of airworthiness is an administrative function and does not require a finding of airworthiness. CASA may issue a replacement certificate of airworthiness when a certificate of airworthiness:

- a. contains inaccurate and/or erroneous information; (including when the aircraft registration has changed), or
- b. has been declared lost, has been mutilated, or is no longer legible.

CASA can issue a replacement Certificate of Airworthiness in the circumstance where CASA does not hold a copy of the certificate to be replaced so long as CASA has enough reliable

evidence to categorically establish that a certificate had been issued, including what the terms of it were (including conditions), if any.

A replacement certificate of airworthiness must not be issued when a finding of airworthiness is required for:

- a. A change in the aircraft model specified on a certificate of airworthiness.
- b. An alteration to the aircraft, such as one that has been approved by a supplemental type certificate (STC) or amended TC, that changes the category of the aircraft.
- c. A change in the operating limitations for an aircraft.

For issuing a replacement Certificate of Airworthiness, the general process applies with the following notable exceptions:

- a. Review Application (3.4.1) – CASA Form 1000 may be used when a change of registration mark occurs, otherwise a signed application is not required. In all other cases the applicant should make a formal request to CASA, accompanied by a statutory declaration, stating the reason for replacement. If the certificate is lost, the statement should declare that reasonable steps have been made to locate the certificate.
- b. Eligibility Criteria (3.4.2) - Inspect the declaration requesting the replacement certificate to verify it is from the registered owner or the operator and includes the aircraft registration number, make, model, and S/N; and a valid reason for replacing the certificate.
- c. Aircraft Configuration (3.4.3) – Verify the Type Certificate or Type Acceptance Certificate is valid for the aircraft type.
- d. Review airworthiness records on file (3.4.4) – A replacement airworthiness certificate may be issued if all the information from the lost or mutilated certificate can be positively established from the maintenance records, from the remains of the certificate, or from the Australian Civil Aircraft Register. If there is insufficient data on which to base issuance of the replacement certificate, including the original operating limitations, do not issue the replacement certificate; advise the applicant to apply for a new airworthiness certificate.
- e. Identify potential safety hazards (3.4.5) – There is no requirement to perform this step for replacement certificates.
- f. Review aircraft documentation (3.4.6) - A complete aircraft records inspection per paragraph 3.4.6 is not required. Review records as necessary to verify the applicant's request is valid and the aircraft is eligible for the requested certificate of airworthiness.
- g. An aircraft inspection per Section 5 is generally not required. An inspection may be undertaken in unique circumstances where it is absolutely necessary for verification of the applicant's request to confirm the aircraft is eligible for the requested replacement certificate where other methods are not suitable.
- h. When issuing a replacement for a special airworthiness certificate,
 - i. the operating limitations must match the operating limitations on the original certificate verbatim. Only modifications to the operating limitations for correcting prior administrative mistakes are allowed.

- ii. Make sure that the covering letter to the applicant states that the CofA has been issued to replace the lost CofA dated {quote the date when available}.
- iii. Provide the date and details of the replacement document in the new CofA Annex.

8 Revision history

Amendments/revisions of this document are recorded below in order of the most recent first.

Version No.	Date	Parts/Sections	Details
1.1	April 2021	7.3 - Replacement of lost CofA's	Updated requirements for replacement and clarifying CASR 11.115 provides for the replacement
1.0	June 2020	All	First issue



Appendix A - Aircraft Inspection Checklist

Aircraft details			
Aircraft Registered Owner		Aircraft Type and model	
Aircraft registration		Aircraft Serial Number	

Mandatory Inspection Items					
If there are any repairs or modifications without any approved documentary evidence identified during the inspection, or any other inconsistencies, the task should be suspended until such time such time as the condition is rectified.					
Item No.	Legislation & Standards	Subject and requirements	Complies		
			Yes	No	N/A
1	CASR Part 45.D & MOS CASR Part 21.182	Aircraft data plate Installed and correctly reflects aircraft documents and the aircraft itself			
		Manufacturers data plate Record Position: _____			
2	CASR Part 45.B CASR Part 45 MOS	Registration Marking Aircraft registration markings correctly applied in accordance with CASR Part 45			
3	CASR Part 45.D CASR Part 45 MOS	Fire-proof plate Fire proof registration plate affixed in accordance with CASR Part 45 Record Position: _____			
4	CAR 54 TCDS	Aircraft Flight Manual Applicable version for aircraft			
5	Airworthiness Directives, TCDS, Maintenance Manual, AFM/POH, Modifications, STCs, LOPA, etc	Placards All mandatory placards are present, legible and in their correct locations			



Item No.	Legislation & Standards	Subject and requirements	Complies		
			Yes	No	N/A
6	TCDS or TACDS or CTADS or ABAA as applicable	Aircraft/engine/propeller airworthiness requirements Check for conformity to published standards and valid amendment status			
		Aircraft complies with Type Design			
		Conforms with Engine Design Standard			
		Conforms with Propeller Design Standard			
7	TCDS CASR Part 21	Electrical Load Analysis report (ELA) Current Electrical Load Analysis report supplied.			
8	CAO 100.7 Section 3	Weight and Balance Current Weight and Balance data sheet supplied.			
9	Conform to the requirements of CASR 21.470	Repairs/ modifications and STC's Check the aircraft conforms to the data provided by the applicant.			
10	CASR 21.029A	First Of Type/ First Of Model Ensure access to ICAs and AFM updates are available			
11	TCDS	Balloon Envelope, Burner and Basket As required			
Reason(s) for non-compliance and comments (if any)					



Airworthiness Directives

All applicable Airworthiness Directives required by CASR Part 39 must be verified as complied with or be subject to an approved Alternate Means of Compliance (AMOC) or exclusion.

Item No.	Aircraft	Complies		
		Yes	No	N/A
12	<input type="checkbox"/> Rotorcraft			
13	Aircraft - General			
14	Type and Model			
15	<input type="checkbox"/> Lighter Than Air			
16	Type and Model			
17	<input type="checkbox"/> Below 5700 kgs			
18	Aircraft - General			
19	<input type="checkbox"/> Above 5700 kgs			
20	Aircraft - General			
21	Type and Model			

Alternate means of compliance or exclusions (if any)



Item No.	Engines	Complies		
		Yes	No	N/A
22	<input type="checkbox"/> Engine General			
23	<input type="checkbox"/> Piston Engine(s)			
24	Type:			
25	Model:			
26	<input type="checkbox"/> Turbine Engine(s)			
27	Type:			
28	Model:			
<p>Alternate means of compliance or exclusions (if any)</p> 				
Item No.	Equipment	Complies		
		Yes	No	N/A
29	<input type="checkbox"/> Equipment			
<p>Alternate means of compliance or exclusions (if any)</p> 				



Operational Requirements

The assessor should assess the aircraft against the operational requirements to ensure the applicant is aware of any additional responsibilities prior to operating the aircraft.

Item No.	Legislation & Standards	Subject and requirements	Complies		
			Yes	No	N/A
30	Air Navigation Act 1984 Air Navigation (aircraft noise) Regulations.	Aircraft noise certification Applicant must ensure conformity to the Act			
31	Air Navigation Act 1920 Air Navigation (Aircraft emissions) Regulations	Aircraft emissions certification Applicant must ensure conformity to the Act			
32	CAR 139	Documents to be carried in Australian Aircraft Inform applicant of documents to be carried on board			
33	CAO 20.4	Provision and use of oxygen and protective breathing equipment			
34	CAO 20.11	Emergency & lifesaving equipment & passenger control in emergencies			
35	CAO 20.18	Aircraft equipment – basic operational requirements Mode S transponder code correct (if fitted) ADS-B Ground proximity warning			
36	CAR 174A	Equipment for VFR flight requirements			
37	CAR 177	Equipment for IFR flight requirements			
38	CAR 252A	ELT registered with AMSA (if fitted)			
39	CAR DIV 4	External lighting			
40	CAR DIV 5	RVSM			
41	CAO Appendix I	Instruments – Flight under VFR			
42	CAO Appendix II	Instruments – RPT operations and charter w/ MTOW > 5700kgs			



Operational Requirements (continued)

Item No.	Legislation & Standards	Subject and requirements	Complies		
			Yes	No	N/A
43	CAO Appendix III	Instruments – Charter w/ MTOW < 5700kgs under IFR, excluding freight			
44	CAO Appendix IV	Instruments – Aerial & private IFR, charter night VMC, freight IFR < 5700kgs			
45	CAO Appendix V	Electric lighting equipment flight under IFR at night			
46	CAO Appendix VI	Instruments – VFR - Helicopters			
47	CAO Appendix VII	Instruments – IFR – Helicopters, except night VMC			
48	CAO Appendix VIII	Instruments – night VMC – Helicopters, except agricultural operations			
49	CAO Appendix IX	Instruments – night VMC – Helicopters engaged in agricultural operations			
50	CAO Appendix X	Instruments – balloons and hot airships – flight by day under VFR			
51	CAO Appendix XI	ADS-B transmitting equipment			
52	CASR Part 90 & Part 90 MOS	Other maintenance requirements			
53	AIP GEN 1.5	Aircraft instruments equipment and flight documents			

Reason(s) for non-compliance and comments (if any)



Equipment Standards

Item No.	Legislation & Standards	Subject and requirements	Complies		
			Yes	No	N/A
54	CAO 20.18	Aircraft instruments			
55	CAO 20.18	Aircraft equipment software			
56	CAO 20.18	Flight Data Recorders			
57	CAO 20.18	Cockpit voice recorders			
58	CAO 20.18 (Para 9B)	ADS-B Equipment			
59	CAO 20.18 (Para 9D)	GNSS Equipment			
60	CAO 20.18 (Para 9E)	Mode S Transponder			
61	AIP GEN 1.5	Radio communication and navigation equipment			
62	AIP GEN 1.5	HF communications transmitting and receiving equipment			
63	AIP GEN 1.5	VHF communications transmitting equipment			
64	AIP GEN 1.5	VHF communications receiving equipment			
65	AIP GEN 1.5	Automatic direction finding receiving equipment			
66	AIP GEN 1.5	VOR Navigation receiving equipment			
67	AIP GEN 1.5	Localizer Navigation receiving equipment			
68	CASR Part 90	Passenger seats			
69	CAO 20.11	Life Jackets (AWB 25-13 Life Jacket and Flotation Devices Approved)			
70	CAO 20.11	Life Rafts (AWB 25-14 Life Raft Approved Standards)			
71	AD/GEN/65	Hand Portable Fire Extinguishers			
72	CAR 252A	Emergency Locator Transmitters			



Equipment Standards (continued)

Reason(s) for non-compliance and comments (if any)

Process control and specifications

Item No.	Legislation & Standards	Subject and requirements	Complies		
			Yes	No	N/A
73	CAO 108.26	Oxygen systems			
74	CAO 108.28	Manufacture of fixed pitch wooden propellers			
75	CAO 108.29	Timber for use in aircraft propellers			
76	CAR 196	Anti-collision and navigation lights			
77	CASR 21.305	Seat belts/harnesses/inertia reels			

Reason(s) for non-compliance and comments (if any)



Aircraft assessor declaration

Aircraft conforms by inspection Yes No

Inspection performed by: CASA Authorised Person Other

Name		ARN	
Signature		Date	

Comments (if any)

Large empty rectangular area for handwritten or typed comments.