

**SECTION 3.5.3****MODIFICATIONS TO RA-AUS LIGHT SPORT AIRCRAFT****INTRODUCTION**

1. Single and two place LSA aircraft are registered by the RA-Aus under the provisions in CAO 95.32 and CAO 95.55. These Order covers factory built aircraft and factory built kits up to any stage of completion. These aircraft, when issued with a Special Certificate of Airworthiness or Experimental Certificate, bear '32', '24' or '19' registration number prefixes. This Section applies to modifications to these aircraft types.
2. Factory built aircraft issued with a Special Certificate of Airworthiness and bearing '32' and '24' registration number prefixes, may be operated for private purposes, glider towing, hire and reward and RA-Aus flying training in accordance with the Statement of Compliance issued to the aircraft. Factory built aircraft which have been modified without the approval of the factory must bear the "EXPERIMENTAL" placard as detailed in Section 7.5.4 Annex A, be issued with an Experimental Certificate by an Approved Person and can only be used for private operations. CAO 95.55 para 1.9 aircraft assembled from a factory supplied kit, bearing '19-' registration number prefixes and issued with an Experimental Certificate, may be operated in private operations only and flight training of the builder only. Experimental LSA cannot be operated for hire and reward.

**IMPLEMENTATION**

3.
  - a. All modifications to CAO 95.32 paragraph 1.2 and 1.3 or CAO 95.55 paragraph 1.8, 1.9 aircraft are subject to the conditions as set out in AC 21.41.  
A Special Certificate of Airworthiness stops having effect if the aircraft is modified outside of the approval given by the manufacturer, or the aircraft no longer meets the LSA standards as defined by regulation 21.172 of CASR 1998. See Section 7.5.4 on the process to be followed when this is the case.
  - b. Experimental Certificate aircraft operated under CAO 95.32 para 1.3 and CAO 95.55 para 1.9 are to maintain compliance to the LSA Standards as defined by regulation 21.172 of CASR 1998. See section 7.5.4 on the process to be followed when this is no longer the case.
  - c. Modifications to any aircraft which affect the weight and balance of the aircraft, requires a new weight and balance calculation or weighing to be carried out and entered into the aircraft log book.

### **APPROVED PERSONS**

4. Approved Persons are those as defined in Section 7.5.5 of the Technical Manual.

### **WEIGHT AND BALANCE**

5. Any modification that impacts the weight and balance of the aircraft must be entered into the aircraft log book either through calculation or via complete weighing of the aircraft.