

## **SECTION 8.1 FIRST OF TYPE ACCEPTANCE**

### **CAO 95.55 FACTORY BUILT AIRCRAFT (non-LSA) EXCLUDING LIGHTWEIGHT AEROPLANES**

#### **8.1.1 INTRODUCTION**

CAO 95.55 also permits the operation of an aircraft that is factory built and:

- a) has a Type Certificate or equivalent document issued by CASA or another National Airworthiness Authority (NAA) from overseas; and
- b) has a Production Certificate or equivalent document permitting the manufacture of aeroplanes, issued by CASA or another National Airworthiness Authority (NAA) from overseas; and
- c) meets the maximum weight, minimum useful load, stall speed and other specifications detailed in the CAO.

#### **8.1.2 TYPE ACCEPTANCE**

##### **EXISTING ACCEPTED AIRCRAFT:**

RAAus has numerous aircraft flying and can readily advise if a particular type and model has already been accepted. If so accepted, no assessment is required, and the aircraft may proceed directly to FULL registration.

##### **FIRST OF TYPE (in Australia) AIRCRAFT:**

RAAus must be satisfied that all aspects within CAO 95.55 are met for any new aircraft types coming on to the RAAus register.

Applications for “first of type” acceptance by RAAus can be made by individuals, aircraft import agents, or the aircraft manufacturer. It is recommended that the application is made, and the proposed aircraft is found to be acceptable, or not, before bringing any new aircraft into the country.

RAAus is not responsible for an aircraft that is imported into Australia and subsequently found not to comply with the certification basis, i.e. does not comply with the Type Certificate or Type Certificate Data Sheet.

**NOTE:** RAAus accepts no liability for any aircraft brought into Australia that is found to be not compliant with Australian regulatory requirements.

#### **8.1.3 APPLICATION FORM**

TECH FORM 081 – APPLICATION FOR FIRST OF TYPE ACCEPTANCE must be lodged with the HAM.

#### **8.1.4 CRITERIA TO BE MET**

The following documents comprise the main part of the application:

- a) Type Certificate (or equivalent document, associated TCDS and any other supporting documentation) issued by CASA, another National Airworthiness Authority (NAA) or a competent issuing authority (accepted by CASA) is to be supplied. This document provides the details of the certification basis for the aircraft. It is signed and issued by a delegate of the NAA of the country of origin.
- b) Production Certificate (or equivalent document) issued by CASA, or another National Airworthiness Authority (NAA) is to be supplied. This document states conditions under which the aircraft may be manufactured and offered for sale. The document provides an organisation with an aircraft manufacturing approval.
- c) Continuing support information. This document describes the ongoing support from the aircraft manufacturer, Australian representative (if any), factory website for service bulletins etc.
- d) Payload / minimum useful load calculation as described in the CAO.

#### **8.1.5 ASSESSMENT**

The HAM or AHAM shall review the application for first of type acceptance.

If the application and attached documentation supports First of Type acceptance by RAAus, the HAM or AHAM will validate through a document review of information in accordance with the checklist listed on TECH FORM 081 that the aircraft complies with the CAO, then issue such an acceptance in writing.

If the application and attached documentation does not support First of Type acceptance by RAAus, the HAM will either; seek further evidence if it is believed to be a resolvable matter, or; advise the applicant that the aircraft does not meet the required criteria for First of Type acceptance by RAAus, and the reasons thereof.

#### **8.1.6 FEES**

See the current schedule of fees for First of Type Assessment.

#### **8.1.7 ACCEPTED TYPES**

Aircraft issued with an RAAus Certificate of Type Acceptance (Tech Form 082) will be added to the RAAus list of accepted types and made available to members upon request.