



Australian Government

Civil Aviation Safety Authority

I, SHANE PATRICK CARMODY, Acting Director of Aviation Safety, on behalf of CASA, make this instrument under regulation 132.040 of the *Civil Aviation Safety Regulations 1998* and section 4 of the *Acts Interpretation Act 1901*.

[Signed S. Carmody]

Shane Carmody
Acting Director of Aviation Safety

11 November 2016

Part 132 Manual of Standards Instrument 2016

Part A — Preliminary

1 Name of instrument

- (1) This instrument is the Part 132 Manual of Standards for Part 132 of the *Civil Aviation Safety Regulations 1998 (CASR 1998)*.
- (2) This instrument is the *Part 132 Manual of Standards Instrument 2016*.
- (3) In this instrument, unless the contrary intention appears, a reference to “this MOS” or “the MOS” means the *Part 132 Manual of Standards Instrument 2016*.

2 Commencement

This instrument commences immediately after the commencement of Part 132 of CASR 1998.

Note Part 132 of CASR 1998 is being made by the *Civil Aviation Legislation Amendment (Part 132) Regulation 2016*.

3 Scope

Under regulation 132.040 of CASR 1998, and for Part 132 of CASR 1998, this MOS sets out matters relating to:

- (a) the operations that are prescribed as authorised operations for limited category aircraft; and
- (b) the areas which are unsuitable for landing for a limited category aircraft that has a permit index number of 1 and for which a written approval has not been given under regulation 132.035 of CASR 1998; and
- (c) the qualifications and experience requirements for an individual to be authorised by a limited category organisation; and
- (d) the requirements for the giving of an approval, certificate or advice for the purposes of Part 132 of CASR 1998; and
- (e) the requirements for the assignment of a permit index number to a limited category aircraft; and
- (f) the prescription of historic aircraft.

4 Definitions

(1) In this MOS, unless a contrary intention appears, words and phrases have the same meaning as provided in Part 132 of CASR 1998 and in the Dictionary to CASR 1998.

(2) In this MOS:

design philosophy 1 for an aircraft means:

- (a) an aircraft that meets civil airworthiness design standards in any of the normal, commuter, utility or transport categories; or
- (b) an ex-armed forces aircraft with a piston engine that was used in an armed force only for pilot training; or
- (c) an ex-armed forces aircraft that was used in an armed force only to transport persons or cargo.

Note Examples of aircraft that would satisfy design philosophy 1 include: Boeing Stearman; North American T-28 Trojan; Ryan STM; Beagle-Auster Bulldog; Auster AOP.9; Cessna Bird Dog; and North American P-51 Mustang.

design philosophy 2 for an aircraft means an aircraft that does not meet civil airworthiness design standards and has special design features associated with military operations of bombing, ground attack or air combat.

Note Examples of aircraft with special design features that would satisfy design philosophy 2 include: Cessna A 37 (ejection seats, bomb racks, minigun); De Havilland Venom (plywood/balsa/aluminium construction, turbine powered); and Fairey Gannet (folding wings and contra-rotating propellers).

design philosophy 3 for an aircraft means:

- (a) an aircraft that does not meet civil airworthiness design standards and was designed for special military requirements which required compromises in matters of structure integrity, performance or reliability in order to achieve military objectives; or
- (b) any other aircraft that does not meet design philosophy 1 or design philosophy 2.

Note 1 For paragraph (a), an example of a special military requirement would be high speed and high altitude reconnaissance operations with compromises in engine reliability and aircraft handling characteristics.

Note 2 Examples of aircraft that would satisfy design philosophy 3 include: Lockheed Starfighter; General Dynamics F-111; and English Electric Lightning.

maintenance level 1 means a maintenance philosophy where the aircraft's maintenance program is:

- (a) substantially based on a manufacturer's maintenance program that has been approved for an equivalent civil aircraft; or
- (b) the program used by the military user or manufacturer of the aircraft; or
- (c) a system of maintenance approved by the administering authority.

maintenance level 2 means a maintenance philosophy for an aircraft that is not maintenance to maintenance level 1.

relevant engineering discipline means an engineering discipline that is described in a limited category organisation's approved manual as a mandatory qualification prerequisite for an individual to be authorised by the limited category organisation to issue approvals, certificates or advice mentioned in subregulation 132.180 (4) of CASR 1998.

relevant limited category organisation means an organisation that is approved under regulation 262AN of the *Civil Aviation Regulations 1988* to perform functions in relation to limited category aircraft.

Part B — General requirements

5 Operational requirement — display of placard

For paragraph 132.050 (2) (e) of CASR 1998, the following text is prescribed to be displayed in a placard on a limited category aircraft:

Warning:

Persons fly in this aircraft at their own risk.

This aircraft was not designed for air transport operations and is not required to be operated to the same safety standards as an aircraft used for air transport operations.

6 Authorised operations for limited category aircraft

For paragraph 132.055 (1) (h) of CASR 1998, this section is reserved for future use.

7 Flights over populous areas

For paragraph 132.075 (4) (b) of CASR 1998, the following aerodromes are prescribed to be unsuitable landing areas:

- (a) Adelaide aerodrome (YPAD);
- (b) Archerfield aerodrome (YBAF);
- (c) Bankstown aerodrome (YSBK);
- (d) Brisbane (Eagle Farm) aerodrome (YBBN);
- (e) Cairns aerodrome (YBCS);
- (f) Essendon aerodrome (YMEN);
- (g) Gold Coast aerodrome (YBCG);
- (h) Jandakot aerodrome (YPJT);
- (i) Melbourne (Tullamarine) aerodrome (YMML);
- (j) Moorabbin aerodrome (YMMB);
- (k) Parafield aerodrome (YPPF);
- (l) Perth aerodrome (YPPH);
- (m) Sydney (Kingsford Smith) aerodrome (YSSY);
- (n) Toowoomba aerodrome (YTWB).

Part C — Qualification and experience requirements

8 Authorised individuals — qualification and experience requirements

Part C of this MOS prescribes the qualifications and experience requirements for an individual before a limited category organisation may issue an authorisation to the individual to issue approvals, certificates or advice of a kind referred to in subregulation 132.180 (4) of CASR 1998.

9 Requirements to issue a limited category certificate under regulation 21.189 of CASR 1998

- (1) For subregulation 132.185 (2) of CASR 1998, the following qualifications and experience, which must be held by an individual before a limited category organisation may issue an authorisation to the individual to issue limited category certificates in accordance with regulation 21.189 of CASR 1998, are prescribed:
 - (a) the qualification requirements are successful completion of a certificate of airworthiness training course which has been approved by CASA, in writing,

for the purposes of this provision and which is conducted by CASA or a person approved by CASA;

- (b) the experience requirements are at least 5 years of experience in:
 - (i) aircraft maintenance; or
 - (ii) continuing airworthiness management; or
 - (iii) the design of aircraft; or
 - (iv) any combination of subparagraphs (i), (ii) and (iii).
- (2) An individual is taken to meet the requirements of paragraphs (1) (a) and (b) if the individual holds, or has previously held, any of the following authorisations issued by CASA:
 - (a) an instrument of appointment issued by CASA that authorises the person to issue certificates of airworthiness;
 - (b) an instrument delegating the person with CASA's powers to issue certificates of airworthiness.

10 Requirements to approve modifications or repairs under regulation 132.030 of CASR 1998

- (1) For subregulation 132.185 (2) of CASR 1998, the following qualifications and experience, which must be held by an individual before a limited category organisation may issue an authorisation to the individual to approve a modification or repair to a limited category aircraft in accordance with regulation 132.030 of CASR 1998, are prescribed:
 - (a) the qualification requirements are a tertiary qualification in a relevant engineering discipline;
 - (b) the experience requirements are:
 - (i) at least 8 years of experience in a relevant engineering discipline, including at least 12 months working in a civil aviation environment; and
 - (ii) experience in certification processes for the design of aircraft or the modification and repair of aircraft.
- (2) An individual is taken to meet the requirements of paragraphs (1) (a) and (b) if the individual holds, or has previously held, any of the following authorisations issued by CASA in a relevant engineering discipline:
 - (a) an approval under Subpart 21.J of CASR 1998;
 - (b) an instrument of appointment authorising the person to approve design changes of aircraft;
 - (c) an instrument delegating the person with CASA's powers to approve design changes of aircraft.

11 Requirements to give a certificate for operation of a modified or repaired aircraft for adventure flights under regulation 132.105 of CASR 1998

- (1) For subregulation 132.185 (2) of CASR 1998, the following qualifications and experience, which must be held by an individual before a limited category organisation may issue an authorisation to the individual to give a certificate to the effect that a modified or repaired aircraft may be operated for an adventure flight subject to limitations (however described) under subregulation 132.105 (3) of CASR 1998, are prescribed:
 - (a) the qualification requirements are a tertiary qualification in a relevant engineering discipline;

- (b) the experience requirements are:
 - (i) at least 8 years of experience in a relevant engineering discipline, including at least 12 months working in a civil aviation environment; and
 - (ii) experience in certification processes for the design of aircraft or the modification and repair of aircraft.
- (2) An individual is taken to meet the requirements of paragraphs (1) (a) and (b) if the individual holds, or has previously held, any of the following authorisations issued by CASA:
 - (a) an approval under Subpart 21.J of CASR 1998; or
 - (b) an instrument of appointment authorising the person to approve design changes of aircraft; or
 - (c) an instrument delegating the person with CASA's powers to approve design changes of aircraft.

12 Requirements to give a certificate stating an airframe life for an aircraft airframe under paragraph 132.180 (4) (d) of CASR 1998

- (1) For subregulation 132.185 (2) of CASR 1998, the following qualifications and experience, which must be held by an individual before a limited category organisation may issue an authorisation to the individual to give a certificate stating the airframe life for an aircraft airframe under paragraph 132.180 (4) (d) of CASR 1998, are prescribed:
 - (a) the qualification requirements are a tertiary qualification in a relevant engineering discipline;
 - (b) the experience requirements are:
 - (i) at least 8 years of experience in a relevant engineering discipline, including at least 12 months working in a civil aviation environment; and
 - (ii) experience in certification processes for the design of aircraft structures;
 - (c) the joint qualification and experience requirements are:
 - (i) completion of a training course in ageing aircraft and aircraft structural analysis; or
 - (ii) an adequate combination of knowledge and experience, to the satisfaction of the limited category organisation, that the individual can competently assess airframe life for an aircraft airframe.
- (2) An individual is taken to meet the requirements of paragraphs (1) (a), (b) and (c) if the individual holds, or has previously held, any of the following authorisations issued by CASA:
 - (a) an approval under Subpart 21.J of CASR 1998;
 - (b) an instrument of appointment authorising the person to approve design changes of aircraft;
 - (c) an instrument delegating the person with CASA's powers to approve design changes of aircraft.