	SAAA CONTROLLED DOCUMENT	
	Reference / Name	**IPP GEN 008-004 Convert RAAus amateur-built to VH Experimental amateur-built**
	Revision No	4
	Revision Date	11 - 8 - 2025
	Owner	TACM

Information Paper

Convert RAAus Amateur-Built to VH Experimental Amateur-Built

This information paper provides guidance to persons who would like to know about converting an RAAus amateur-built aircraft to VH Experimental amateur-built. This paper does not address the matters of ***RAAus Recreational Pilot*** **Certificate** to ***CASA Recreational Pilot Licence*** conversion or costs.

1. INTRODUCTION:

Is it possible to convert an RAAus **amateur-built** aircraft to VH Experimental **amateur-built**? ***Yes.***

An RAAus amateur-built would be either 19- registered or 28- registered, with the 28- being an older ex-VH registered amateur-built. All other RAAus registrations are not amateur-built and are instantly ineligible. Most enquiries received at SAAA are for these instantly ineligible aircraft.

VH registered amateur-built experimental aircraft are flown by holders of a CASA Pilot Licence (RPL, PPL or higher) and the holder must also have a CASA Medical Certificate (Class 1,2,5 or Basic Class 2). VH amateur-built aircraft have no maximum weight limit or passenger limits, and can perform aerobatics if designed for that, and also if correctly equipped, by night or under instrument flight rules.

2. WHY WOULD YOU WANT TO SWITCH FROM RAAUS TO VH-?

Reasons may be numerous and vary. Some may be:

- Desire to operate beyond the current RAAus weight limits (if aircraft design is capable).
- Desire to do aerobatics (if aircraft is capable).
- Desire to take more than one passenger. (eg Jabiru J430 series)
- Desire access to controlled airspace. There is no “extra anything” (approval) for an experimental aircraft to be able to enter CTA.
- Desire to be able to operate over a populous area (separate approval required for that, (it is not a “you just apply for it and you get it” deal.)
- Desire Night or IFR capability (if aircraft correctly equipped and pilot is licenced for it).
- No annual aircraft registration fee with CASA.
- You may already have a CASA Pilot Licence.

Copyright © Sport Aircraft Association of Australia
Refer www.saaa.asn.au for full details of Copyright and Disclaimer

3. EXACTLY WHAT CERTIFICATE WOULD I GET?

Normally you would go straight onto a "Phase 2 - Ongoing Operations" Special Certificate of Airworthiness (Experimental Certificate) – no test flying required. Unfortunately, as detailed further in this information paper, there are just too many variables and this information paper only touches on common ones which would be seen. What should be a simple job, might not be.

4. ELIGIBLE AIRCRAFT:

Only **amateur-built** aircraft (19- or 28- registered) are eligible to receive a CASA Special Certificate of Airworthiness (Experimental Certificate) under ***CASR 21.191(g) Operating an Amateur-Built Aircraft.*** Of the many different Experimental Certificates available from CASA, this is the only type that we in SAAA deal with. The aircraft may have been built from a kit, plans, or own design.

- ***Factory built*** aircraft of any type, even if modified, are not eligible aircraft.
- ***LSA*** (Light Sport) aircraft of any type, even if modified, are not eligible aircraft.

5. SAAA AND EXPERIMENTAL:

SAAA is often referred to as a self-administering sport aviation organisation, but we are not. SAAA does not ***administer*** (run) Experimental in Australia, CASA does. But SAAA are the subject matter experts and we have some approvals for a few things from CASA.

Why are we different? SAAA does not register aircraft, do pilot initial training or issue pilot licences. SAAA does have some members who are CASA Authorised Persons who are able to issue Experimental Certificates and other approvals for SAAA members. We are a member-based organisation, assisting our members. Some of our own processes limit us to members only. We do exist for and are not set up to cater for the needs of non-members. Remember, ***we*** don't run Experimental – CASA does.

Outside SAAA, there are a number of independent Authorised Persons around Australia who can also issue experimental certificates, as too can CASA. CASA prefers that industry persons/APs handle the majority of experimental certificate issue. They will normally only get involved in messy complicated matters, and yes, those do come up now and then.

6. MAINTENANCE OF AMATEUR-BUILT EXPERIMENTAL AIRCRAFT:

Amateur-Built Experimental Aircraft are maintained and operated in accordance with all normal general aviation regulations, but we also have one or two special permissions, and there are one or two small exemptions.

CASA issues a General Legislative Instrument (permission document) that permits builders of amateur-built aircraft to maintain their aircraft and issue a Maintenance Release, subject to some conditions. One of those is that the person must hold a Certificate of Attainment from an approved course provider. One such provider is SAAA via our Maintenance Procedures Course which is on regulatory matters, what you can and cannot do, and paperwork, it is not about hands on maintenance and spanner work. This is available **only** to SAAA members and course fees apply. The courses are two full days in person and run from time to time in various locations, it is not done online.

Copyright © Sport Aircraft Association of Australia
Refer www.saaa.asn.au for full details of Copyright and Disclaimer

CASA has in the instrument (permission document) made this type of course *"not SAAA exclusive"* meaning….. CASA has made it possible for other aviation industry training providers to build and market a similar course but thus far no other course exists and probably never will. Regardless, CASA left the door open and the welcome mat out. SAAA has no obligation or capacity to provide access to the course to non-members. This could be described as nothing different to the local pony club or go-kart track. If you want to ride National Velvet at the pony club, you have to be a member. If you want to drive your Blue Thunder Special at the go-kart track, you have to be a member. Those organisations exist to be able to provide things for their members. So do we in SAAA.

CASA does not recognise ***any*** previous maintenance experience or qualifications (other than LAME) gained with or outside of RAAus, even if you have already been maintaining your aircraft via RAAus provisions for years. Likewise, SAAA gets asked about it frequently – we have no power to do anything for you, we don't issue maintenance authorities to anyone.

The SAAA Certificate of Attainment itself ***is not*** a permission or an approval to do anything, it is just a certificate. Yes, it has value, it marries up with the CASA permission. Neither SAAA nor CASA gives any individual person any personal written approval for maintenance activities, it is all handled by the CASA General Legislative Instrument and by meeting the conditions within it.

LAMEs can of course maintain amateur-built experimental aircraft also and fortunately many are now quite familiar with our types of aircraft and find them well built and easy to work on.

Persons who **purchased** their amateur-built aircraft are not currently eligible to maintain it as a VH registered aircraft. Again, CASA does not recognise **any** previous maintenance experience gained with RAAus, defence, industry - nothing. So LAME maintenance would be required (other than CASA Schedule 8 Pilot Permitted Maintenance items, oil changes, and other similar basic tasks). There is one small exception in the CASA permission, which may apply to a person who has built an aircraft that is "essentially similar" to the one they want to maintain now. SAAA has an Information paper on that topic.

Maintenance activities will change somewhat when CASA introduces new Part 43 maintenance regulations (unknown exactly when). Purchasers of amateur-built experimental aircraft will be able to complete a course on inspection matters (for the annual inspection) of aircraft and obtain an Aircraft Maintenance Technician Certificate 3 (AMTC3) for those activities. Under Part 43, anyone, and this means ***anyone*** at all, will be able to conduct routine maintenance activities on experimental aircraft. Annual Inspection - no, only accredited persons with either AMTC 2 (a builder) or AMTC3 (a buyer). SAAA has already substantially built the training course for AMTC3 – we aim to be ready on Day One of the Part 43 regs and perhaps even have it CASA approved and usable before Part 43.

Copyright © Sport Aircraft Association of Australia
Refer www.saaa.asn.au for full details of Copyright and Disclaimer

7. CHANGING FROM RAAus TO VH EXPERIMENTAL:

THE ABSOLUTE FIRST THING YOU MUST CONSIDER:

Annual inspection and maintenance release issue – who will do that?

If you are the original builder of the amateur-built aircraft who complies with the owner/builder maintenance provisions within CASA Instrument 18/22, you should be able to perform a fresh annual inspection and issue a maintenance release after the aircraft is VH registered and has an Experimental Certificate issued. Any recent RAAus annual inspection is not acceptable. The provisions of Instrument 18/22 are that you are the original aircraft builder (or have built an essentially similar aircraft), and that you hold a certificate of attainment from an approved training course on regulatory matters such as the SAAA Maintenance Procedures Course. CASA does not recognise anything done prior under RAAus L1 provisions or any other generic trade qualifications or aviation experience *(other than "LAME").*

If you are not the original builder of the aircraft (which we more commonly see), you **MUST** first find a LAME willing and able to perform an annual inspection and issue a Maintenance Release after the aircraft is VH registered and has an Experimental Certificate issued. Currently as at August 2025 there is no CASA provision for you to perform the annual inspection and issue the maintenance release yourself. SAAA is hopeful that this will change in the near future via new CASA approvals and an approved training course.

Significant problems seen for annual inspection and maintenance release issue:
If the aircraft is of composite construction the LAME must have a composite rating on their licence. Same for wood and/or fabric aircraft – the LAME must have those ratings. A LAME **cannot** work outside the scope of their aircraft engineer's licence coverage. Composite aircraft (eg Jabiru models) seem to be the most problematic as far as finding a LAME nearby goes.

Next, assuming you have found a suitable LAME, you must be able to get the aircraft there as the last flight the aircraft will ever do with RAAus registration. (Unless they can travel to you, where the aircraft is.)

RAAus DE-REGSTRATION:

Aircraft must be de-registered with RAAus and written confirmation of that received. Having your registration fee just lapse with RAAus is not good enough. CASA requires that proof in order to register VH with them.

Very important note!
As soon as you de-register your aircraft with RAAus ***your aircraft is grounded.***
It cannot fly again until VH registered, Experimental Certificate issued, Annual Inspection performed and Maintenance Release issued. No exceptions. (CASA rules, not SAAA rules.) This will take time, perhaps a month or even more as you will see in the following pages.

Copyright © Sport Aircraft Association of Australia
Refer www.saaa.asn.au for full details of Copyright and Disclaimer

CASA VH REGISTRATION

Aircraft must be registered with CASA. They will require proof of de-registration from RAAus.

You may first ***reserve*** a particular VH Registration Mark if you wish (CASA Form 028) from the available pool of vacant marks (as found on the CASA website, and fees apply), and then soon after ***register*** the aircraft (CASA Form 029) (CASA fees apply). To save a few of dollars you may skip the aircraft reservation step and just register the aircraft, CASA will allocate you a VH mark of their choice from the pool.

CASA will require to know who the Registration Holder is, and who is the Aircraft Operator. Usually, we are one and the same. CASA will then issue an official Certificate of Registration.

AIRCRAFT MARKINGS CHANGE:

Remove the RAAus aircraft registration marks. Who is going do that and then apply the new VH registration and other marks? The LAME, you yourself? Were they painted on or just vinyl graphics/stickers?

Remark the aircraft with the assigned VH registration. SAAA has an Information Paper on this topic. The basics are; 75mm minimum height letters, only on fuselage sides or vertical tail, no underwing required. Certain specifics apply to the location etc. **EXPERIMENTAL** mark(s) must be displayed on the aircraft visible to persons as they board the aircraft. The SAAA Information Paper also has details.

A CASR 91.875 (& MOS Chapter 27) **EXPERIMENTAL** aircraft placard(s) (commonly just stickers) required for aircraft of two or more seats. This placard has different wording to any previously installed placard for RAAus operations (which need to be removed also). The SAAA Information Paper also has details.

AIRCRAFT RE-WEIGH:

Unless your weighing documentation is **very** good, showing hopefully who did the original weighing, what scales were used, where it was weighed etc, it is possible that the aircraft might need to be re-weighed (“or have its empty weight verified”) by a CASA accredited Weight Control Officer (an industry person) as mentioned in CAO 100.7. How they could verify it is up to them – probably the only way would be to actually reweigh it. If you are the builder of the aircraft, you may be able to do this yourself by meeting the provisions of para 4.1A within CAO 100.7.

EXPERIMENTAL CERTIFICATE(S):

A CASA Special Certificate of Airworthiness (Experimental Certificate) must be sought after the aircraft is VH registered. CASA Form 718 is the application. Application can be made to CASA or an Authorised Person.

An Experimental Certificate is issued based on three main things as per CASA CASR Part 21 regulations; The applicant **applies** for it, is **eligible** for it, and is **entitled** to it. But there is more to it than just that, much documentation must be provided about the aircraft and its history.

Copyright © Sport Aircraft Association of Australia
Refer www.saaa.asn.au for full details of Copyright and Disclaimer

An “airworthiness inspection” **is not** part of that process. Airworthiness is the responsibility of the registration holder/registered operator. “Responsible” meaning - responsible to have maintenance done on time by an appropriately licenced (or otherwise entitled/approved) person.

The certificate can be applied for to CASA or to an Authorised Person (AP). There are numerous aviation industry commercial APs in Australia, and SAAA has APs in some states. Via our own processes, SAAA APs can only issue experimental certificates to our SAAA members – we are a member-based organisation. (fees apply). A person is 100% able to apply to a commercial (aviation industry) AP or indeed CASA for an experimental certificate, SAAA holds no monopoly on their issue. SAAA does not administer experimental aircraft activity in Australia, CASA does.

An Authorised Person **might** decline to accept the job – just because they can issue a certificate doesn’t mean they have to accept the job. Some have found that RAAus to VH conversion jobs just have too many problems, primarily poor records or the owner having difficulties engaging a LAME. You may have to engage CASA or a commercial AP who can devote the time to it at commercial rates.

When applying for the Experimental Certificate, certain paperwork and documentation must be presented. For those applying to an SAAA AP, we have a “Checklist 3” that describes the requirements. An AP may require inspecting the aircraft – not for airworthiness, but for compliance matters and to assess general construction and condition, in order to compose any particular operating conditions or limitations to the aircraft. An AP will pay particular attention to the documented maintenance records of the aircraft so they MUST be in good order.

An Experimental Certificate when issued has an Annex of Operational Conditions and Limitations, composed by the AP. They are primarily to protect those persons on the ground and water who are not involved in your aircraft operation. They might include other requirements such as maintenance aspects. Most common well-known and proven aircraft types, with proper aircraft engines and propellers, will have minimal conditions. Aircraft of truly “experimental” design, perhaps one-offs of unconventional layout, or unconventional power-plants, might have additional conditions. Consult an AP or SAAA with any concerns or questions about your aircraft.

An RAAus aircraft that has been flying for quite some time and is now switching to VH registration would normally be issued with a Phase 2 (ongoing operations) Experimental Certificate and these commonly have no expiry date.

Copyright © Sport Aircraft Association of Australia
Refer www.saaa.asn.au for full details of Copyright and Disclaimer

ANNUAL INSPECTION AND MAINTENANCE RELEASE ISSUE:

Following issue of the Experimental Certificate, (or around about the same time frame) the aircraft must have an Annual Inspection performed and then have a CASA Maintenance Release issued. No exceptions. The only way to issue a Maintenance Release is via having an annual inspection performed.

The annual inspection is required even if the aircraft recently had one done when wearing RAAus registration. As soon as the RAAus registration is cancelled, the aircraft cannot fly again until VH registered, Experimental Certificate issued, Annual Inspection performed and Maintenance Release issued. No exceptions. (CASA regulations.)

As previously mentioned, persons who hold the SAAA Maintenance Procedures Course Certificate of Attainment, *who are the original builder of the aircraft*, can do the annual inspection and issue the maintenance release. Alternatively, an appropriately licensed LAME can do both.

PROBLEMS SEEN WITH PAST AIRCRAFT:

Unfortunately, some past jobs have been **very** problematic for the Authorised Person issuing the Experimental Certificate. Some SAAA APs might not be willing to accept an RAAus to VH job – at all. (APs don't have to automatically accept every job that comes their way.)

Here are just some of the examples of problems seen to date:

Generic problems:

- Via our own SAAA processes, SAAA APs can only process applications for Experimental Certificates from members of SAAA. Experimental Certificates can also be sought from CASA or commercial APs. SAAA holds **no** monopoly on certificate issue and does not administer (run) Experimental – CASA does. You are free to apply to CAS or a non-SAAA AP.
- RAAus logbooks **are not** CASA compliant for a VH registered aircraft – new logbooks will need to be raised for future use. eg CASA loose leaf or the SAAA logbook (supplied by Plane Torque Australia) or other CASA complaint logbooks.
- A LAME cannot work outside the scope of their licences. For example - Composite aircraft need a composite licenced LAME to perform annual inspections. Timber and fabric aircraft also need an appropriately licenced LAME.
- VH registered aircraft must comply with CAO 100.5 for instrument and transponder checks, performed by a LAME at the required intervals, using specialised test equipment.
- Some owners may desire increased take-of weight above the RAAus limit of 600kg, but the particular aircraft has never been flight tested above its current nominated weight. Though some aircraft of that same type might operate above that weight if originally VH registered, some aircraft will **still** be limited to the kit manufacturer MTOW limits set and flight tested. Weight is not the only factor – centre of gravity limits cannot ever be exceeded.

Copyright © Sport Aircraft Association of Australia
Refer www.saaa.asn.au for full details of Copyright and Disclaimer

Specific problems seen:

- Owner did not appreciate that even though being the original builder maintaining their aircraft under RAAus L1 provisions, initial annual inspection and maintenance release issue by themself and ongoing maintenance was no longer possible when VH registered until they complied with CASA Instrument 18/22 provisions – completing a course of training on regulatory matters such as the SAAA Maintenance Procedures Course. CASA Instrument 18/22 **has not** made such a course "exclusive to SAAA" – but the reality is that no other courses outside SAAA exist.
- Many RAAus maintenance records seen often have no identifying name of who actually performed the work, nor their qualification/entitlement to do the work – eg RAAus L1, L2 etc. CASA has given no guidance on how acceptable that is. It is unacceptable in the VH maintenance world.
- RAAus weighing data is often poor and lacking the detail of who weighed the aircraft, what scales were used, when it was weighed etc. Unless the documentation is good, a reweigh by a professional might be required.
- A particular LAME was planned to be engaged to perform an annual inspection on an aircraft upon VH registration, then backed out and the owner could not find another LAME to be involved. The aircraft was now stranded, VH registered, at home airfield, unable to easily fly to another LAME, if he had found one, which he couldn't.
- The LAME planned to be engaged to perform an annual inspection and maintenance release issue for an aircraft declined to be involved due to the particular type of engine fitted to the aircraft.
- An aircraft had non-standard after-market cylinder heads and cooling system installed at some point, no reweigh was carried out, no basic adjustment of Weight & Balance summary data, no consideration of any of that was carried out.
- An aircraft (a four place capable model but **two place** limited under RAAus provisions) had back seat and seatbelts installed. This was a **huge red flag** for the AP to be involved with at all – complete and total disregard for RAAus rules, would probably continue when VH registered.
- An aircraft had a recent RAAus L2 annual inspection performed. The RAAus HAM ("Hours and Maintenance" sheet – essentially the equivalent of a maintenance release) had no flight times recorded after that, despite the aircraft having been flown many hours. Aircraft appeared to have no hour recording device fitted, actual true hours flown/run not able to be determined.
- Aircraft maintenance records showed no evidence of any annual inspections having been done in recent years, yet the aircraft had been regularly flown.
- A change from original wood prop to a composite ground adjustable prop. Weight and Balance summary data page in logbook showed the record of weight changes as "N/A". There would be ***some*** weight change needing to be recorded. (Light prop removed, heavier prop installed, even if was only a few kg)
- No loading weight and balance information (chart/graph) found in the aircraft flight manual or anywhere else in the aircraft. Aircraft had a very small usable C.G. envelope when an applicable chart was found online for the aircraft.

Copyright © Sport Aircraft Association of Australia
Refer www.saaa.asn.au for full details of Copyright and Disclaimer

8. WHAT IS ALL THIS GOING TO COST ME?

(Prices subject to change, and not all items may have been listed here)

AIRCRAFT:	***COST***
CASA – RESERVE aircraft VH registration mark (if you desire to choose your own VH mark)	$65.00 *(subject to change)*
CASA – REGISTER a VH aircraft	$130.00 *(subject to change)*
SAAA membership (if you desire SAAA member benefits; eg access to SAAA AP, SAAA Maintenance Procedures Course, QBE Insurance as SAAA member, and many other practical benefits etc)	$280.00 p.a. *(subject to change)* (pro-rata available for part year to 30 June)
SAAA AP Service – Application for issue of Experimental Certificate (to existing flying aircraft) ***OR*** Issue of Experimental Certificate by CASA or an industry commercial AP	$400.00 (if no complications) *(subject to change)* $ unknown
SAAA AP Service - Application for approval for flight over populous areas (*if needed*) ***OR*** Issue of approval for flight over populous areas by CASA or an industry commercial AP	$215.00 *(subject to change)* $ unknown
SAAA AP Service – NVFR or IFR applications	Contact SAAA
OTHER:	***COST***
SAAA Maintenance Procedures Course (2 days) attendance (if needed and you are the original aircraft builder)	$550.0 *(subject to change)*
Aircraft weighing, or validation of existing documentation by a CASA Weight Control Officer (industry person)	$ unknown,
LAME services (if needed – eg annual inspection and maintenance release issue to the non-builder aircraft owner or to a person not yet holding a Maintenance Procedures Course Certificate of Attainment)	$ unknown,
UNDER FUTURE CASA PART 43 REGULATIONS AMTC3 training course for Inspection of aircraft (for non-builders of aircraft)	$ unknown

Copyright © Sport Aircraft Association of Australia
Refer www.saaa.asn.au for full details of Copyright and Disclaimer

9. ADDITIONAL MATTERS AND COSTS:

Your aircraft might need to be issued a temporary Phase 1 – Test Flying certificate and then later go on to a Phase 2 – Ongoing Operations certificate.

A temporary test-flying certificate will be needed if increased capability is desired in the VH world, or major changes will be undertaken before flying as VH registered. Upon satisfactory completion of a test phase, a permanent "ongoing operations" certificate is required.

FLIGHT OVER POPULOUS AREAS:

RAAus amateur-built aircraft and operations over populous areas seems to be somewhat unclear. Not so with VH registered amateur-built experimental aircraft, it's black and white crystal clear. CASR 91.875 Experimental Aircraft Operating Requirements *excludes* all Experimental aircraft from operating over populous areas, ***unless approved to do so***. Some aircraft owners may need the approval, some may not.

CASA, industry APs and SAAA APs can consider this application (fees apply). It is not simply a *"you buy it you get it"* proposition, each aircraft and application is assessed on its own merits. What the aircraft is, what it is powered with, propeller type, operational safe history etc all come into play. The approval might be issued unconditionally, or it might be issued with specific conditions attached. Or, depending on the aircraft, it might not be able to be issued at all.

NIGHT VFR AND IFR APPROVALS:

NVFR and IFR approvals are available to appropriately equipped aircraft but also, what the aircraft is, what it is powered with, propeller type, operational safe history etc all come into play. It is not simply a *"you buy it you get it"* proposition, each aircraft and application is assessed on its own merits. SAAA has Information Papers on those topics. Fees apply.

AEROBATICS:

If your aircraft happens to be an aerobatic capable type (eg Corby Starlet, RV4 etc) and you want to be able to perform aerobatics in it (if you hold an aerobatic endorsement) there are two ways this might go:

First scenario – If the aircraft was a previously VH registered amateur-built and has evidence that aerobatics were allowed previously – that would be best case.

Second scenario – For all other cases, some aerobatic flight testing will need to take place, and this can only be done on a temporary "Phase 1 Flight Testing" Experimental certificate before proceeding to a "Phase 2 Ongoing Operations" experimental certificate.

HIGHER GROSS WEIGHT OPERATIONS:

If you desire to operate your aircraft above the fixed RAAus weight limit of 600 kg, **and** your aircraft design is capable of that (eg, VANS RV3, RV4, RV6) again, there are two ways this might go:

First scenario – If the aircraft was a previously VH registered amateur-built **and** has evidence that it was operated at that higher gross weight – that would be best case.

Copyright © Sport Aircraft Association of Australia
Refer www.saaa.asn.au for full details of Copyright and Disclaimer

Second scenario – For all other cases, some higher gross weight flight testing will need to take place, and this can only be done on a temporary "Phase 1 Flight Testing" Experimental certificate before proceeding to a "Phase 2 Ongoing Operations" experimental certificate.

IF YOUR AIRCRAFT IS NOT CURRENTLY FLYING:

This will create complications, depending on how long the aircraft has been out of the air, and numerous other aspects that we can't easily build a chart for.

OTHER ADVICE:
Before doing anything it might be best to contact SAAA's Technical Advisor to discuss your plans***. It is not a quick simple process, it is going to have challenges, you are going to have to do a lot of work*** – we've processed a few.

GENERAL EXPERIMENTAL AIRCAFT OPERATIONS:

CASA Part 91 General operating Rules and Manual of Standards apply to all Experimental Aircraft operations in Australia. Owners and pilots of Experimental Aircraft ***must*** be familiar with and comply with these. One of the most important ones is the required passenger briefing prior to flight. SAAA has an Information Paper on that topic.

AIRSERVICES PERMISSION TO OPERATE WITHOUT A NOISE CERTIFICATE:
Airservices is the government appointed body/agency to administer aircraft noise certification matters in Australia. All aircraft (not just VH registered ones) must either have a noise certificate (unlikely for ours) or permission to operate without a noise certificate (most commonly for ours) or be in an exempt category - eg an aircraft designed for and exclusively used for aerobatics eg Pitts Special etc. Aircraft merely capable of aerobatics (eg Corby Starlet, many RV's and perhaps others) do not meet that same criteria.

This is an ***operational*** matter for the aircraft owner, not strictly a Special Certificate of Airworthiness issue matter. SAAA has an Information Paper of the topic. Currently, there is no fee to Airservices for this. SAAA encourages all aircraft owners to comply fully, it's not difficult and costs nothing at present.

EXPERIMENTAL AIRCRAFT OPERATIONS IN CONTROLLED AIRSPACE:

Assuming your pilot licence allows CTA operations, there is no extra permission required to operate an experimental aircraft in controlled airspace. It's not a thing, it doesn't exist.

Some folks confuse ***operating over a populous area*** with ***operating in controlled airspace***. They are two completely different things. They can exist separately, or together.

You **will** need the approval to operate over populous areas to access some controlled airspace airports (easy examples, Essendon, Moorabbin, Bankstown, Archerfield) as these are totally surrounded by suburbia.

On the flip side, there are some major city controlled airports not at all surrounded by suburbia – Launceston, Hobart, and no doubt many others.

Copyright © Sport Aircraft Association of Australia
Refer www.saaa.asn.au for full details of Copyright and Disclaimer

SAAA "CHECKLIST 3" CONTENT:

This **is not** the official Checklist 3 as it may change slightly from time to time, but it gives a good representation of the things involved.

	Item:	Guidance:
1	**Documentation Inspection:**	
1.1	**Proof of payment to SAAA for Phase 2 Certificate.**	Receipt etc. (Can be used for item 1.3 on this checklist also)
1.2	**Letter 3 to AP**	Letter from applicant requesting a Phase 2 – Ongoing Operations certificate. (sample is included at end)
1.3	**Proof of current SAAA membership**	Item 1.1 will validate.
1.4	**CASA FORMS** **Form 718 – CofA Application** **Form 371 – Checklist 01B** **Form 372 – Checklist 02**	No Form 727 Eligibility Statement required as aircraft has been accepted as amateur-built by other agency/register.
1.5	**RESERVED**	
1.6	**Aircraft Identification photos &/or 3 views**	Required by CASR 21.193(b)
1.7	**Proof that the aircraft had been accepted and operated as an amateur-built aircraft**	Cancelled FAA Experimental Certificate, or documents essentially similar from other registering bodies. Copy of previous aircraft log book entries for the last year of operation.
1.8	**Certificate of Registration**	Ensure it is not just a reservation certificate. See evidence of the cancellation of previous registration.
1.9	**AIRSERVICES Permission to operate without Noise Certificate**	Not mandatory for CoA issue. (This is an operational matter). Some aircraft are exempt. Normally we do like to see it, you should have it.
1.10	**Weight & Balance Report**	Acceptable: Doc from another Recreational Aviation Administering Org ***IF*** validated by a CASA WCO in accordance with CAO 100.7 3.1(2). Doc accepted by FAA or other NAA. New CAO 100.7 doc by WCO. New CAO 100.7 doc by aircraft builder with current (2yr) SAAA MPC Topic15.
1.11	**Maintenance Release**	Not mandatory for CoA issue (This is a maintenance matter) Normally we like to see it in a prepared but not signed state.
1.12	**Maintenance Schedule**	Nominated in log book statement. Consider if adequate for aircraft, systems, & intended operations
1.13	**Flight Manual, Pilot's Operating Handbook and/or suitable operational placarding *(see item 3.9)***	Must be the completed document, or photographs of cockpit placarding if no AFM/POH. Ref CASA AC 21-34(***n***)
1.14	**New Aircraft log book(s) – airframe/eng/prop**	Must be CASA CAO 100.5 compliant
1.15	**Airworthiness Directives recorded in logbooks as complied with.**	Not mandatory for CoA issue (This is a maintenance matter)
1.16	**RESERVED**	

Copyright © Sport Aircraft Association of Australia
Refer www.saaa.asn.au for full details of Copyright and Disclaimer

Checklist 3 items continued:

1.17	**CASR 91.050 approval for flight over populous areas sought?**	Not automatic - Must request it. See SAAA Info Paper IPM5 Flight over built-up areas
1.18	**Proof of payment to SAAA for 1.17 CASR 91.050 application.**	Payment is for application and assessment. Issue is not guaranteed.
1.19	**CASR 91.050 approval for NVFR or IFR sought?**	NVFR or IFR? Must request it. See SAAA Info Paper IPM6 NVFR and IFR considerations
1.20	**Proof of payment to SAAA for 1.19 CASR 91.050 application.**	Payment is for application and assessment. Issue is not guaranteed.
1.21	**For NVFR and/or IFR flight: Evidence of suitability of equipment**	Logbook entry - LAME sign off that equipment meets CASR Part 91 MOS & CAO 100.5 requirements

	Item:	**Guidance:**
2	**Airframe Inspection:**	
2.1	**Registration Marks x 2 sets**	CASR Part 45 MOS – 75mm minimum height
2.2	**Aircraft Manufacturer's Fireproof Data Plate**	CASR 21.820 Manufacturer/model/serial no.
2.3	**Passenger Warning Placard**	CASR Part 91 MOS 27.01 wording. Displayed in full view of the passengers.
2.5	**EXPERIMENTAL marking(s)**	CASR Part 45 MOS – 50mm minimum height Visible as persons enter.
3	**Airframe General Inspection:**	
3.1	**Engine Controls – operate properly?**	*AC21.4*
3.2	**Flight Controls – operate properly?**	*AC21.4* CAR 42G dual inspection recorded? (presumably done originally)
3.3	**Pitot/Static System – operate properly?**	*AC21.4* Logbook entry is a suitable check.
3.4	**Seat Belts & Shoulder Harnesses**	*AC21.4*
3.5	**Cockpit safe from protrusions?**	*AC21.4*
3.6	**Carb Heat (when applicable) fitted?**	*AC21.4*
3.7	**Firewall adequate?**	*AC21.4*
3.8	**Instruments suitable for intended flight category?**	Avionics LAME logbook entry is a suitable check for IFR.
3.9	**Placards and markings**	May include operational placarding for item 1.13.
3.10	**Standard Aeronautical Practices used?**	(AP item for consideration.)
3.11	**General level of Workmanship?**	(AP item for consideration.)

Copyright © Sport Aircraft Association of Australia
Refer www.saaa.asn.au for full details of Copyright and Disclaimer