

**SECTION 5.01****GYROPLANE CERTIFICATION****GENERAL**

NOTE: In this Section, “gyroplane(s)” also means “gyroglider(s)”, unless specifically referenced.

1. Gyroplanes constructed and/or operated by members of the ASRA Inc. must be of a type defined in this section.
2. Gyroplane registrations must be renewed annually by January 1<sup>st</sup> using ASRA Form F 006, and are subject to the following conditions:
  - a. Provided that no major modifications have been carried out since the initial registration or registration renewal of a gyroplane, the F 006 may be endorsed “no changes” and be signed by the owner;
  - b. A dated photograph must accompany the F006.
3. Modifications to gyroplanes which may vary the stress levels or materials of rotating components and their attachments, or which increase the maximum all up weight of the gyroplane above that recommended by the gyroplane designer, must in all circumstances be assessed as satisfactory by a suitably qualified person.
4. All powered gyroplanes must have the following minimum instrumentation:
  - a. Airspeed indicator.
  - b. Altimeter.
  - c. Fuel indicator visible in flight.
  - d. Yaw indicator.
5. Before the initial registration of a gyroplane, a Gyroplane Registration Certificate (ASRA Form F006), issued by an ASRA Inc. Technical Adviser, is required in duplicate. The Form F006 must specify the category for each gyroplane, (either Provisional or Non Provisional.). One copy of the form must be held in the gyroplane logbook and the other filed with the ASRA Inc. records.
6. Where the owner of a two seat gyroplane is an ASRA Technical Advisor, he is excluded from providing the initial registration inspection, or the

approval of major modifications. This must be the responsibility of another ASRA TA.

### PROVISIONAL CATEGORY

1. Types in this category are:
  - a. First examples of the type built in Australia.
  - b. Types incorporating modifications which could affect normal flight characteristics, structural integrity or other airworthiness features of the type; or
  - c. Any example or type that an ASRA Inc. Technical Adviser determines should be provisional.
2. Gyroplanes flying in this category must have been constructed in accordance with acceptable procedures.
3. Each example must satisfactorily complete a developmental test schedule for the type.
4. Undesirable characteristics, handling or airworthiness deficiencies, must be rectified before continuing with the test-flying program.
5. Before operating a gyroplane in this category at a public display the aircraft must have logged a minimum of 25 hours of trouble free operation for gyroplanes, or 2 hours and a minimum of 30 landings by gyrogliders. The Operations Manager's approval as well as a CASA approval for the flight is also required (see CAOs applicable to gyroplanes).
6. Inspection schedules including pre-flight, daily and time dependent inspections recommended for the type, must be available to the owner prior to the first flight
7. The builder should provide the Technical Adviser with all the technical data relating to the construction and operation of the gyroplane.
8. Provisionally registered two seat gyroplanes are only permitted to fly with a passenger when testing for compliance with the Two Seat Registration Requirements and then only under the following conditions:
  - a. with the specific approval of the Operations Manager or a CFI for the flight or flights,
  - b. the passenger must be a holder of a valid ASRA Pilot Certificate who is flying for the purpose of observing,

- c. checking and recording the flight characteristics of the gyroplane

### **NON PROVISIONAL CATEGORY**

1. Types which may qualify for this category are: -
  - a. A gyroplane that has satisfactorily completed the minimum requirements of a Provisional Type for operations in the Provisional category, and a minimum of 25 logged hours of trouble free operation, or 2 hours and a minimum of 30 landings by gyrogliders, or
  - b. A gyroplane of a type, 6 examples of which have operated, in the non-provisional category for a combined total of 150 hours of trouble free operation, with each aircraft having completed a minimum of 5 hours of trouble free operation and one example having completed a minimum of 50 hours of trouble free operation, or
  - c. A gyroplane that meets the LSA standard.
2. All newly constructed gyroplanes, accepted as non-provisional under the requirements of 1(b) and 1(c) above, must satisfactorily complete 25 logged hours of trouble free operation.

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