ORDER

8130.2C

AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED PRODUCTS

June 13, 1994

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

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RECORD OF CHANGES

DIRECTIVE NO. 8130.2C

CHANGE TO BASIC	SUPPLEMENT			OPTIONAL	CHANGE TO BASIC	SUPPLEMENTS			OPTIONAL

FOREWORD

This order establishes procedures for accomplishing original and recurrent airworthiness certification of aircraft and related approvals. The procedures contained in this order apply to both Aircraft Certification Manufacturing and Flight Standards Airworthiness Aviation Safety Inspectors; and private persons/organizations delegated authority to issue airworthiness certificates and related approvals.

This order has been extensively rewritten to include current guidance for specific kinds of airworthiness certification approvals. As a result, this edition of FAA Order 8130.2C replaces the guidance and procedures found in FAA Order 8130.2B. Other relevant material has been incorporated; and sample documents, i.e., forms, letters, etc., have been added to the end of most sections. These documents are intended as a guide and do not represent a total requirement for every certification action of that section.

Changes and improvements suggested by agency Directives Management Officers have been incorporated. In addition, users of this directive have the opportunity to offer suggestions for improvement to this directive through the use of FAA Form 1320-19, Directives Feedback Information.

Michael Gallagher
Manager, Aircraft Manufacturing Division

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CHAPTER 1. INTRODUCTION

1. PURPOSE. This order establishes procedures for accomplishing original and recurrent airworthiness certification of aircraft and related approvals. The procedures contained in this order apply to both Manufacturing and Flight Standards Airworthiness Aviation Safety Inspectors and private persons delegated authority to issue airworthiness certificates and related approvals.

2. DISTRIBUTION. This order is distributed to Washington headquarters branch levels of the Aircraft Certification Service, Flight Standards Service, and the Office of Aviation System Standards; to the branch level in the regional Flight Standards Divisions and Aircraft Certification Directorates; to all Flight Standards District and Satellite Offices; to all Aircraft Certification Offices and Aircraft Certification Field Offices; to all Manufacturing Inspection District and Satellite Offices; to the Flight Standards Branch at the Federal Aviation Administration Academy; to the Brussels Aircraft Certification Division and Flight Standards Staff; and to all International Aviation Field Offices.

3. CANCELLATION. The following orders are canceled:

a. Order 8130.2B, Airworthiness Certification of Aircraft and Related Products, dated October 20, 1977.

b. Order 8000.56, Airworthiness Certification of Amateur-Built Aircraft, dated April 1, 1983.

c. Order 8130.3A, Responsibility - Original Airworthiness Certification, dated May 25, 1977.

d. Order 8130.6, Initial Screening Inspection, Surplus Military Aircraft, dated March 19, 1976.

e. Order 8130.13, Proper use of Parts Catalogs and Maintenance Manuals, dated August 1, 1977.

f. Order 8130.15, Airworthiness Certification of "Prematurely" Exported Gliders, September 14, 1979.

g. Order 8130.16, Listing Manned-Free Balloon or Glider on Special Airworthiness Certificates Issued for Experimental Purposes, dated January 14, 1983.

h. Order 8130.17, Original Versus Recurrent Airworthiness Certification or Related Approvals, dated September 1, 1983.

i. Order 8130.19, One Time Certification for Amateur-Built Aircraft, dated October 17, 1985.

j. Order 8130.22, Experimental Certifications - General, dated July 17, 1991.

k. Order 8130.25, Evaluation of Amateur-Built Aircraft Kits, dated March 10, 1992.

4. AUTHORITY TO CHANGE THIS ORDER. The issuance, revision, or cancellation of the material in this order is the responsibility of the Aircraft Certification Service, Aircraft Manufacturing Division, AIR-200. All changes, as required, will be accomplished by this division to carry out the agency's responsibility to provide for original and recurrent airworthiness certifications and related approvals for eligible aeronautical products.

5. DEVIATIONS. Adherence to the procedures in this order are necessary for uniform administration of this directive material. Any substantial deviations from this guidance material must be coordinated and approved by the Aircraft Certification Service, Aircraft Manufacturing Division, AIR-200. If a deviation becomes necessary, the FAA employee involved should be guided by sound judgment, ascertaining that all deviations are substantiated, documented, and concurred with by the appropriate supervisor.

6. FORMS. Examples of forms applicable to specific applications are found at the end of the section or chapter as referenced in the text. Instructions on ordering and availability of forms are contained in Chapter 8 of this order.

7. ACRONYMS.

AC - Advisory Circular
ACD - Aircraft Certification Directorate
ACO - Aircraft Certification Office
AD - Airworthiness Directive
APIS - Approved Production Inspection System
ASI - Aviation Safety Inspector
BAA - Bilateral Airworthiness Agreement
CAA - Civil Aviation Authority
CAR - Civil Air Regulation
CFR - U.S. Code of Federal Regulations
CG - Center of Gravity
CIR - Conformity Inspection Report
CM - Certificate Management
C of A - Certificate of Airworthiness (Export)
CO - Certification Office
DAR - Designated Airworthiness Representative
DAS - Designated Alteration Station
DMIR - Designated Manufacturing Inspection Representative
DMS - Designee Management Subsystem
DOA - Delegation Option Authorization
DOD - Department of Defense
DOT - Department of Transportation
ECAA - Civil Aviation Authority of the Exporting State
e.g. - For example
FAA - Federal Aviation Administration
FA ACT - Federal Aviation Act of 1958, as amended
FAR - Federal Aviation Regulations

FSDO - Flight Standards District Office
FSSO - Flight Standards Satellite Office
ICAO - International Civil Aviation Organization
ID - Identification
IFR - Instrument Flight Rules
i.e. - That is
MIDO - Manufacturing Inspection District Office
MIO - Manufacturing Inspection Office
MISO - Manufacturing Inspection Satellite Office
N/A - Not Applicable
ODAR - Organizational Designated Airworthiness Representative
PAH - Production Approval Holder
PC - Production Certificate
PCA - Primary Category Aircraft
PI - Principal Inspector
PMA - Parts Manufacturer Approval
SFA - Special Flight Authorization
STC - Supplemental Type Certificate
TC - Type Certificate/Type Certification
TCDS - Type Certificate Data Sheet
TSOA - Technical Standard Order Authorization
TSO - Technical Standard Order
U.S. - United States
VFR - Visual Flight Rules
VLA - Very Light Aircraft
FAA Aircraft Registry - FAA Airman and Aircraft Registry Division, Oklahoma City, Oklahoma

8. DEFINITIONS. Some of the definitions defined by FAR Part 1 are listed below;

a. Aircraft Classification. The term "classification," as used with respect to the certification of aircraft, means a broad grouping of aircraft having similar characteristics of propulsion, flight, or landing. Examples include: Airplane, Rotorcraft, Glider, and Balloon.

b. Aircraft Category. The term "category," as used with respect to the certification of aircraft, means a grouping of aircraft based upon its intended use or operating limitations. Examples include: Normal, Utility, Acrobatic, Primary, etc. For purposes in this order, gliders and balloons will be referred to as categories in lieu of classifications.

c. Bilateral Airworthiness Agreement. An executive agreement between the U.S. government and the government of another country to facilitate the airworthiness approval or acceptance of civil aeronautical products exported from one country (contracting state) to the other. Bilateral Airworthiness Agreements (BAA) are not trade agreements; rather they are technical cooperation agreements intended to provide a framework for the airworthiness authority of the importing state to give maximum practicable credit to airworthiness certification functions performed by the airworthiness authority of the exporting state using its own certification system.

d. Classification of Airworthiness Certificates. The term "classification" is also used to distinguish between the two certification processes and certificates; i.e., standard and special.

e. Category of Special Airworthiness Certificates. The term "category" is also used to identify the six specific certification processes and certificates issued as special airworthiness certificates.

f. Certification Office. The FAA Manufacturing Inspection District or Satellite Office or Flight Standards District Office at which the applicant applies for airworthiness certification or related approvals.

g. Exception. Case to which a rule, general principle, etc., does not apply.

h. Exemption. To free from a rule or obligation which others must observe; excuse; released.

i. Fireproof. The capacity to withstand the heat associated with fire at least as well as steel in dimensions appropriate for the purpose for which they are used.

9. INTERPRETATION OF THE TERM "AIRWORTHY." The term is not defined in the Federal Aviation (FA) Act or the regulations; however, a clear understanding of its meaning is essential for use in the agency's Airworthiness Certification program. Below is an analogy of the conditions necessary for the issuance of an airworthiness certificate. A review of case law relating to airworthiness reveals two conditions that must be met for an aircraft to be considered "airworthy." Section 603(c) of the FA Act and FAR § 21.183(a), (b), and (c) all relate to the two conditions necessary for issuance of an airworthiness certificate. The statutory language establishes the two conditions as:

a. The aircraft must conform to its type certificate. Conformity to type design is considered attained when the aircraft configuration and the components installed are consistent with the drawings, specifications, and other data that are part of the type certificate, and would include any supplemental type certificates and field approved alterations incorporated into the aircraft.

b. The aircraft must be in condition for safe operation. This refers to the condition of the aircraft relative to wear and deterioration, i.e., skin corrosion, window delamination/crazing, fluid leaks, tire wear, etc.

NOTE: If one or both of these conditions are not met, the aircraft would be considered unairworthy.

10. REQUESTS FOR INFORMATION. Any deficiencies noted, suggestions for clarification, or improvements regarding the content of this order should be forwarded to:

Aircraft Certification Service
Administrative Management Branch, AIR-530
Attention: Directives Management Officer
800 Independence Ave., S.W.
Washington, D.C. 20591

Federal Aviation Administration (FAA) Form 1320-19, Directive Feedback Information, is located on the last page of this order for your convenience. If an interpretation is urgently needed, you may contact the Airworthiness Certification Branch, AIR-230, for guidance, but you should also use the FAA Form 1320-19, as a follow-up to the verbal conversation.

11. RESERVED.

CHAPTER 2. GENERAL POLICIES AND PROCEDURES

SECTION 1. GENERAL INFORMATION

12. REPRESENTATIVES OF THE FAA AUTHORIZED TO ISSUE AIRWORTHINESS CERTIFICATES AND RELATED APPROVALS.

a. Consistent with applicable Aircraft Certification Service policies and instructions, a Manufacturing Aviation Safety Inspector (ASI) or Flight Standards Airworthiness ASI is authorized to issue airworthiness certificates and related approvals covered in this order.

b. The FAA is authorized under Federal Aviation Regulations (FAR) Part 183 to designate private persons to act as representatives of the Administrator to issue airworthiness certificates and related approvals.

(1) A Designated Manufacturing Inspection Representative (DMIR) may issue, airworthiness approvals for eligible aircraft and parts thereof, at a manufacturer's or supplier's facility. The FAA Form 8430-9, Certificate of Authority, will specify the type and limitations of airworthiness approvals for which the DMIR is authorized.

(2) A Designated Airworthiness Representative (DAR) may issue standard and special airworthiness certificates and may perform certain other examinations, inspections, and testing services relative to certification functions in the areas of maintenance, manufacturing, and engineering, as authorized by FAA Form 8430-9.

(3) A manufacturer holding an Organizational Designated Airworthiness Representative (ODAR) may issue airworthiness certificates, airworthiness approvals, conformity certifications, and export approvals. The FAA Form 8430-9, Certificate of Authority, or supplement thereof, shall specify the type and limitation of authority granted.

c. A manufacturer holding a Delegation Option Authorization (DOA) may issue airworthiness certificates, airworthiness approvals, conformity certifications, and export approvals as provided by FAR Part 21, Subpart J.

d. Designated Alteration Station (DAS) may issue experimental certificates and amend standard airworthiness certificates under the conditions prescribed in FAR Part 21, Subpart M.

e. Figure 2-1 is a reference chart showing conditions required, and who may issue the various types of airworthiness approvals.

13. RESPONSIBILITIES OF FAA INSPECTORS AND DESIGNEES.

a. The procedures in this order cover original airworthiness certification for which Manufacturing Inspectors are primarily

responsible, and recurrent airworthiness certification for which Flight Standards Airworthiness Inspectors are primarily responsible. Manufacturing and Flight Standards ASI's may assist each other by mutual agreement.

b. The FAA designees, within the limits of their authority, are authorized to issue original or recurrent airworthiness certificates and related approvals. They are responsible for determining that the products or parts submitted to them conform to the approved type design, are in condition for safe operation, and meet any other specified requirements. They are also responsible for the completeness, accuracy, and processing of all official documents and paperwork as provided for in this order. All actions taken by the designees on behalf of the FAA are subject to the monitoring, review, and approval of the supervising FAA inspector.

c. The FAA inspectors are responsible for training and supervising designees assigned to them regarding airworthiness certification procedures and all related documentation. The supervising FAA inspector should also assure that designees have been provided the appropriate regulations, instructions, and forms necessary for the performance of their designated duties.

d. The FAA inspectors will supervise and maintain surveillance over the certification activities accomplished by designees to ensure that all certifications and approvals are in compliance with the applicable rules, policies, and procedures.

NOTE: Within the text of this order the term "FAA" refers to the FAA inspector and/or authorized designee.

14. POSSESSION AND DISPLAY OF AIRWORTHINESS CERTIFICATES. Any airworthiness certificate issued to a United States registered civil aircraft must be displayed at the cabin or cockpit entrance so that the certificate is legible to passengers or crew (FAR § 91.203(b)).

15. AIRCRAFT REGISTRATION.

a. Registration. The procedures for aircraft registration and issuance of registration numbers are contained in FAR Part 47. The registration of aircraft is not a function of airworthiness certification; however, U.S. registration is a prerequisite for issuance of an airworthiness certificate. The FAA must ensure that an aircraft presented for airworthiness certification is properly registered (FA Act, Section 603.(c) and FAR § 21.173).

b. Proof of Ownership. The applicant for registration of an aircraft must submit proof of ownership that meets the requirements prescribed in FAR Part 47. The Aeronautical Center (AC) Form 8050-2, Aircraft Bill of Sale, or its equivalent, may be used as proof of ownership. If the applicant did not purchase the aircraft from the last registered owner, the applicant must submit a complete chain of ownership from the last registered owner to himself. The purchaser

under a contract of conditional sale is considered the owner, for the purpose of registration. The contract of conditional sale may be submitted as proof of ownership in lieu of a bill of sale.

c. Aircraft Operation Outside the United States Pending U.S. Registration. For aircraft operations to or from the United States, including operations conducted wholly outside the United States, a current airworthiness certificate and Aircraft Registration Certificate, AC Form 8050-3, must be carried in the aircraft. Pending receipt of AC Form 8050-3, the FAA Aircraft Registry will, upon request, transmit a telex/facsimile confirmation of registration to the party whose name appears on the application as owner or authorized agent. The telex/facsimile may be used as a temporary Certificate of Aircraft Registration pending receipt of the original certificate.

16. AIRCRAFT NATIONALITY, REGISTRATION MARKS, AND RESERVATION OF SPECIAL REGISTRATION NUMBERS.

a. All U.S. civil aircraft registration numbers are prefixed by an "N." The registration number, apart from the "N" prefix, is made up of one to five symbols, the last two of which may be alphabetical. This alphabetical suffix must be preceded by at least one numerical symbol. The lowest possible number is N1. A zero never precedes the first number. As an example:

N1 through N99999, all symbols are numeric
N1A through N9999Z, single alphabetical suffix
N1AA through N999ZZ, double alphabetical suffix

NOTE: To avoid confusion with the numbers zero and one, the letters "I" and "O" are never used as alphabetical suffixes.

b. Individuals may reserve a registration number of their choice, if available, for one year by sending a written request and the appropriate fee for each number to be reserved to the following address:

FAA Aircraft Registry
Mike Monroney Aeronautical Center
Post Office Box 25504
Oklahoma City, Oklahoma 73125

c. The applicant should list five numbers, in case the first choice is not available; reservations may be renewed from year to year by paying the appropriate fee before the end of the renewal period. If the renewal payment is not received prior to the end of the one year period, reservation of the special registration number will expire.

d. When aircraft owners apply for a special registration number, they must do so in writing, describing the aircraft to the FAA Aircraft Registry. Permission to place the special number on the

aircraft will be given on AC Form 8050-64, Assignment of Special Registration Numbers. The owner must complete, sign, and return the original form to the FAA Aircraft Registry within 5 days after the special registration number is affixed to the aircraft. The duplicate of AC Form 8050-64, together with the airworthiness certificate, would be presented to the FAA representative who will issue a revised airworthiness certificate showing the new registration number. The old registration certificate and the duplicate AC Form 8050-64 must be carried in the aircraft until the new registration certificate is received (FAR § 47.15(f), Figure 2-2).

e. Any changes in the current assignment of nationality and registration numbers will be processed as a request for assignment of special registration numbers.

17. DISPLAY OF NATIONALITY AND REGISTRATION MARKS ON ANTIQUE AND ANTIQUE REPLICA AIRCRAFT.

a. An antique aircraft or its replica, as described in FAR § 45.22(b), may display the symbols appropriate to the nationality and registration marks. The capital letter "N" followed by either a "C" (standard), "R" (restricted), "L" (limited), or "X" (experimental), followed by the U.S. registration number, may be displayed on the aircraft. When these symbols are included with the nationality and registration marks they add to the authenticity of being antique or amateur-built replicas of antique aircraft. When these symbols are added to the nationality and registration marks displayed on the aircraft, they do **NOT** become part of the official aircraft registration numbers.

b. When aircraft are marked as described in FAR § 45.22(b)(1)(ii), the airworthiness and registration certificates will **NOT** include the inserted symbol. For example, an aircraft marked with "NX1234," according to the above FAR reference, the aircraft's airworthiness and registration certificates would indicate "N1234."

c. In making a query of the Airman and Aircraft Registry Division computer database, the inserted symbol must be **omitted**, in order to obtain accurate information concerning the aircraft.

d. If an aircraft displays the nationality and registration marks as described above, the aircraft does **NOT** have to display the words "limited," "restricted," etc., as prescribed by FAR § 45.23(b).

18. ORIGINAL AND REPLACEMENT IDENTIFICATION PLATES. Each aircraft presented for airworthiness certification must meet the requirements of FAR § 21.182.

a. Each aircraft, aircraft engine, propeller, propeller blade, and propeller hub manufactured under a Type Certificate (TC) or Production Certificate (PC) must be identified with the information

specified in FAR § 45.13. Manned free balloons are required to comply with FAR § 45.11(c).

b. When FAA personnel receive inquiries regarding replacement, removal, or destruction of identification plates, the sample letter in Figure 2-3 may be used as a guide for responding.

c. Prior to issuance of a replacement identification plate, the requester or product manufacturer must first contact the appropriate FAA office (i.e., Manufacturing Inspection District Office (MIDO)/Flight Standards District Office (FSDO)) to allow the FAA to determine the need to replace the identification plate.

d. The FAA must notify the product manufacturer as to whether or not the request is valid. The FAA must further authorize the requester to affix the replacement identification plate to the product, as required by FAR § 45.13(c).

e. Upon notification by the FAA, the product manufacturer may then issue the replacement identification plate.

f. The old identification plate (when available) should be submitted to the FAA office who authorized the replacement. The FAA office shall forward all surrendered identification plates to the FAA Aircraft Registry, AVN-450, for recording and disposal. Refer to Figure 2-3 for the disposal address.

19. PUBLIC AIRCRAFT.

a. A public aircraft, as defined in the FA Act of 1958, "means any aircraft used exclusively in the service of any government or of any political subdivision thereof, including the government of any state, territory, or possession of the United States, or the District of Columbia, but not including any government owned aircraft engaged in carrying persons or property for commercial purposes." For purposes of this paragraph, "used exclusively in the service of" means, for other than the Federal Government, an aircraft which is owned and operated by a governmental entity for other than commercial purposes or which is exclusively leased by such governmental entity for not less than 90 continuous days

b. Public Aircraft is a status which is **not** granted by the FAA. There is no requirement to make a declaration in writing of this status nor is there any responsibility to carry any proof of this status. The burden of proof is on the operator to establish to the FAA's satisfaction that it is a public aircraft if its status is questioned.

c. A U.S. registered public aircraft operating within the territorial limits of the United States is not required to have an airworthiness certificate. However, any U.S. registered public aircraft engaged in international air navigation is required to have a valid certificate of airworthiness, in accordance with the International Civil Aviation Organization (ICAO) agreements.

d. The FAA considers that safety is enhanced through the operation of aircraft certificated according to FAR Part 21 and encourages those who operate public aircraft to obtain the appropriate airworthiness certification, if possible. An application for an airworthiness certificate for a public aircraft will be processed in accordance with the applicable procedures in this order. The airworthiness certificate, when issued, is effective only if the terms and conditions of the certificate are complied with. If FAR Parts 43, 45, and 91 are **not** complied with, the FAA Form 8100-2 shall be surrendered.

e. Public aircraft must be registered in accordance with FAR Part 47 and must display nationality and registration marks in accordance with FAR Part 45. Any deviations from these requirements must be processed in accordance with the procedures in FAR Part 11 applicable to petitions for exemptions.

f. Aircraft operated by the FAA will be certificated in accordance with FAR Part 21, Subpart H, except for those aircraft authorized by the Director, Office of Aviation System Standards or the Director's designee, to be operated without a U.S. Airworthiness Certificate. Certificated aircraft will display an appropriate airworthiness certificate.

g. Non-certificated FAA aircraft will display a public aircraft document in lieu of the airworthiness certificate. All requests for the public aircraft document will be processed through the Director, Aviation Standards National Field Office, Oklahoma City, Oklahoma. The letter of request will contain as a minimum:

(1) Nationality and Registration Marks

(2) Manufacturer and Model

(3) Aircraft Serial Number

(4) Permanent location of the aircraft

(5) Registered owner and operator of the aircraft

h. The signed public aircraft document will be displayed in the aircraft at all times in lieu of the airworthiness certificate. For procedures applicable to public aircraft operated by the FAA, refer to Order 4100.24, General Maintenance Manual.

20. AIRCRAFT BEING REMOVED FROM A CONTINUOUS MAINTENANCE SYSTEM.

a. No change in the airworthiness certificate is required if the aircraft has a current airworthiness certificate, FAA Form 8100-2. Operators of aircraft previously operated under FAR Part 121, 127 or 91, Subpart D and intending to operate them under FAR Part 91, should establish when the next annual inspection is due. This date shall be not later than 12 months following the last complete inspection under the continuous maintenance system.

The continuous maintenance system shall satisfy all the requirements of an annual inspection.

b. It is also important for the operator to know the current status of the aircraft relative to applicable requirements; for example: (1) weight and balance data, (2) flight manual appropriate to the operation, and (3) compliance with Airworthiness Directives. Some carriers have exemptions or adjusted compliance times.

21. OPERATION OF CIVIL AIRCRAFT WITH DOOR REMOVED FOR PARACHUTING, SKYDIVING, OR OTHER SPECIAL OPERATIONS.

a. Advisory Circular (AC) 105-2, Sport Parachute Jumping, lists aircraft which the FAA has determined can be safely flown with one door removed if operated in accordance with specified operating limitations.

b. Owners or operators using aircraft listed in Appendix 2 of AC 105-2 interested in obtaining authorization with operating limitations for operation of such aircraft for parachuting or other special operations should forward a written request to the FSDO having jurisdiction over the area in which the operations are to be conducted. The request should contain the following information:

(1) Name and address of the registered aircraft owner.

(2) Make, model, serial, and registration number of the aircraft.

(3) Location where aircraft is normally based.

(4) Reason for the aircraft to be operated with a door removed.

c. Sample operating limitations outlined in Figure 2-4 may be issued by inspectors for any of the aircraft listed in AC 105-2. The inspector will note on the operating limitations the aircraft make, model, registration and serial number, type of operation authorized, date of issuance, inspector's name, and district office number. On an aircraft which requires removal of a particular door, the inspector shall specify in the limitations which door may be removed.

NOTE: A copy of the limitations will be forwarded to FAA Aircraft Registry.

d. Removal or installation of a cabin door and/or passenger seat(s) for the specified aircraft is considered preventive maintenance and may be done by a certificated pilot.

e. Removal or installation of control sticks and wheels will be done in accordance with applicable sections of FAR Part 43.

f. Aircraft other than those listed in AC 105-2 will be modified in accordance with Supplemental Type Certificate (STC) procedures in FAR Part 21, Subpart E.

22. BANNER TOWING. An aircraft that is in full compliance with its type design and has an FAA-approved banner tow installation may be operated under a standard airworthiness certificate for banner towing purposes. An aircraft that has a standard airworthiness certificate and is modified for a special purpose operation must be operated under a multiple airworthiness certificate (standard/restricted) when the following conditions occur.

a. The special purpose modification does not meet the type design.

b. The special purpose modification is not approved for standard category use.

c. The aircraft will be operated outside the normal category operating limitations.

23. RESERVED.

FIGURE 2-1. AUTHORIZATION REFERENCE CHART

WHO MAY ISSUE WHAT AIRWORTHINESS CERTIFICATES AND APPROVALS

REVISED: 10/29/92

				ORIGINAL					RECURRENT		
				FAA Mfg.	DAR Mfg.*	ODAR	DMIR	DOA	DAS	FAA Flt. Std.	DAR Flt. Std.*
8	STANDARD	NEW A.C. MANUF.	TC	X	X	X					
1		UNDER 21.21	APIS	X	X	X	X				
0			PC	X	X	X	X	X			
0		IMPORT A.C. 21.29	TC	X						X	X
-		OTHER 21.183(d)		X	X	X			X	X	X
2		MILITARY SURPLUS, US	TC	X						X	X
	RESTRICTED	21.25	TC ONLY	X	[1] X	X					
		NEW A.C. MANUF.	APIS	X	[1] X	X	X				
			PC	X	[1] X	X	X	X			
		OTHER 21.185(b)		X	[1] X	X				X	[1] X
8		IMPORT FAR 21.29 21.185(c)		X						X	
1	EXPERIMENTAL	RESEARCH AND DEVELOPMENT		X				X		X	
3		SHOW COMPLIANCE		[2] X	X	X	X	X	X		
0		CREW TRAINING		X				X		X	
-		EXHIBITION		X						X	
7		AIR RACING		X						X	
		MARKET SURVEY		X				X		X	
S		AMATEUR-BUILT		X	[3] X	X				X	[3] X
P		LIMITED TC		X						X	
E		PROVISIONAL		X				X		X	
C	SPECIAL FLIGHT PERMITS	FOR REPAIRS, MAINTENANCE OR ALTERATIONS		X	X					X	X
I		DELIVERING OR EXPORT		X	X	X	[7] X			X	X
A		PRODUCTION FLIGHT TESTING		X	X	X				X	
L		EVACUATING FROM DANGER		X	X	X				X	
		CUSTOMER DEMO. FLIGHTS		X	X	X				X	
		OVERWEIGHT		X						X	
8	EXPORT	ISSUE 8130-4 FOR	NEW	X	X	X	X	X			
1		CLASS I AIRCRAFT	USED	X						X	X
3		ISSUED 8130-4 FOR CLASS I	NEW	[5] X	[5] X	X	[5] X	[5] X		[5] X	[5] X
0		ENGINE PROPELLER	USED	X	X	X	X	X		X	X
-											
4											
	EXPORT	ISSUE 8130-3 FOR	NEW	[1] X	[1] X	X	[1] X	[1] X		[1] X	[1] X
		CLASS II PRODUCTS	NEWLY OVER-HAULED	[1] X	[1] X	X	1-4 X	1-4 X		[1] X	[1] X
8		ISSUE 8130-3 FOR	NEW		1-6 X	X	1-8 X	1-9 X			
1		CLASS III PRODUCTS	USED		1-6 X	X	1-8 X	1-9 X			
3	CONFORMITY	MAKE CONFORMITY DETERMINATIONS		X	X	X	X	X	X		
0		CERTIFY COMPONENTS PRODUCED UNDER BILATERAL AGREEMENTS		X	X	X					
-											
3											
	AIRWORTHINESS	AIRWORTHINESS	TC	X		X					
		APPROVALS FOR ENGINE &	APIS	X		X	X				
		PROP MFG. UNDER	PC	X		X	X	X			

FIGURE 2-1, AUTHORIZATION REFERENCE CHART (CONTINUED)

* The term DAR as used throughout this figure will, for discussion purposes, include those persons within an ODAR who will perform the authorized function(s).

1. Located and Manufactured in the United States.

2. The issuance of experimental certificates for the purpose of showing compliance with regulations will be handled by the MIDO's.

3. Both DAR's may issue original/recurrent experimental certificates for U.S. registered amateur-built aircraft located in the United States.

4. To be eligible for export, a used Class II product must be newly overhauled, (FAR § 21.331(a)) or for used Class II products which were not overhauled, may receive an exemption from the importing country per FAR § 21.327(e)(4).

A manufacturer may not perform an overhaul function (FAR § 43.3(i)).

In order for a DMIR or DOA to export a used overhauled Class II product, the product must have been received into the production approval holder's facility by means of an FAA-approved Quality Control System.

A repair station or Manufacturing Maintenance Facility (MMF) is not considered part of the production approval holder's facility.

5. Located in the United States Only.

6. A Manufacturing ODAR who is the holder of a production approval, may export Class III products when certificated in accordance with Order 8130.23.

In order for an ODAR to export a used, Class III product, it must have been received into the production approval holder's facility by means of an FAA-approved Quality Control System.

7. DMIR's are limited to special flight permits for export only (FAR § 183.31).

8. DMIR's may only be employed by a manufacturer holding a production approval.

A repair station or MMF (FAR 145) is <u>not</u> part of the manufacturer's production approval.

To be eligible for export, new and used Class III parts must be received "in" by an <u>FAA approved</u> Quality Control System.

FIGURE 2-1, AUTHORIZATION REFERENCE CHART (CONTINUED)

9. Class III exports may be issued by DOA representatives; all parts must be under the production certificate holders Quality Control System.

FIGURE 2-2. SAMPLE - AC FORM 8050-64, ASSIGNMENT OF SPECIAL REGISTRATION NUMBERS (Face Side, Reverse is Blank)

US Department of Transportation
Federal Aviation Administration

ASSIGNMENT OF SPECIAL REGISTRATION NUMBERS

Special Registration Number: N54321

Aircraft Make and Model: Lockheed L-100, 382G

Present Registration Number: N12345

Serial Number: 78361C

Issue Date: October 31, 19XX

ABC Cargo, Inc.
P.O. Box 390
Washington National Airport
Washington, D.C. 20001

This is your authority to change the United States registration number on the above described aircraft to the special registration number shown.

Carry duplicate of this form in the aircraft together with the old registration certificate as interim authority to operate the aircraft pending receipt of revised certificate of registration. Obtain a revised certificate of airworthiness from your nearest Flight Standards field office.

The latest FAA Form 8130-6, Application For Airworthiness on file is dated: May 21, 19XX

The airworthiness classification and category: Standard Transport

SIGN AND RETURN THE ORIGINAL of this form to the FAA Aircraft Registry, within 5 days after placing the special registration number on the aircraft. A revised certificate will then be issued. Unless this authority is used and this office so notified, the authority for use of the special number will expire on: October 30, 19XX

CERTIFICATION: I certify that the special registration number was placed on the aircraft described above.

Signature of Owner:

Title of Owner: Chief, Aircraft Services

Date Placed on Aircraft: November 5, 19XX

RETURN FORM TO:
FAA Aircraft Registry
P.O. Box 25504
Oklahoma City, Oklahoma 73125-4939

BELOW THIS POINT FOR FAA USE ONLY

NAME

ADDRESS

EMP CODE

DATE

AC Form 8050-64 (12/87)

U.S. GOVERNMENT PRINTING OFFICE: 1988—542-036

FIGURE 2-3. SAMPLE - RESPONSE LETTER REGARDING IDENTIFICATION PLATES

March 3, 19XX

Mr. William Blue
220 West Broad Street
Boston, Massachusetts 26204

Dear Sir:

This is in response to your letter dated February 14, 19XX, concerning disposition of the identification plate from Cessna Model 305A, Registration No. N5297G, Serial No. 305A-12345.

The aircraft will be scrapped as a result of an accident. It is requested that the aircraft registration, airworthiness certificate, identification plate, and a copy of this letter be forwarded to the address listed below.

Federal Aviation Administration
Aircraft Registry Branch, AVN-450
Mike Monroney Aeronautical Center
P.O. Box 25504
Oklahoma City, Oklahoma 73125-0504

Sincerely,

John J. Doe, Manager
Burlington Manufacturing
Inspection District Office

FIGURE 2-4. SAMPLE - LIMITATIONS FOR THE OPERATION OF AN AIRCRAFT WITH A DOOR REMOVED

Make _____
Model _____ Serial No. _____
Registration No. _____

AIRCRAFT OPERATING LIMITATIONS

The aircraft described above may be flown with not more than one cabin door removed for the purpose of (see note below), provided the aircraft is operated in accordance with the applicable Federal Aviation Regulations and the following limitations:

Note: Show specific operations; e.g., intentional parachute jumping, skydiving, etc.

1. Maximum speed not to exceed any of the following:

   The approved maneuvering speed
   70 percent maximum level flight speed
   70 percent maximum structural cruising speed

2. Aerobatic maneuvers are not permitted.

3. Maximum yaw angle 10 degrees; maximum bank angle 15 degrees.

4. An FAA approved safety belt shall be provided and worn by each occupant during takeoff and landing and at all other times when required by the pilot-in-command.

5. All occupants shall wear parachutes when intentional parachute jumping and skydiving operations are conducted.

6. Smoking is not permitted.

7. When operations other than intentional parachute jumping and skydiving are conducted, a suitable guardrail or equivalent safety device shall be provided for the doorway.

FIGURE 2-4. SAMPLE LIMITATIONS FOR THE OPERATION OF AN AIRCRAFT WITH A DOOR REMOVED (CONTINUED)

8. All loose articles shall be tied down or stowed.

9. No baggage shall be carried.

10. Parachutist's static lines shall be kept free of pilot's controls and control surfaces.

11. Operations limited to VFR conditions.

12. Cabin door hold-open clips installed on wing brace struts and/or under surface of wing shall be removed prior to conducting parachute jumping or sky diving operations.

13. When intentional parachute jumping, skydiving, or other specified operations are being conducted, the pilot at the controls shall hold at least a private pilot certificate rating.

14. This aircraft shall not be operated in solo flight by the holder of a student pilot certificate.

15. Operation of this aircraft with a door removed for any purpose other than that for which it is certificated is prohibited.

16. The following placard shall be placed on the instrument panel in full view of the pilot:

For flight with door removed, see aircraft operating limitations dated _____.

17. A copy of these limitations shall be carried in the aircraft when flight operations are conducted with the door removed.

18. These operating limitations are a part of the airworthiness certificate.

FAA Inspector _____ Date _____

Office No. _____

SECTION 2. AIRWORTHINESS CERTIFICATES AND CERTIFICATIONS

24. GENERAL. Standard Airworthiness Certificate, FAA Form 8100-2, and Special Airworthiness Certificate, FAA Form 8130-7, will be referred to as being either a standard or a special classification within the text of this Order.

25. CLASSIFICATION AND CATEGORY OF AIRWORTHINESS CERTIFICATES.

a. Standard Classification. The FAA Form 8100-2 may be issued for aircraft which fully comply with all the requirements applicable to: Normal, Utility, Aerobatic, Primary, Commuter and Transport category, Manned Free Balloons and for any other special category of aircraft designated by the Administrator.

b. Special Classification. The FAA Form 8130-7 may be issued for an aircraft which does not meet the requirements for a standard airworthiness certificate. The certificate may be issued for aircraft which meet the following:

(1) Restricted. Aircraft which satisfy the requirements of FAR § 21.185.

(2) Limited. Aircraft which satisfy the requirements of FAR § 21.189.

(3) Provisional. Aircraft which satisfy the applicable requirements of FAR Part 21, Subparts C and I.

(4) Experimental. For any category aircraft, including amateur-built (FAR §§ 21.191, 21.193, and 21.195).

(5) Special Flight Permits. The FAA Form 8130-7 may be issued for an aircraft that does not currently meet applicable airworthiness requirements, but is capable of safe flight, and meets the requirements of FAR §§ 21.197 and 21.199.

(6) Primary Category Aircraft (PCA). Aircraft which satisfy the requirements of FAR § 21.184.

26. REPLACEMENT, EXCHANGE, OR AMENDMENT OF AIRWORTHINESS CERTIFICATES.

a. Replacement.

(1) An Aviation Safety Inspector (ASI) may issue a replacement airworthiness certificate when a certificate is declared lost or has been mutilated. The replacement airworthiness certificate shall carry the original issue date of the certificate being replaced, together with a capital "R" in the date block of the certificate. Additionally, replacement certificates will be issued when the aircraft registration number has been changed. In this instance a new application for airworthiness certification is not required.

(2) Replacement of airworthiness certificates shall not be accomplished by verbal agreement with the assigned inspectors or through procedures contained in air carrier's manuals which allow the continued operation of an aircraft without an airworthiness certificate. Such actions are contrary to FAR §§ 91.203(b), 121.153(a)(1), and 135.25(a).

NOTE: An exemption (No. 5318) was granted in June 1991 allowing certain air carriers to temporarily operate U.S.-registered aircraft following incidental loss or mutilation of an airworthiness certificate.

(3) A replacement airworthiness certificate may be issued without supporting documentation from the FAA Aircraft Registry if the date of issuance and the airworthiness classification and/or category of the lost or mutilated certificate can be positively established from the aircraft records, or from the remains of the mutilated certificate. If there is insufficient data upon which to base issuance of the replacement certificate, the FAA inspector will request copies of the appropriate data, such as the application form or previously issued airworthiness certificate, from the FAA Aircraft Registry.

(4) Before issuing a replacement certificate, the FAA inspector shall review the aircraft records, and if necessary, inspect the aircraft to insure the applicant's request is justified, and the aircraft is eligible for the airworthiness certificate requested.

(5) A copy of the replacement certificate must be forwarded to the FAA Aircraft Registry.

b. Amendment.

(1) Either a Standard or Special Airworthiness Certificate may be amended under the following situations:

(a) A modification, i.e., STC or amended TC, that changes the category of the aircraft specified in Block #4 of the standard airworthiness certificate.

(b) A change to the "Exceptions" specified in Block #5 of the standard airworthiness certificate.

(c) A change in the aircraft model, Block #2 of the standard airworthiness certificate.

(d) A change in the operating limitations for an aircraft with a special airworthiness certificate.

(2) When a certificate is amended, the issuance date will be the current date; also the capital letter "A" will be typed in front of the date.

Note: When the aircraft's original airworthiness certificate was a Standard and then was placed into a special airworthiness category for a model change, upon completion the aircraft going back to standard would be considered an Amended airworthiness certificate.

(3) Any amendment of an airworthiness certificate will require submission of FAA Form 8130-6, Application for Airworthiness Certificate (FAR § 21.177).

(4) Paragraph 28 details further information on aircraft model changes.

c. Exchange. It is highly desirable that all aircraft currently certificated in the standard category carry a standard airworthiness certificate, FAA Form 8100-2, to be consistent with the regulations. Owners and operators of general aviation and air carrier aircraft which still have FAA Form 1362A, Certificate of Airworthiness, should be encouraged to exchange such forms for the standard airworthiness certificate, FAA Form 8100-2. In exchanging these certificates, the operating certificate number will not be entered on the revised form. The old certificate (FAA Form 1362A) will be attached to and forwarded with a copy of the revised certificate to the FAA Aircraft Registry, in order to establish an official record of the exchange action. The foregoing exchange procedure also applies to the special airworthiness certificate, FAA Form 8130-7, in lieu of FAA Form 1362B. The new airworthiness certificate will reflect the date as indicated on the FAA Form 1362A or 1362B along with a capital "E" in the date block of the certificate.

27. SURRENDERED AIRWORTHINESS CERTIFICATE.

a. Airworthiness certificates voluntarily surrendered by an aircraft owner or operator must be forwarded by the FAA office receiving the certificate to the FAA Aircraft Registry, for retention in the permanent airworthiness files for that aircraft. The certificate will be accompanied by a statement giving the reason for its surrender.

b. When a U.S. owned aircraft is sold to a purchaser in another country, or is leased for operations and registered in another country and is removed from U.S. registry, the airworthiness certificate would be invalid and therefore must be surrendered to the FAA by the aircraft owner or operator as specified in FAR § 21.335(e). The exporting FAA representative will request a copy of the de-registration and voided airworthiness certificate to complete the office file.

28. AIRCRAFT MODEL CHANGE.

a. When an aircraft has been modified to conform to another model of the same make, the aircraft registration, airworthiness certificate, and the aircraft identification plate must reflect the

new model designation. Data submitted for conversion must give instructions for identification plate alteration or exchange in order to be approved.

b. A new fireproof plate with the new model designation will be attached as close as physically possible to the original identification plate without obscuring it.

c. In order to maintain an accurate and continuous operating history for the aircraft, the original identification plate should not be altered in any manner.

d. The normal procedures, including any applicable inspections, apply for processing an FAA Form 8130-6, Application for Airworthiness Certificate. The amended airworthiness certificate will be identified with a capital "A" preceding the current date of the certificate being issued. If ownership of the aircraft has not changed an application for aircraft registration, reflecting the new model designation, need not be submitted. The FAA Aircraft Registry will issue an amended registration certificate.

29. AIRWORTHINESS CERTIFICATION OF MANNED FREE BALLOONS. Manned free balloons are type certificated as complete aircraft consisting of three major components: the envelope, burner, and basket. Airworthiness certificates shall not be issued for any individual component or any temporary matching of the three components solely for the purpose of airworthiness certification. For example, the standard airworthiness certificate must not be issued if the three matched components are planned to be subsequently separated at the manufacturer and less than the complete aircraft delivered to the customer. The owner/applicant must present the complete aircraft to an authorized FAA representative for airworthiness certification.

a. This paragraph does not apply to the issuance of experimental airworthiness certificates for the purposes of research and development, showing compliance with regulations, crew training, or market surveys.

b. For model changes, see paragraph 27.

30. SAFEGUARDING FAA AIRWORTHINESS CERTIFICATES. These certificates are official forms and must be safeguarded by those FAA representatives who are charged with the responsibility for their issuance. Every measure must be taken to assure that these certificates are not obtained by unauthorized persons and at no time may a blank certificate be given to any unauthorized individual. Airworthiness certificates should be secured in a locked container when left unattended.

31. RECORDING OF CONFORMITY INSPECTIONS. The FAA Form 8100-1, Conformity Inspection Record (CIR), is a form which should be used to document conformity inspections during type, production, and airworthiness certification programs. These forms may also be used as work sheets during any production surveillance activity to

supplement official surveillance records and any inspections deemed appropriate during airworthiness certification (Figure 2-5).

a. Preparation. The CIR will be prepared in accordance with the instructions shown on the back of the form.

b. Retention. The CIR should be retained until it has been determined that it would serve no useful purpose.

32. RESERVED.

FIGURE 2-5. SAMPLE CONFORMITY INSPECTION RECORD, FAA FORM 8100-1 (FACE SIDE)

Conformity Inspection Record

1. Project Number, TIA/Request Date:

2. SHEET of Sheets

3. Applicant/Manufacturer:

4. Beginning Date:

5. Ending Date:

6. Model:

7. Inspected By:

8. Item No.	9. Nomenclature of Item Inspected	10. Drawing, Document, Specification, etc.	11. Revision and Date	12. No. of Items Determined		13. Comments
				SAT.	UNSAT.	

FAA Form 8100-1 (5-92) Supersedes Previous Edition

SECTION 3. INITIAL OR SUBSEQUENT ISSUANCE OF AIRWORTHINESS CERTIFICATES (ORIGINAL/RECURRENT) OR RELATED APPROVALS

33. GENERAL. This section clarifies the terms "original certification" and "recurrent certification" as related to the issuance of airworthiness certificates or approvals. This section also identifies the FAA offices responsible for performing such functions including, as appropriate, the cross-utilization of FAA inspection personnel.

a. There are a variety of certification functions performed by FAA inspection personnel. Many of these functions must be accomplished by or coordinated with ASI's from Manufacturing or Flight Standards having expertise in that particular specialty, e.g., the principal Manufacturing Inspector for a major airplane manufacturer or the principal Flight Standards Airworthiness or Avionics Inspector assigned to an air carrier with aircraft of the same type and complexity as the one for which certification is requested. There are a number of certification functions that can be accomplished by cross-utilization of FAA inspection personnel. Cross-utilization of FAA inspection personnel should be employed whenever possible in accordance with the guidance contained in this section.

b. The terms "original certification" and "recurrent certification" distinguish between those functions for which FAA Manufacturing Inspectors have primary responsibility and those for which Flight Standards Airworthiness Inspectors have primary responsibility.

34. AIRWORTHINESS CERTIFICATION.

a. Original Certification. Except as otherwise provided for in paragraph 36, the term original certification applies to the issuance of standard or special airworthiness certificates or approvals for:

(1) Aircraft or related products (new or used) that have not left the original product manufacturer's quality control system.

(2) Aircraft or related products for which an airworthiness certificate or approval has never been issued. Examples include:

(a) Surplus military aircraft.

(b) Aircraft built from spare and surplus parts.

(c) U.S. manufactured aircraft imported from another country without having been issued a U.S airworthiness certificate.

(d) Provisional airworthiness certificates and amendments thereto.

(e) Limited airworthiness certificates.

(f) All experimental certificates and amendments thereto, including amateur-built aircraft which are new or have been subjected to a major change.

(g) Aircraft manufactured to other than U.S. requirements.

Note: Aircraft manufactured to other than a FAR § 21.29 TC, when imported to the United States, require a statement from either the Civil Aviation Authority (CAA) of the country of manufacturer or the CAA of a country having a BAA including countries with third party provisions, that the aircraft when modified to FAA approved data will meet FAR § 21.29 and will be in a condition for safe operation.

(3) Previously certificated aircraft being presented for certification in another category or classification; e.g., aircraft converted from standard to restricted for the first time, or from a special airworthiness certificate to standard for the first time.

(4) Aircraft which have undergone changes to the type design and require flight test, i.e., under an experimental certificate for the purpose of showing compliance with regulations including, as applicable, the issuance or re-issuance of a standard airworthiness certificate.

(5) Prototype or test articles to be used for design evaluation for TC or STC purposes. This would include parts or installation approvals.

(6) Issue of special flight permits for aircraft which have not previously been certificated.

(7) Aircraft manufactured to a U.S. TC accompanied by an Export Certificate of Airworthiness from the country of manufacture's CAA, constitutes eligibility for original certification when the United States has a BAA which provides for its issuance. The certification must contain a statement from that CAA stating the aircraft conforms to its U.S. type design and is in a condition for safe operation.

NOTE: Aircraft not previously certificated in the U.S. are considered eligible for an original certificate, issued by a manufacturing inspection representative due to the complexity of inspections and training necessary to determine conformity to U.S. type design.

b. Recurrent Certification. Except as otherwise provided in paragraphs 36 and 34.a.(1) through (7), the term recurrent certification applies to the issuance of standard or special airworthiness certificates or approvals for:

(1) Aircraft which have been previously U.S. certificated, except those listed in paragraphs 34.a.(3) through (5).

(2) Issuance of special flight permits for aircraft which have previously been U.S. certificated.

(3) Export certification or approval of aeronautical products which have previously been certificated or approved, e.g., PMA or TSOA parts that have left the production approval holder's quality system and are presented for export.

(4) Issuance of U.S. airworthiness certificates for aircraft with certificates that have expired, been surrendered, or revoked.

(5) Changes to operating limitations.

(6) Issuance of experimental certificates for aircraft with expired U.S. experimental certificates issued for research and development or exhibition.

(7) U.S. manufactured aircraft returning to the United States which were previously certificated in the United States.

c. Airworthiness Certificates or Approvals.

(1) Aircraft or parts thereof, type certificated in the United States, are considered approved by the Administrator when airworthiness certificates or approvals are issued in the form of special or standard airworthiness certificates, airworthiness approval tags, or any other method of certification or approval acceptable to the FAA. For example, replacement/modification parts are considered approved under the provisions of a Parts Manufacture Approval (PMA) as evidenced by the markings required by FAR § 45.15; Technical Standard Order Authorization (TSOA) components are considered approved when marked in accordance with FAR § 21.607(d); and aircraft engines and propellers are considered approved when the holder of the production approval affixes the identification required by FAR § 45.11.

(2) Imported aeronautical products are considered eligible for U.S. certification or approval when they are accompanied by a certification issued by the CAA of a country with which the United States has a BAA which provides for their certification under FAR § 21.29. In these instances the certifications must attest to conformity for the product, to its U.S. type design, and condition for safe operation.

(3) Any certification subsequent to the original certification, for aeronautical products previously certificated or described in paragraph 34.c.(1) or (2), would fall into the category of recurrent certification.

35. RESPONSIBILITY/AUTHORIZATION.

a. The Manufacturing ASI is primarily responsible for the issuance of original airworthiness certificates and approvals.

b. The Flight Standards Airworthiness ASI is primarily responsible for the issuance of recurrent airworthiness certificates or approvals.

c. In those instances where FAA inspection personnel may be cross-utilized (see paragraph 36), the MIDO or FSDO should coordinate an appropriate delegation for issuing the special flight permit or experimental certificate.

36. EXCEPTIONS.

a. Any requests, original or recurrent, for a special airworthiness certificate for amateur-built, exhibition, market survey, crew training, or air racing aircraft, will normally be handled by either Manufacturing Inspectors or Flight Standards Airworthiness Inspectors, or designees, in accordance with paragraph 13. of this order. When the responsible office cannot support the certification request, a letter of delegation should be submitted to the alternate office, and the terms of the hand-off should be negotiated between the two offices.

b. Any requests, original or recurrent, for an experimental certificate for showing compliance with the regulations shall be the primary responsibility of the Manufacturing Inspector or authorized designee. In remote areas or under special circumstances a Flight Standards Airworthiness Inspector may be delegated the authority by the Aircraft Certification Service or its authorized representative, if it is established that the person has had experience in type certification programs of a TYPE AND COMPLEXITY comparable to the certificate requested.

c. Any requests, original or recurrent, for experimental certificates other than as described in paragraph 36 will be handled by Aviation Safety Inspectors from the local MIDO, FSDO, or by their designees, within the limits of their authorization. Requests for special flight permits will be handled in the same manner; however, special flight permits for overweight operations can only be issued by FAA inspectors.

37. RECORDING OF CONFORMITY INSPECTIONS. All inspections which are conducted by an FAA inspector or an FAA designee to determine conformity to an approved type design prior to the issuance of an airworthiness certificate should be recorded on FAA Form 8100-1, Conformity Inspection Record.

38.-39. RESERVED.

CHAPTER 3. STANDARD AIRWORTHINESS CERTIFICATION

SECTION 1. GENERAL INFORMATION

40. GENERAL. In no case may any aircraft be operated unless there is an appropriate airworthiness certificate issued to and valid for that aircraft. This chapter provides policy and guidance material associated with original airworthiness certification and issuance of FAA Form 8100-2, Standard Airworthiness Certificate.

a. Section 21.183 of the FAR prescribes the basic requirements for issuance of Standard Airworthiness Certificates for aircraft manufactured under a PC or a TC only. A standard airworthiness certificate may also be issued when an applicant presents evidence to the FAA that the aircraft conforms to a type design approved under a TC or STC (FAR § 21.183(d)).

NOTE: No FAA Field Office or FAA representative is authorized to WAIVE regulatory requirements.

b. The FAA has full responsibility for ensuring that each aircraft, for which an airworthiness certificate is issued, conforms to the type design and is in a condition for safe operation. Therefore, sufficient FAA inspections of each aircraft must be conducted by the certificating inspector or authorized designee.

41. STANDARD AIRWORTHINESS CERTIFICATE.

a. The FAA Form 8100-2 is used for all original and recurrent certification of aircraft in the **STANDARD CATEGORY ONLY** and for replacement of FAA Form 1362A, Certificate of Airworthiness still in effect. See Chapter 8 for instructions on completing FAA Form 8100-2 (Figure 3-1).

b. A Standard Airworthiness Certificate remains valid as long as maintenance, preventive maintenance, and alterations are performed in accordance with FAR Parts 43 and 91. Section 43.13 of the FAR requires aircraft to be maintained in accordance with its approved type design. Therefore, all replacement engines, propellers, materials, parts, and appliances installed on U.S.-registered aircraft must have some type of FAA approval.

42. APPLICATION FOR AIRWORTHINESS CERTIFICATE, FAA FORM 8130-6. This form is required whenever an airworthiness certificate is issued or amended. The applicant must complete and sign the appropriate sections of this form prior to submitting it to the FAA. Sample forms are contained at the end of each applicable section; instructions for completing this form are contained in Chapter 8 of this order. Advisory Circular 21-12, Application for U.S. Airworthiness Certificates, can also be used as a reference.

43. STATEMENT OF CONFORMITY, FAA FORM 8130-9.

a. This form (formerly FAA Form 317) should be submitted to the FAA as required by FAR §§ 21.53 and 21.130 under the following circumstances:

(1) By the applicant at the time the aircraft or parts thereof are submitted for FAA tests during the type certification program.

(2) By the applicant for each aircraft engine or propeller submitted for type certification.

(3) By a TC holder or licensee manufacturing products under a TC only, with the initial transfer of ownership of each product or upon application for the original issue of an airworthiness certificate or an Export Airworthiness Approval.

NOTE: For the purpose of this order, Type Certification Programs include any tasks associated with the issuance of a TC, STC, or approval of FAA Form 337.

b. The FAA should review the form for completion and ensure that all the entries are typewritten or printed legibly in permanent ink. The form must be signed, in permanent ink, by an authorized person who holds a responsible position in the manufacturing organization. If the certifier is also an FAA designee, the designee title should not be used. If the inspection and the certification is delegated to a manufacturer by the applicant, the original letter of delegation must be submitted to the FAA at the time of part conformity.

44. USE OF PARTS CATALOGS AND MAINTENANCE MANUALS.

a. When an aircraft is submitted for airworthiness certification, a determination must be made that the aircraft is in conformance with its type design. This does not imply that every part or component must be subjected to a conformity inspection. Conformity inspections should only be conducted when, in the FAA's judgment, conformity to the type design for a particular part or component cannot be substantiated by any other means.

b. Conformity to the type design can only be established when a determination has been made that the materials, processes, dimensions, etc., conform to FAA approved design data.

c. While parts catalogs or maintenance manuals cannot be used to conduct conformity inspections, they may and should be used as an aid in establishing the configuration of a particular aircraft.

d. MIDO's and MISO's having Certificate Management (CM) responsibility for a particular aircraft have access to and can provide pertinent information, technical data, etc., as necessary for the certification effort. It is the applicant's responsibility to

provide the type design data for those parts and components for which a conformity determination must be made.

45. BASIC ELIGIBILITY REQUIREMENTS. Before a standard airworthiness certificate can be issued, the applicant must show that:

a. The aircraft conforms to its approved type design and is in condition for safe operation.

b. Any alterations were accomplished in accordance with an approved STC or other FAA approved data.

c. All applicable Airworthiness Directives (AD's) have been complied with.

d. If altered while in another category, the aircraft continues to meet, or has been returned to, its approved type design configuration and is in a condition for safe operation.

46. CERTIFICATION PROCEDURES. The procedures described herein are consistent with any other specific procedures prescribed in paragraphs dealing with individual airworthiness categories.

a. Obtain from the applicant a properly executed Application for Airworthiness, FAA Form 8130-6, and any other documents required for certification. The applicant must have completed and signed the appropriate sections prior to submitting it to the FAA.

b. Contact the FAA Aircraft Registry to determine that an applicant for airworthiness certification has not previously been denied.

c. Arrange with the applicant to make available for inspection and review the aircraft, aircraft records, and any other data necessary to establish conformity to its type design.

d. Determine that the aircraft is properly registered in accordance with FAR Part 47.

e. As applicable, assure compliance with the noise standards of FAR §§ 21.93(b), 21.183(e), FAR Part 36, or FAR Part 91. Also assure compliance with the fuel venting and exhaust emission requirements of FAR Part 34 and the applicable passenger emergency exit requirements of FAR § 21.183(f) and SFAR 41.

f. Review records and documentation to the extent necessary to establish that:

(1) All of the required records and documentation are provided for the aircraft; i.e., an up-to-date approved flight manual, a current weight and balance report, equipment list, maintenance records, FAA-accepted Instructions for Continued

Airworthiness (ICAW) and/or FAA-acceptance maintenance manual(s) (MM), and any other manuals required by FAR §§ 21.31, 21.50, 23.1529, 25.1529, 27.1529, 29.1529, 33.4 and 35.4. These documents must be in the English language.

(2) Determine that the aircraft is eligible by make and model using the Type Certificated Data Sheets (TCDS), aircraft specification, or aircraft listing that is applicable.

(3) The inspection records and technical data reflect that the aircraft conforms to the type design, and all required inspections and tests have been satisfactorily completed, the records are complete, and reflect no unapproved design changes.

(4) The aircraft has been flight tested, if required. If it has not been flight tested, issue the appropriate special airworthiness certificate prescribed in Chapter 4. The flight test must be recorded in the aircraft records in accordance with FAR § 91.417(a)(2)(i) as time in service as defined in FAR Part 1. Aircraft assembled by a person other than the manufacturer (e.g., a dealer or distributor) must have been assembled and, when applicable, flight tested in accordance with the manufacturer's FAA-approved procedures.

(5) Large airplanes, turbojet, or turbopropeller multi-engined airplanes must comply with the inspection program requirements of FAR Part 91, Subpart C or other FAR referenced therein. A supplemental structural inspection program is also required for certain large transport category airplanes. Reference AC 91-56, Supplemental Structural Inspection Program for Large Transport Category Airplanes.

(6) Determine that the TC holder or STC holder has furnished one set of FAA-accepted ICAW and/or one complete set of FAA-accepted MM to the owner of the aircraft when the first Standard Airworthiness Certificate is issued, or has procedures in place that will positively ensure that FAA-accepted ICAW and/or MM are provided upon delivery of the aircraft, as required by FAR §§ 21.17(a) and (b), 21.31, and 21.50. The ICAW and/or MM are also required for all Type and Supplemental Type Certificated products. If no FAA accepted ICAW and/or MM are available, the FAA inspector, having certificate management over the manufacturer, will contact the appropriate Aircraft Certification Office (ACO) and Aircraft Evaluation Group (AEG) to determine the status of the ICAW and/or MM. The FAA inspector is responsible for ensuring that the manufacturer and company designees are made aware of the status of the ICAW and/or MM. No deliveries will be allowed prior to the ICAW and/or approval.

NOTE: For information relative to importing these aircraft, reference AC 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported to the United States.

g. Inspect the aircraft for the following:

(1) The nationality and registration marks and identification plate are displayed and marked in accordance with FAR Part 45. The information therein agrees with the application for airworthiness certification.

(2) All equipment, both required and optional, is properly installed and listed in the aircraft equipment list.

(3) Instruments and placards are correctly located, installed, and properly marked in the English language.

(4) All applicable Airworthiness Directives (AD's) have been accomplished and appropriately recorded.

(5) The aircraft conforms to its approved U.S. TC and is in a condition for safe operation.

(6) All aircraft systems have been satisfactorily checked for proper operation. Determine that the operation of the engine(s) and propeller(s) have been checked in accordance with the aircraft manufacturer's instructions.

h. If it is determined that the aircraft meets the requirements for the certification requested, the FAA inspector or authorized designee should:

(1) Make an aircraft log book entry per paragraph 237.a.(8)(c) of this order.

(2) Issue FAA Form 8100-2, Standard Airworthiness Certificate per paragraph 238 of this order.

(3) Complete Sections V and VIII of FAA Form 8130-6, as appropriate, in accordance with the instructions contained in paragraph 237.a.(8)(d) of this order.

(4) Examine, review, and route the certification file per paragraph 243 of this order.

i. If the aircraft does not meet the requirements for the certification requested and the airworthiness certificate is denied, a letter should be written to the applicant stating the reason(s) for denying the certificate. A copy of the denial letter should be attached to the application and forwarded to the FAA Aircraft Registry to be made a part of the aircraft record.

47.-48. RESERVED.

FIGURE 3-1. SAMPLE FAA FORM 8100-2, STANDARD AIRWORTHINESS CERTIFICATE - NEW AIRCRAFT (FACE SIDE)

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N12345	Douglas DC-6A	43219	Transport

5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions:

NONE

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
12/20/XX	E.R. White *E. R. White*	NE-XX

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (8-82) ☆ U.S. GOVERNMENT PRINTING OFFICE: 1991 - 668-228

FAA FORM 8100-2 - STANDARD AIRWORTHINESS CERTIFICATE (SPARE AND SURPLUS PARTS (FACE SIDE)

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N54321	Bell-Jackson 47G-4	3191HG	Normal

5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions.

NONE

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
12/20/XX	E. J. Smith *E. J. Smith*	SW-XX

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (8-82) ☆ U.S. GOVERNMENT PRINTING OFFICE: 1991 - 668-228

SECTION 2. NEW AIRCRAFT

49. GENERAL. In addition to the instructions contained in Section 1 of this chapter, this section provides further guidance material associated with the airworthiness certification of new aircraft being produced under a TC only, Approved Production Inspection System (APIS), PC, or DOA.

50. USE OF DESIGNEES. With the exception of paragraph 55 of this Order, designees authorized under FAR § 183.33 may perform the necessary inspections leading to the issuance of airworthiness certificates for completed products and parts thereof. A designee authorized under FAR § 183.31 may be appointed to inspect and issue airworthiness certificates for aircraft manufactured under a APIS or PC, including parts thereof. The designees are under the direct supervision of the MIDO having CM responsibility over the manufacturer.

51. CERTIFICATION PROCEDURES. The FAA inspector or authorized designee should follow the appropriate procedures in Section 1 of this chapter in conjunction with any applicable steps listed in this order.

52. AIRCRAFT MANUFACTURED WITHOUT AN FAA PRODUCTION APPROVAL (TC ONLY).

a. THE FAA HAS FULL RESPONSIBILITY FOR ENSURING THAT EACH AIRCRAFT, FOR WHICH AN AIRWORTHINESS CERTIFICATE IS ISSUED, CONFORMS TO THE TYPE DESIGN AND IS IN CONDITION FOR SAFE OPERATION. Sufficient inspections of each aircraft must be conducted by FAA inspectors or authorized designees.

b. Under the provisions of FAR §§ 21.183(b) and 21.123(c), FAA Form 8100-2 may be issued for aircraft produced by a manufacturer who does not have an FAA production approval, for a period of six months after the TC has been issued. An extension of the six month period may be authorized by the manager of the Directorate in which the manufacturer is located.

(1) Before any extension of the six month requirement of FAR § 21.123(c) is authorized, it should be positively determined that the FAA responsibility will be satisfied. All inspections conducted or witnessed by the FAA should be documented on FAA Form 8100-1, Conformity Inspection Record, and all nonconformities should be corrected and documented before issuing an airworthiness certificate.

(2) The appropriate MIDO should establish and retain an FAA inspection record file for each aircraft manufactured without an FAA-approved inspection system to substantiate the basis for issuance of the airworthiness certificate. Nonconformities involving material review actions should be resolved through the certificating ACO prior to certification.

(3) A Statement of Conformity, FAA Form 8130-9, must be submitted by the applicant with each application for an original airworthiness certificate (FAR § 21.183(b)).

53. AIRCRAFT MANUFACTURED UNDER AN APIS.

a. Aircraft manufactured under an APIS will be inspected and certificated in a manner similar to that noted in paragraph 52, except that under an APIS, a DMIR may be appointed to inspect and issue airworthiness certificates for completed aircraft. Each aircraft must be inspected and certificated by an FAA inspector if a DMIR has not been appointed under an APIS.

b. The extent of each inspection conducted is dependent upon many factors requiring good judgment. All parts, assemblies, and completed aircraft should be given a thorough inspection during the initial stages of production under an APIS. The FAA may reduce its inspections after it has determined that the APIS is capable of producing reasonable duplicates. In all cases, the basis for any reduced inspections must be substantiated, documented, and concurred with by the managing office.

c. The FAA inspections should be adjusted for any significant changes in manufacturing systems, procedures, and personnel, or when major changes have been introduced into the aircraft.

d. A Statement of Conformity, FAA Form 8130-9, must be submitted by the applicant with each application for an original airworthiness certificate (FAR § 21.183(b)).

54. AIRCRAFT MANUFACTURED UNDER A PC.

a. Any FAA inspections may be reduced to a minimum when aircraft are manufactured under the terms of a PC. The manufacturer has demonstrated to the satisfaction of the FAA that it has the facilities, equipment, personnel, systems, and procedures which will ensure continuous conformity with the approved type design.

b. Aircraft manufactured under the terms of a PC are eligible for the issuance of an airworthiness certificate without further showing (FAR § 21.183(a)). The submission of an FAA Form 8130-9 is not required, nor is it mandatory for the FAA to inspect each aircraft to determine conformity with the approved type design. The inspection frequency may be adjusted by the geographic MIDO having certificate management responsibility over the certificate holder.

55. AIRCRAFT MANUFACTURED UNDER A DOA.

a. The procedures for issuing airworthiness certificates are similar to those outlined in paragraph 54, except the manufacturer is delegated the related FAA duties. By prior arrangement with the manufacturer, and in accordance with current program guidelines established by each Directorate, the MIDO will conduct inspections of aircraft currently being certificated under these procedures. The

inspections are to determine that the manufacturer is performing its duties in accordance with the applicable regulations. The FAA should periodically select an aircraft for inspection which has been certificated by the manufacturer.

b. If an aircraft is found to be unairworthy or not in conformity with the approved type design data, the manufacturer will be notified as required by Order 2150.3, Compliance and Enforcement Program.

56. AIRWORTHINESS CERTIFICATION OF VERY LIGHT AIRCRAFT (VLA).

a. A VLA is considered to be a special class of aircraft under FAR § 21.17(b). A VLA is defined as an airplane with a single engine (spark or compression-ignition), not more than two seats, a maximum certified takeoff weight of not more than 750 kg. (approximately 1654 pounds), and a stall speed of not more than 45 knots calibrated airspeed in the landing configuration. The operation of these airplanes is limited to Normal Category maneuvers and to DAY-VFR only under FAR Part 91.

b. All VLA are eligible to receive a standard airworthiness certificate, FAA Form 8100-2, under FAR § 21.183(a) or (b) if the airplane has a type certificate and is manufactured under an FAA production certificated or approved production inspection system. Since the VLA is type certificated as a special class of aircraft under FAR § 21.17(b), the category in block 4 on the FAA Form 8100-2 will be identified as VLA-Special Class.

c. The import airworthiness certification requirements of FAR § 21.183(c) are applicable to VLA designed to meet the criteria of Joint Aviation Regulations (JAR)-VLA. The FAA type certification basis for import VLA with JAR-22 engines and propellers installed will be shown on the TCDS. The category in block 4 on the FAA Form 8100-2 will be identified as VLA-Special Class for imported VLA. Figures 3-2 through 3-5 are samples of airworthiness applications and certifications for VLA aircraft.

57. RESERVED.

FIGURE 3-2. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, VLA UNDER FAR § 21.183(a)

Form Approved
O.M.B. No. 2120-0018

US Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR MFR	FAA CODING
N18CE	Lite-Flight Corp.	LF-1-A	93	
5. AIRCRAFT SERIAL NO	**6. ENGINE BUILDER'S NAME (Make)**	**7. ENGINE MODEL DESIGNATION**		
LF010	Rotax	912		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (Make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS (Check if applicable)**	
One	Wood Built	Good-1	IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items) VLA Special Class

A	1	X	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)		NORMAL		UTILITY		ACROBATIC		TRANSPORT		GLIDER		BALLOON
B			SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)												
	2		LIMITED												
	5		PROVISIONAL (Indicate class)	1		CLASS I									
				2		CLASS II									
	3		RESTRICTED (Indicate operation(s) to be conducted)	1		AGRICULTURE AND PEST CONTROL		2		AERIAL SURVEYING		3		AERIAL ADVERTISING	
				4		FOREST (Wildlife conservation)		5		PATROLLING		6		WEATHER CONTROL	
				7		CARRIAGE OF CARGO		0		OTHER (Specify)					
	4		EXPERIMENTAL (Indicate operation(s) to be conducted)	1		RESEARCH AND DEVELOPMENT		2		AMATEUR BUILT		3		EXHIBITION	
				4		RACING		5		CREW TRAINING				MKT SURVEY	
				0		TO SHOW COMPLIANCE WITH FAR									
	8		SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)	1		FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE									
				2		EVACUATE FROM AREA OF IMPENDING DANGER									
				3		OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT									
				4		DELIVERING OR EXPORT		5		PRODUCTION FLIGHT TESTING					
				6		CUSTOMER DEMONSTRATION FLIGHTS									
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited", as applicable)												

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on certificate of aircraft registration) — IF DEALER, CHECK HERE →

NAME	ADDRESS
Lite-Flight Corp.	1801 Airport Rd. Wichita, KS 67209

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.): A2WI Rev. 1	X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.): 92-25
	AIRCRAFT LISTING (Give page number(s)): N/A		SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated): N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91 or 125: 91.417	TOTAL AIRFRAME HOURS: 2.0	3 EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed): -0-

D. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
1-27-93	K.H. Good Director Q.A.	K.H. Good

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY (Complete this section only if FAR 21.183(d) applies)

2	FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)	3	CERTIFICATED MECHANIC (Give Certificate No.)	6	CERTIFICATED REPAIR STATION (Give Certificate No.)
5	AIRCRAFT MANUFACTURER (Give name of firm)				

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks in items A and B)

A. I find that the aircraft described in Section I or VII meets requirements for: X THE CERTIFICATE REQUESTED; 4 AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE

B. Inspection for a special flight permit under Section VII was conducted by: FAA INSPECTOR; FAA DESIGNEE; CERTIFICATE HOLDER UNDER; FAR 65; FAR 121, 127 or 135; FAR 145

DATE	DISTRICT OFFICE	4 DESIGNEE'S SIGNATURE AND NO.	1 FAA INSPECTOR'S SIGNATURE
1-28-93	CE43		A.J. Kool A.J. Kool

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 8130-9 (Attach when required)
	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)
	C. Data, Drawings, Photographs, etc. (Attach when required)	X	I. Previous Airworthiness Certificate Issued in Accordance with FAR 21.191(h) CAR _____ (Original Attached)
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 (Attach when required)	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(a) (Copy attached)
X	F. This Inspection Recorded in Aircraft Records		

FIGURE 3-3. SAMPLE FAA FORM 8100-2, STANDARD AIRWORTHINESS CERTIFICATE, VLA UNDER FAR § 21.183(a)

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY VLA
N18CE	Lite-Flight LF-1-A	LF010	Special Class

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that as of the date of issuance the aircraft to which issued has been inspected and found to conform to the type certificate therefor to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein

Exceptions.

NONE

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator this airworthiness certificate is effective as long as the maintenance preventative maintenance and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations as appropriate, and the aircraft is registered in the United States

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
1-28-93	A.J. Kool A.J. Kool	CE43

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1 000 or imprisonment not exceeding 3 years, or both THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS

FAA Form 8100-2 (8-82) ☆ U.S. GOVERNMENT PRINTING OFFICE: 1991 - 668-228

FIGURE 3-4. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, JAR/VLA UNDER FAR § 21.183(c)

Form Approved
O.M.B. No. 2120-0018

US Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR MFR	FAA CODING
N569K	Aero-K	AK-1A	89	
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME (Make)**	**7. ENGINE MODEL DESIGNATION**		
AK901	Rotax	912		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (Make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS (Check if applicable)**	
One	Goodprop	1-GP-008	X IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items) VLA Special Class

A	1	X	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)		NORMAL		UTILITY		ACROBATIC		TRANSPORT		GLIDER		BALLOON
B			SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)												
	2		LIMITED												
	5		PROVISIONAL (Indicate class)	1		CLASS I									
				2		CLASS II									
	3		RESTRICTED (Indicate operation(s) to be conducted)	1		AGRICULTURE AND PEST CONTROL		2		AERIAL SURVEYING		3		AERIAL ADVERTISING	
				4		FOREST (Wildlife conservation)		5		PATROLLING		6		WEATHER CONTROL	
				7		CARRIAGE OF CARGO		8		OTHER (Specify)					
	4		EXPERIMENTAL (Indicate operation(s) to be conducted)	1		RESEARCH AND DEVELOPMENT		2		AMATEUR BUILT		3		EXHIBITION	
				4		RACING		5		CREW TRAINING				MKT SURVEY	
				0		TO SHOW COMPLIANCE WITH FAR									
	8		SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)	1		FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE									
				2		EVACUATE FROM AREA OF IMPENDING DANGER									
				3		OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT									
				4		DELIVERING OR EXPORT		5		PRODUCTION FLIGHT TESTING					
				6		CUSTOMER DEMONSTRATION FLIGHTS									
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited", as applicable.)												

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on certificate of aircraft registration) — IF DEALER, CHECK HERE →

NAME	ADDRESS
I. R. Applicant	14 David Rd. Wichita, KS 67209

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) A 2EU Rev. 1	X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 92-25
	AIRCRAFT LISTING (Give page number(s)) N/A	X	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) A89NE

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91 133. 91.417	TOTAL AIRFRAME HOURS 132.0	3 EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) -0-

D. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
1-7-90	J.B. Wright Owner	J.B. Wright

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY (Complete this section only if FAR 21.183(d) applies)

2		FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)	3		CERTIFICATED MECHANIC (Give Certificate No.)	6	CERTIFICATED REPAIR STATION (Give Certificate No.)
5		AIRCRAFT MANUFACTURER (Give name of firm)					

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks in items A and B)

A. I find that the aircraft described in Section I or VII meets requirements for:

	X	THE CERTIFICATE REQUESTED	
4		AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE	

B. Inspection for a special flight permit under Section VII was conducted by:

FAA INSPECTOR	FAA DESIGNEE		
CERTIFICATE HOLDER UNDER	FAR 65	FAR 121, 127 or 135	FAR 145

DATE	DISTRICT OFFICE	4	DESIGNEE'S SIGNATURE AND NO.	1	FAA INSPECTOR'S SIGNATURE
1-20-90	NW78				Tom Kick Tom Kick

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 8130-9 (Attach when required)
	B. Current Operating Limitations Attached	X	H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)
	C. Data, Drawings, Photographs, etc. (Attach when required)		I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ (Original Attached)
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 (Attach when required)	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(C) (Copy attached)
X	F. This Inspection Recorded in Aircraft Records		

FIGURE 3-5. SAMPLE FAA FORM 8100-2, STANDARD AIRWORTHINESS CERTIFICATE, JAR/VLA UNDER FAR § 21.183(c)

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N569K	Aero-K AK-1A	AK901	VLA Special Class

5. AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions:

NONE

6. TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
1-20-90	Tom Kick Tom Kick	NW78

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (8-82) GPO 892-804

SECTION 3. USED AIRCRAFT AND AIRCRAFT BUILT FROM SPARE AND/OR SURPLUS PARTS

58. GENERAL.

a. Section 21.183(d) of the FAR, is generally applicable to used aircraft. Its provisions are also applied to airworthiness certification of aircraft built from spare and surplus parts, and U.S. manufactured civil aircraft that were exported and later returned to the United States for FAA certification. In addition to the provisions contained in Section 1 of this chapter, this section provides further guidance material and procedures associated with airworthiness certification of these aircraft.

b. Obtaining an airworthiness certificate may not, by itself, be sufficient to meet all the regulatory requirements for operating aircraft in the United States. Operations under FAR Parts 121 or 135 may require additional inspections, tests, or the installation of additional instruments and/or equipment prior to operation.

59. CERTIFICATION PROCEDURES. The FAA inspector should follow the appropriate procedures listed in paragraph 46, along with the guidance and procedures contained in paragraphs 60 through 63.

60. CONFORMITY DETERMINATION - USED AIRCRAFT.

a. Under FAR § 21.183(d), an applicant is entitled to a Standard Airworthiness Certificate for aircraft which are either used, surplus military, or built from surplus and/or spare parts. The applicant must present acceptable evidence to substantiate conformance to the FAA-approved type design, including any modifications, i.e., an STC, FAA Form 337, etc., and the aircraft has been inspected in accordance with the performance rules for 100 hour inspections as set forth in FAR § 43.15 and found to be airworthy by one of the following:

(1) The manufacturer;

(2) The holder of a appropriately rated repair station certificate issued under FAR Part 145;

(3) The holder of a mechanic certificate issued under FAR Part 65; or

(4) The holder of a certificate issued under FAR Parts 121 or 127, and having a maintenance and inspection organization appropriately rated for the type of aircraft involved.

b. Under the provisions of FAR § 21.183(d), it is the applicant's responsibility to present, with the application, evidence that substantiates conformity with the FAA-approved type design. The applicant should provide any inspection and maintenance records, service history, and any other records substantiating eligibility of the parts being used. The FAA is required to make a "finding of

conformity" per FAR § 21.183(d)(3). This shall consist of a review of the applicant's evidence showing how conformity was determined. Sufficient conformity checks shall be made on the aircraft and the applicant's "evidence" for the inspector to "find" the aircraft to be in conformity. If conformity cannot be determined, the inspection should be stopped until such time as the applicant presents new evidence showing such determination has been made.

c. Compliance with the inspection requirement can be demonstrated by one of the following methods:

(1) The applicant may have the 100 hour inspection performed in accordance with FAR § 43.15(c)(1); or

(2) The FAA certificating inspector may accept a recent 100 hour inspection, whether performed in the United States or any other country in which the aircraft was previously located while the aircraft was on the U.S. registry, in lieu of that specified by FAR § 21.183(d) when:

(a) The inspection was performed within 30 days before the date of application for a Standard Airworthiness Certificate;

(b) The inspection was accomplished by an operator appropriately certificated by the CAA of a country with which the United States has a bilateral maintenance agreement. Reference AC 21-23, Appendix 4, Summary of Importing Bilateral Agreements.

NOTE: Federal Aviation Regulations § 21.183(d)(2) exempts an "experimentally certificated aircraft" that previously had been issued a different airworthiness certificate under this section being returned to the standard airworthiness category, from the 100-hour inspection set forth in FAR § 43.15.

d. The process by which an applicant can meet these requirements depends upon the aircraft involved and its history. This order is intended to address the most common situations encountered in certificating aircraft under FAR § 21.183(d). Unique situations should be discussed in advance with the Aircraft Manufacturing Division, AIR-200.

e. If the application is for an original airworthiness certificate, the maintenance rules of FAR Part 43 are not applicable. An example of this situation is when a new aircraft is delivered <u>without</u> an Export Certificate of Airworthiness and later returns to the United States for certification. Approval of repairs and changes in type design come under the applicable provisions of FAR Part 21. All repairs and changes in type design and their approval will be appropriately documented and made part of the original airworthiness certification file. This approval may be documented in an attachment to the Application for Airworthiness Certificate, FAA Form 8130-6.

61. FLIGHT TESTING. The FAA may require flight tests to determine that the aircraft is in condition for safe operation. The applicant must consult with the FAA to establish a flight test procedure and flight check-off form. The FAA should confirm that the aircraft has been flight tested by the applicant's pilot in accordance with that procedure. Flight tests will not be conducted by the FAA until an entry has been placed in the aircraft records to show that these tests have been satisfactorily completed by the applicant. The appropriate airworthiness certificate for this purpose is a Special Airworthiness Certificate, for Show Compliance with the FAR.

62. ISSUANCE OF STANDARD AIRWORTHINESS CERTIFICATES - USED AIRCRAFT LOCATED OUTSIDE THE UNITED STATES. Prior to issuance of a Standard Airworthiness Certificate the applicant must show that the aircraft meets the FAA-approved type design for that aircraft. This includes aircraft type certificated under FAR § 21.29.

a. Upon initial contact by persons desiring a Standard Airworthiness Certificate for a U.S. type certificated aircraft located in a country other than the United States the FAA should:

(1) Determine if the certification program can be accomplished in the desired location without placing an undue burden on FAA resources. If the determination results in a finding that the desired location places an undue burden on FAA resources, and certification cannot be performed by an FAA inspector, then advise the applicant that the use of an appropriate FAA designee is permissible.

(2) If it is appropriate to relocate the aircraft for the necessary airworthiness inspection, advise the applicant that a special flight permit for U.S. registered aircraft (FAR § 21.197), or Special Flight Authorization (SFA) for non-U.S. registered aircraft may be issued under FAR § 91.715. To ferry an aircraft to a location near the office or a mutually acceptable location, refer to Chapter 4, Section 8, or Chapter 7, of this order, as appropriate.

(3) Discuss with the applicant any anticipated issues, the applicable certification procedures in Section 1 of this chapter, as well as the specific requirements listed herein and any proposed certification time schedules.

b. Bilateral Airworthiness Agreements (BAA).

(1) A BAA provides for close cooperation between the contracting states in the resolution of safety issues that might arise from in-service operation of any product exported or imported and approved or accepted under the terms of the BAA. When a safety concern arises, the FAA will work with and through the CAA of the other country to the maximum extent practicable (e.g., exchange of information and technical opinions) to determine the appropriate corrective action required of operators or owners of affected U.S.

registered aircraft. The CAA's are expected to keep the FAA informed of corrective actions that they believe are required for safety on U.S. registered aircraft.

(2) Service documents (e.g., service bulletins, structural repair manuals, etc.) approved by the airworthiness authority of the country where an affected product is manufactured are considered to be FAA approved data unless otherwise noted, if the United States has a BAA with that country. However, service bulletins or other similar instructions classified as "mandatory" by the CAA are not mandatory in the U.S. regulatory system unless required by an FAA Airworthiness Directive (AD). Thus, owners or operators of affected U.S. registered aircraft are not required under U.S. law to comply with service documents or directives issued by the airworthiness authorities of other countries unless an FAA AD is issued under FAR Part 39.

c. Exporting CAA Optional Assistance.

(1) The United States has BAA's for reciprocal acceptance of export certificates of airworthiness with a number of countries which contain a "third party country" provision, reference AC 21-2, Export Airworthiness Approval Procedures, in which the CAA of one country may certify products that are manufactured in another participating country. This provision was primarily intended to provide the CAA of the exporting country (other than the country of manufacture) authority to certify to a third (importing) country that a product to be exported is in conformance with the type design of the third country and further that the product is in a condition for safe operation. For example, an aircraft manufactured in England is exported to France and operated under French registry. It is then sold to a buyer in the United States under this provision. If the French CAA issues a certification to the effect that the aircraft meets its type design and is in a condition for safe operation, the FAA would honor the certification.

(2) In view of the fact that the United States has a BAA with "third party countries" that attest to their competence in making conformity and airworthiness determinations, the FAA will also accept certifications of those aircraft which have been manufactured in the United States when the CAA of these countries are willing to issue such certificates. Accordingly, a prospective buyer of a U.S. manufactured aircraft located in a country other than the United States may request from the CAA of the cooperating "third party country," a certification to the effect that the particular U.S. manufactured aircraft has remained in or has been returned to its type design configuration and is in a condition for safe operation. When applicable, the certification should also contain information concerning any areas where the aircraft does not conform to its type design. This certification will be honored by the FAA as fulfilling the applicant's responsibility, except for **non-U.S.** manufactured, U.S. type certificated aircraft on which the CAA has issued a certifying statement.

(3) It should be noted that the CAA will most likely charge a fee for their services. The applicant must be prepared to pay any such fee if the services of a CAA are elected. Any certification, inspection, or information documents provided to the applicant by the CAA must be in the English language.

d. Certification Procedures. In addition to the certification requirements of Section 1 of this chapter, the applicant shall:

(1) For U.S. Manufactured, U.S. Type Certificated Aircraft.

(a) Provide the original or an acceptable copy of the U.S. Export C of A obtained when the aircraft was originally exported from the United States. This will provide a baseline for the inspection to determine if the aircraft meets its FAA TC. This is used to determine if there were any deviations to the type design as annotated on the Export C of A when originally exported, e.g., equipment inconsistent with the FAR may have been incorporated to comply with the importing country's additional design requirements. All deviations must be resolved before a Standard Airworthiness Certificate can be issued.

(b) Show that any aircraft component overhauled while the aircraft was under non-U.S. registry was accomplished in compliance with the manufacturer's FAA approved procedures. The applicant must also show that these overhauls were accomplished by operators appropriately certificated by the FAA or the CAA of a country with which the United States has a maintenance BAA. When this cannot be shown, the component(s) must be removed and overhauled in accordance with FAA accepted procedures or replaced with an FAA approved component.

(c) Show that any major alterations, modifications, or repairs performed while the aircraft was under non-U.S. registry were accomplished in compliance with FAA-approved data by operators appropriately certificated by the FAA or by the CAA of a country with which the United States has a maintenance BAA. When this cannot be shown, the alterations or repairs must be FAA-approved or removed. Use of an FAA Designated Engineering Representative (DER) to expedite the design approval process for any alteration or repair which may have been incorporated outside the United States should be encouraged.

(d) Obtain FAA approval or resolve any other deviation to the type design.

(e) Show that any maintenance performed while the aircraft was under non-U.S. registry was performed in accordance with methods acceptable to the FAA, and by operators certificated by the FAA or CAA of a country with which the United States has a maintenance BAA.

(2) For Non-U.S. Manufactured, U.S. Type Certificated Aircraft.

(a) Furnish a certifying statement from the CAA of the country of manufacture attesting to conformity of the aircraft to its type design and condition for safe operation;

(b) Obtain FAA approval for any non-FAA approved modifications, alterations, or repairs incorporated in the aircraft;

(c) Obtain FAA approval or resolve any other deviations to the type design (e.g., those annotated on the CAA Export C of A).

NOTE: Non-U.S. registered aircraft which incorporate modifications, alterations, or repairs as specified in CAA approved manufacturer's Service Bulletins are considered to be FAA approved data. Any aircraft using such data are considered FAA approved, when accomplished by operators appropriately certified by the CAA of a country with which the United States has a BAA.

63. AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS.

a. General. This section provides guidance and instructions on issuing a Standard Airworthiness Certificate for an aircraft assembled from spare and surplus parts when the aircraft has a TC issued under FAR §§ 21.21 or 21.27.

NOTE: Building aircraft from spare or surplus parts does not include the repair of wrecked aircraft.

(1) Prior to purchasing or building an aircraft assembled from spare or surplus parts, prospective purchasers or assemblers should be advised that it may be difficult or impossible to satisfy all the requirements for an airworthiness certificate due to difficulty in establishing conformity to a TCDS for such aircraft. Prospective applicants should be encouraged to review the TCDS or aircraft specifications, and any other records that will be used to substantiate conformity to the type design. An FAA inspector or authorized designee must determine whether any changes to the aircraft will be required before airworthiness certification.

(2) The procedures described in this order require the applicant to fully establish conformity of the aircraft to its original type design and that it is in condition for safe operation. A new ID plate is required to be affixed to the aircraft.

NOTE: Figure 3-6 is a reproducible sample of FAA Form 8130-11, Checklist and Inspection Record for Aircraft Built from Spare and Surplus Parts.

b. Conformity. In addition to the requirements of Section 1 of this chapter, use the following guidance to establish that the aircraft conforms to its type design as modified by any amendment to the TC:

(1) The aircraft must be assembled from approved materials, parts, and assemblies which conform to the FAA approved type design for that particular model. Appropriate documents substantiating approval status of these parts, such as the manufacturer's invoices indicating the parts were produced under an FAA PC, must be made available by the applicant to substantiate that such items are approved.

(2) The applicant must obtain an STC under FAR § 21.113 for any major changes to the approved type design.

(3) The applicant must have records of inspection establishing that parts which are fabricated by the applicant, or by a third party having no form of FAA production approval, are in conformity with the FAA approved type design. These parts will be subject to FAA inspection for conformity to the design data. The applicant must provide the necessary FAA approved type design data applicable to the aircraft model being certificated. When the approval status or currency of the data is in question, the inspector should refer to the controlling Directorate for verification. The applicant should obtain verification that the data is approved and current prior to determination of conformity.

(4) Parts and assemblies with established service life limits must be proven airworthy, and be accompanied by appropriate historical records to substantiate "time in service." Any evidence that such parts or assemblies have exceeded their service life should be referred to the controlling Directorate for evaluation. Such evidence, together with other maintenance records, should be returned to the applicant and made part of the aircraft historical records. Life limited items not having historical records substantiating their eligibility cannot be accepted for certification on aircraft.

(5) The serial number of the aircraft need not appear on the aircraft specification, TCDS, or aircraft listing to be eligible for original airworthiness certification. The aircraft serial number is primarily for the purpose of individual identification of an aircraft. Under Section 603(c) of the FA Act of 1958, it need only be shown that the aircraft conforms with its FAA approved TC and is in a condition for safe operation to be eligible for an airworthiness certificate.

(6) A new identification plate, which meets the requirements of FAR §§ 45.11 and 45.13, must be approved by the FAA before installation on the aircraft. The serial number selected by the builder should be clearly distinguishable from the TC holder's serial numbers, i.e., the use of the builder's name or initials together with a number. The model designation should be that of the aircraft type design to which conformity is determined.

(7) The applicant must provide an assembly and maintenance manual, or its equivalent, for use as a guide by the FAA during all phases of the aircraft inspection.

(8) The applicant must weigh the aircraft to determine empty weight and center of gravity. A weight and balance report must be submitted at the time of airworthiness certification. The weighing should be witnessed or verified by the FAA inspector.

(9) The aircraft should be flight tested by the applicant in accordance with an approved production flight test procedure and flight check off format as prescribed by FAR § 21.127.

(10) The applicant must present a Statement of Conformity, FAA Form 8130-9, certifying that the completed aircraft conforms with the applicable TC, except for any major deviations which must be described on the Statement of Conformity and approved by FAA engineering (Figure 3-7).

(a) When submitting an FAA Form 8130-9, for an aircraft built from spare and surplus parts, "X" out the words in Section IV, item B, "Produced under TC only" (Figure 3-7).

(b) Enter below Section IV, Item B: Type Certificate, Specification or Listing number as applicable.

(11) Supporting documents such as manufacturers' invoices, suppliers' affidavits, packing lists, parts lists, and other acceptable records submitted by the applicant should be listed on FAA Form 8100-1 which becomes part of the Checklist and Inspection Record. The basis for determining conformity with the TC will be established and become a matter of record for future reference.

64.-67. RESERVED.

FIGURE 3-6. SAMPLE FAA FORM 8130-11, CHECKLIST AND INSPECTION RECORD, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS

Project No.:
Date:
Ref. FAA Form 8230-6,
Dated:

CHECKLIST AND INSPECTION RECORD

Subject: Original Airworthiness Certificate of Aircraft Built from Spare and Surplus Parts.

A. Builder's Name and Address:

B. Aircraft Type: Airplane _____; Rotorcraft _____; Other _____.
(specify)

C. Type Certificate No. _____ and Model _____ to Which Conformity Shown.

D. Name and Address of Type Certificate Holder :_____

_____

_____

E. Builder's Assigned Serial Number:

F. Registration No.:

G. Identification Plate Location:

H. Aircraft Inspected By:

(Signature FAA Inspector)

(District Office No. and Location)

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FIGURE 3-6. SAMPLE FAA FORM 8130-11, CHECKLIST AND INSPECTION RECORD, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (CONTINUED)

INSPECTION DATA

Period of Inspection: From To

Conducted At:

Circle as appropriate.
Explain "No" items under "Remarks"

1. Did the applicant submit a properly executed Application for Airworthiness Certificate, FAA Form 8130-6?	Yes	No
2. Did the applicant submit a completed Statement of Conformity, FAA Form 8130-9?	Yes	No
3. Did the applicant submit acceptable evidence in the form of inspection records, technical data, and any other data as required to establish conformity with the approved typed design?	Yes	No
4. Is the aircraft eligible for a standard airworthiness certificate, by make and model, as established by the applicable type data sheet, aircraft specification, or aircraft listing?	Yes	No
5. Is the aircraft properly registered in accordance with FAR 47 and is the identification number properly displayed in accordance with FAR 45?	Yes	No
6. Is a fireproof identification plate containing the information required by FAR 45 installed in a location as prescribed FAR 45?	Yes	No
7. Is the serial number assigned by the builder one which cannot be confused with the type certificate holder's serial number?	Yes	No
8. Do the inspection records submitted by the applicant show that the aircraft has satisfactorily completed all required inspections and tests?	Yes	No
9. Has the aircraft been flight tested in accordance with the type certificate holder's FAA approved procedures?	Yes	No

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FIGURE 3-6. SAMPLE FAA FORM 8130-11, CHECKLIST AND INSPECTION RECORD, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (CONTINUED)

10. Has the flight test been appropriately recorded in the aircraft records?	Yes	No
11. Have all records and documentation been provided for the aircraft, as required by the applicable airworthiness part of the FAR?	Yes	No
12. Are all substitutions of materials, parts, components, assemblies, etc., and all changes to the type design appropriately FAA approved?	Yes	No
13. Have internal inspections of gearboxes, rotor components, and other similar components been conducted to determine that all parts are within type design tolerances?	Yes	No
14. Are all parts and assemblies with service life limits within such limits? (Show under "remarks" on the record of service life limit components how the time in service was **proved**.)	Yes	No
15. Are all required items of equipment installed and are they functioning properly?	Yes	No
16. Are all required placards and instrument markings installed?	Yes	No
17. Have all applicable airworthiness directives been complied with?	Yes	No
18. Based upon inspection and the evidence submitted by the applicant, has the aircraft been found to conform to the type design?	Yes	No
19. Based upon inspection, has the aircraft been found in condition for safe operation?	Yes	No

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FIGURE 3-6. SAMPLE FAA FORM 8130-11, CHECKLIST AND INSPECTION RECORD, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (CONTINUED)

Remarks

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FIGURE 3-6. SAMPLE FAA FORM 8130-11, CHECKLIST AND INSPECTION RECORD, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (CONTINUED)

CONFORMITY RECORD

List and identify below, documents submitted by the applicant and used by the inspector in determining conformity with the FAA approved type design. This should include reference to Conformity Inspection Records, FAA Form 8100-1, by date or serial number; the Statement of Conformity, FAA Form 8130-9; submitted by the applicant; supplemental type certificates, if applicable; airworthiness directives; and any other data submitted as evidence that the aircraft conforms to the type design, in accordance with FAR § 21.183(d)(1).

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FIGURE 3-6. SAMPLE FAA FORM 8130-11, CHECKLIST AND INSPECTION RECORD, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (CONTINUED)

WEIGHT AND BALANCE

As part of the original airworthiness inspection, the aircraft should be weighed to determine that ranges of weight and center of gravity are within the limits originally approved, as specified in the appropriate aircraft specification or type certificate data sheet.

The Weight and Balance Report should include the following:

1. Leveling Means.
2. Location of Datum.
3. Most Forward C.G. Loading.
4. Most Rearward C.G. Loading.
5. If ballast is used, the amount and location should be given.

EQUIPMENT LIST

All items of equipment which are replaceable on the aircraft shall be listed with the weights and moment arms.

Note: A verified copy of the applicant's Weight and Balance Report and Equipment List containing the above information may be substituted for this page.

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FIGURE 3-6. SAMPLE FAA FORM 8130-11, CHECKLIST AND INSPECTION RECORD, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (CONTINUED)

RECORD OF SERVICE LIFE COMPONENTS INSTALLED

	Component	Part or Assembly Number	Serial Number	Total Time on Part	Service Time Remaining Before Retirement
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					
11.					
12.					
13.					
14.					

REMARKS:

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FIGURE 3-6. SAMPLE FAA FORM 8130-11, CHECKLIST AND INSPECTION RECORD, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (CONTINUED)

FLIGHT TEST REPORT

Refer to, or attach a copy of, the approved flight test checkoff form completed by the FAA flight test representative.

FIGURE 3-7. SAMPLE FAA FORM 8130-9, STATEMENT OF CONFORMITY, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS

Not Subject to OMB Clearance

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF CONFORMITY

SECTION I – AIRCRAFT	
1. MAKE Jackson	2. MODEL 47G-4
3. SERIAL NO. 321	4. REGISTRATION NO. N54321

SECTION II – ENGINE	
1. MAKE	2. MODEL
3. SERIAL NO.	

SECTION III – PROPELLER	
1. MAKE	2. HUB MODEL
3. BLADE MODEL	4. HUB SERIAL NO.
5. BLADE SERIAL NOS.	

SECTION IV – CERTIFICATION

I hereby certify that:

☐ A. I have complied with Section 21.33(a).

☒ B. The aircraft described above, ~~produced under type certificate only~~ (FAR 21 Subpart F), conforms to its type certificate, is in a condition for safe operation, and was flight checked on February 12, 19XX
(Date)

☐ C. The engine or propeller described above, presented herewith for type certification, conforms to the type design therefor.

☐ D. The engine or propeller described above produced under type certificate only (FAR 21 Subpart F), conforms to its type certificate and is in a condition for safe operation. The engine or, if applicable, the variable pitch propeller was subjected by the manufacturer to a final operational check on _____.
(Date)

Deviations: NONE

SIGNATURE OF CERTIFIER	TITLE
Henry L. Jackson *Henry L. Jackson*	Owner
ORGANIZATION	DATE February 13, 19XX

FAA Form 8130-9 (9-78) USE PREVIOUS EDITION

68. SCREENING OF SURPLUS MILITARY AIRCRAFT. This paragraph provides guidance and instructions on establishing the basic eligibility of surplus military aircraft for airworthiness certification under the provisions of FAR § 21.183(d) when an FAA TC has been issued under the provisions of FAR §§ 21.21, 21.27, and 21.29.

a. Initial Screening Inspection. The purpose of the inspection is to determine whether the aircraft has reasonable potential for airworthiness certification. Inspections are performed on some, but not all, surplus military aircraft prior to their being offered for sale to the public. Aircraft determined to have "no potential" for standard airworthiness certification during the initial screening inspection may later be presented for re-screening if adequate cause is demonstrated by the owner. The inspector performing the re-inspection shall submit a new screening inspection report, FAA Form 8130-10, Surplus Military Aircraft Inspection Record, to the Aircraft Manufacturing Division, AIR-200, 800 Independence Ave. S.W., Washington, DC 20591. Aircraft may be considered potentially certifiable when the manufacturer's identification plate is installed; when there is a civil counterpart model for which an FAA TC has been issued; and when the aircraft military records are adequate to determine the historical background of the aircraft. As a minimum, the initial screening inspection must consist of:

(1) Examination of the aircraft identification plate(s) to determine military and civilian model number, serial number, date of manufacture, TC number, PC number, and any other pertinent data.

(2) Review of conformity certificate, FAA Form 970 or 8130-2, if available, to determine if the information corresponds with the identification plate.

(3) Review of the military maintenance and modification records to determine if they are adequate for airworthiness certification. The records may be considered adequate for certification purposes when it is determined that:

(a) Major repairs/modifications and military safety of flight items have been properly recorded.

(b) The replacement of parts have been recorded.

(c) Life limited parts records establish that these parts have been maintained or replaced.

(d) Examination of the records to determine if the maximum weight limits, airspeeds described in the TCDS, and aircraft specifications have been exceeded. If any of these limits have been exceeded, this information should be recorded on the inspection report. The inspector will not make any determination as to what, if any, adverse effect may have resulted from exceeding described limits. The Aircraft Manufacturing Division will contact the cognizant FAA engineering sections for their appraisal.

(e) Examination of the aircraft to determine its degree of completeness and general condition for information only. This is not an in-depth inspection.

b. Aircraft Condition. The condition of the aircraft and its historical records, as found during the initial inspection, shall be noted on the inspection records for each aircraft. This information will be used for future reference. Upon completion of the above, the person who has conducted the initial screening inspection shall render an opinion as to whether or not the aircraft has a "...reasonable potential for standard certification" or "... no reasonable potential for standard certification."

c. Screening Report. All inspection findings shall be recorded on FAA Form 8130-10, Surplus Military Aircraft Inspection Record. The original form and appropriate attachments will be forwarded to the Aircraft Manufacturing Division within five working days after completion of the inspection (Figures 3-8 and 3-9).

69. CONFORMITY CERTIFICATE - MILITARY AIRCRAFT.

a. Contractual agreements between segments of the military services and a manufacturer may require the manufacturer to provide an FAA Form 8130-2, Conformity Certificate Military Aircraft, (formerly FAA Form 970) for each aircraft procured. Such aircraft must be type certificated and, in most cases, be manufactured under the terms of a PC (Figure 3-10).

b. By mutual agreement between the FAA and the military services, the FAA may have certain other responsibilities related to the issuance of the FAA Form 8130-2. Except as provided in this paragraph, and in any specific requirements in the memorandum of understanding, the normal inspection and surveillance procedures relating to production under a TC or under a PC should be met.

c. The completed original FAA Form 8130-2 should be given to the authorized military representative. The cognizant MIDO, or FSDO when delegated, shall forward a copy, including those issued by DOA manufacturers, to the appropriate MIO for indefinite retention. The copies may be forwarded either separately or all in one package at the end of the military contract, or at the discretion of the directorate.

NOTE: If such military aircraft are eventually sold as surplus and presented for civil certification, it is the applicant's responsibility to furnish the FAA Form 8130-2 with his application when the form is necessary as a part of the airworthiness determination. If the applicant cannot obtain the original or a legible copy of the completed conformity certificate, the FAA inspector or authorized designee may request a copy through their supervising office from the cognizant military office.

FIGURE 3-8. SAMPLE FAA FORM 8130-10, SURPLUS MILITARY AIRCRAFT INSPECTION RECORD, NO REASONABLE POTENTIAL FOR STANDARD CERTIFICATION

SURPLUS MILITARY AIRCRAFT INSPECTION RECORD
(Initial Screening)

SUSPENSE DATE

Section A – DESCRIPTION OF AIRCRAFT

1. MANUFACTURER	2. MODEL		3. SERIAL NUMBER	
	A. CIVIL	B. MILITARY	A. CIVIL	B. MILITARY
Sikorsky	S-58	HH-34J	581325	148954

4. DATE OF MANUFACTURE	5. TOTAL TIME ON ACFT.	6. FAA T.C. DATA SHEET	7. P.C. NO.
June 19XX	3529:20	1H11	105

Section B – LOCATION OF AIRCRAFT

1. LOCATION	2. CONTACT AT SITE	3. TELEPHONE *(Incl. area code)*
MASCD/ILMP Davis Mothan, AFB-42 Tucson, Arizona	R.B. Smith	602-793-4506

Section C – INSPECTION REQUESTER

1. DATE	2. NAME	3. TITLE	4. MILITARY BRANCH
July 6, 19XX	R.B. Smith	Chief, Aircraft Disposal Branch	USAF

5. ADDRESS	6. TELEPHONE *(Incl. area code)*
(Same as Location)	

Section D – FAA INSPECTION RESULTS

1A. AIRCRAFT HISTORICAL RECORDS AVAILABLE –		B. AIRCRAFT MODIFICATION RECORDS AVAILABLE –		C. RECORDS CONSIDERED –
FROM	TO	FROM	TO	☐ ADEQUATE ☒ INADEQUATE FOR A/W CERTIFICATION
November 16,XX	February 12, XX	February 21, XX	February 12, XX	

Record the following only if T.C. Data Sheet/Specification Limits exceeded.

2A. MAXIMUM GROSS WEIGHT			B. MAXIMUM AIR SPEED	
(1) T.C. DATA	(2) MILITARY ACTUAL	(3) LENGTH OF TIME	(1) T.C. DATA	(2) MILITARY ACTUAL

3. CONDITION OF AIRCRAFT *(Data plate affixed:* ☐ YES ☒ NO)

Fair Condition

Records incomplete: Excessive gaps in records from date of manufacture.

4. DISPOSITION *("X" one)*

A. ☐ AIRCRAFT HAS REASONABLE POTENTIAL FOR STANDARD CERTIFICATION

B. ☒ AIRCRAFT HAS NO REASONABLE POTENTIAL FOR FOR STANDARD CERTIFICATION

FAA INSPECTOR *(Typed and signed)*	OFFICE	TELEPHONE (FTS)	INSPECTION DATE
James A. Street	NM-XX	955-5033	October 2, 19XX

Section E – ACTION
(Reserved for AFS-180)

RECONCILIATION OF EXCEEDED T.T. LIMITS	NOTIFICATION OF DOD/DSA	
RESULTS	CALL	LETTER

FAA Form 8130-10 (1-76)

FIGURE 3-9. SAMPLE FAA FORM 8130-10, SURPLUS MILITARY AIRCRAFT INSPECTION RECORD, REASONABLE POTENTIAL FOR STANDARD CERTIFICATION

SURPLUS MILITARY AIRCRAFT INSPECTION RECORD
(Initial Screening)

SUSPENSE DATE

Section A – DESCRIPTION OF AIRCRAFT

1. MANUFACTURER	2. MODEL		3. SERIAL NUMBER	
	A. CIVIL	B. MILITARY	A. CIVIL	B. MILITARY
Hiller	UH-23D	OH-23D	1160	59-2680

4. DATE OF MANUFACTURE	5. TOTAL TIME ON ACFT.	6. FAA T.C. DATA SHEET	7. P.C. NO.
January 22, 19XX	7640:50	4H10	607

Section B – LOCATION OF AIRCRAFT

1. LOCATION	2. CONTACT AT SITE	3. TELEPHONE *(Incl. area code)*
MASDC/ILMP Davis-Mothan AFS Tucson, Arizona	R.B. Smith	602-793-4321

Section C – INSPECTION REQUESTER

1. DATE	2. NAME	3. TITLE	4. MILITARY BRANCH
September 15, XX	R.B. Smith	Chief, Aircraft Disposal Branch	USAF

5. ADDRESS	6. TELEPHONE *(Incl. area code)*
(Same as Location)	

Section D – FAA INSPECTION RESULTS

1A. AIRCRAFT HISTORICAL RECORDS AVAILABLE –		B. AIRCRAFT MODIFICATION RECORDS AVAILABLE –		C. RECORDS CONSIDERED –
FROM	TO	FROM	TO	[X] ADEQUATE [ ] INADEQUATE FOR A/W CERTIFICATION
December 15, XX	March 23, XX	May 10, XX	November 16, XX	

Record the following only if T.C. Data Sheet/Specification Limits exceeded.

2A. MAXIMUM GROSS WEIGHT			B. MAXIMUM AIR SPEED	
(1) T.C. DATA	(2) MILITARY ACTUAL	(3) LENGTH OF TIME	(1) T.C. DATA	(2) MILITARY ACTUAL

3. CONDITION OF AIRCRAFT *(Data plate affixed:* [X] YES [ ] NO)

Good Condition

4. DISPOSITION *("X" one)*

A. [X] AIRCRAFT HAS REASONABLE POTENTIAL FOR STANDARD CERTIFICATION

B. [ ] AIRCRAFT HAS NO REASONABLE POTENTIAL FOR FOR STANDARD CERTIFICATION

FAA INSPECTOR *(Typed and signed)*	OFFICE	TELEPHONE (FTS)	INSPECTION DATE
James A. Street James A. Street	NM-XX	964-7708	September 12, 19XX

Section E – ACTION
(Reserved for AFS-180)

RECONCILIATION OF EXCEEDED T.T. LIMITS	NOTIFICATION OF DOD/DSA	
RESULTS	CALL	LETTER

FAA Form 8130-10 (1-76)

FIGURE 3-10. SAMPLE FAA FORM 8130-2, CONFORMITY CERTIFICATE - MILITARY AIRCRAFT

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CONFORMITY CERTIFICATE—MILITARY AIRCRAFT
(Instructions on Reverse)

A. This certifies that the aircraft described below has been manufactured in conformity with data forming the basis for Type Certificate No. 1H6, and any revision or modification thereof approved by the FEDERAL AVIATION ADMINISTRATION as of October 17, 19XX (Date) with the exception of the following deviations:

Auto Electric Automatic Stabilizer, Model 330D
ABC Radio Receiver, Model 50
External Fuel Tank, Safeaire Dwg. 59-2642

(NOTE: When there are no deviations from the approved type design write "None.")

B. DESCRIPTION OF AIRCRAFT

MANUFACTURER	MODEL	MANUFACTURER'S SERIAL NO.	MILITARY SERIAL NO.
Safeaire	B-50	26442	59-26791

C. DESCRIPTION OF ENGINES

MANUFACTURER	MODEL	MANUFACTURER'S SERIAL NO.	MILITARY SERIAL NO.
1. Clunker	R-1840-3	14235	59-3164
2.			
3.			
4.			
5.			
6.			

D. CONTRACT NO.	E. IDENTIFICATION MARKINGS DISPLAYED
646-21-4641	AF-9127

F. CONTRACTOR'S GROUND INSPECTION AND FLIGHT TEST		G. FAA GROUND INSPECTION AND FLIGHT TEST	
DATE COMPLETED	APPROVED BY	DATE COMPLETED	APPROVED BY
October 17 19XX	John R. Smith John R. Smith, Chief Engineer (SIGNATURE OF AUTHORIZED COMPANY REPRESENTATIVE)	October 25 19XX	R.G. Wright R.E. Wright (SIGNATURE OF FAA REPRESENTATIVE) (DMIR NO.)

FAA FORM 8130-2 (10-67) FORMERLY FAA FORM 970 Use reverse for remarks.

70. ISSUANCE OF STANDARD AIRWORTHINESS CERTIFICATES - SURPLUS MILITARY AIRCRAFT. The FAA Form 8100-2, Standard Airworthiness Certificate (Figure 3-11), may be issued when the applicant shows, and the FAA finds, that the aircraft conforms to the FAA approved type design (including applicable modifications incorporated by an amendment to the TC or STC) and that the aircraft is in condition for safe operation. A Standard Airworthiness Certificate may be issued for a surplus military aircraft under FAR § 21.183(d), when an FAA TC has been issued under FAR §§ 21.21, 21.27, or 21.29. A copy of the FAA Form 8130-2, which should have been issued to the military service at the time the aircraft was accepted, shall be made available to the FAA representative or authorized designee, by the applicant. This document is necessary to establish basic conformity, including documenting any deviations which may have been in existence at the time of manufacture. This procedure applies to a complete aircraft operated by and released as a complete aircraft from the U.S. military service. Adequate military maintenance records must be made available to assist in determining conformity.

71. CERTIFICATION REQUIREMENTS (APPLICANT). The following are typical steps that may be taken by an applicant to show compliance with the airworthiness certification requirements of FAR § 21.183(d):

a. Proof of ownership in the form of a DOD Bill of Sale which is considered to be recordable evidence and proof of ownership, or a DOD Form 1427, Notice of Award, Statement, and Release Document, considered to be proof of ownership only. The DOD Form DD 1427 is not a bill of sale and cannot be used for registering the aircraft. When an aircraft is sold for recovery of parts or reduction to scrap, a bill of sale is not issued.

b. Compliance and conformity to the TC, taking into account any STC's or any amendments to the TC. The applicant must present evidence that the aircraft conforms to the type design. The type design data used to determine conformity should be shown in the applicant's records. The following are typical records that could be used.

(1) Records maintained by the military, the manufacturer, or any other prior owner pertaining to the manufacturing, inspection, maintenance, and operation of the aircraft. Military records may be used to determine continuous conformity while the aircraft was in military service.

(2) The FAA Form 8130-2 (formerly FAA Form 970), Conformity Certificate Military Aircraft, or prior airworthiness certificate issued by the FAA, if any.

(3) Records such as the TCDS or aircraft specifications which establish, by manufacture's serial number, that the complete aircraft was produced under an FAA PC or APIS, and the extent it was so produced.

(4) Where components and parts have been replaced since original manufacture, the records of the components and parts must show that they conform to the type design and are in an airworthy condition.

(5) Records of any components and parts that have been fabricated or assembled by the applicant which establish that they conform to the type design.

(6) Records of engines, gear box assemblies, landing gears, instruments or other components or parts which establish that they originally conformed to the type design and have been maintained in accordance with the applicable FAA requirements. Military maintenance and/or FAA-approved repair station records may be used for this purpose.

(7) Where military records are being used to substantiate any portion(s) of conformity to FAA-approved type design, the applicant must show that the records for that specific aircraft, component or part are complete and accurate.

(8) An approved flight test procedure and flight check-off form has been established (when a flight test is deemed necessary) and that each aircraft is flight tested by the applicant's pilot in accordance with that procedure. The FAA production flight test will not be conducted until an entry has been placed in the aircraft records to show that these tests have been satisfactorily completed by the applicant.

(9) The civil and military model designation is reflected on the identification plate (FAR § 45.13) and all airworthiness documentation, including registration and airworthiness certificates, reflects the civil and military model designation and serial number. The military designation and serial number should be placed in parentheses in the same blocks as the civil model and serial number.

c. An FAA Form 8130-9, Statement Of Conformity, with an outline explaining determination of conformity.

d. A current weight and balance report from an actual weighing of the aircraft.

e. Records that indicate that all applicable AD's have been complied with.

f. The applicant must present records of inspection required by FAR § 21.183(d)(2).

72. CERTIFICATION PROCEDURES. The following would be some of the typical steps taken by the FAA inspector toward certification of the aircraft in conjunction with those specified in paragraph 46.

a. Assure that the application is complete and correct.

b. Inspect the aircraft and review records to determine:

(1) Compliance and conformity to the TC, taking into account any STC's or any amendments to the TC.

(2) Compliance with applicable AD's.

(3) Currency of weight and balance from actual weighing; it is recommended that the inspector observe the actual weighing.

(4) Which inspections and tests, including flight tests, are required to find that the aircraft is in a condition for safe operation. The FAA production flight test requirements will be coordinated with FAA flight test personnel.

(5) An approved flight test procedure and flight checkoff form has been established (when a flight test is deemed necessary) and that each aircraft is flight tested by the applicant's pilot in accordance with that procedure. The FAA production flight tests will not be conducted until an entry has been placed in the aircraft records to show that these tests have been satisfactorily completed by the applicant.

(6) Compliance with the registration and marking requirements of FAR Part 47 and 45.

(7) The civil model designation is reflected on the identification plate and all the airworthiness documentation, including registration and airworthiness certificates, reflect the civil and military model designation and serial number. The military designation and serial number should be placed in parentheses () in the same blocks as the civil model and serial number.

73.-75. RESERVED.

FIGURE 3-11. SAMPLE FAA FORM 8100-2, STANDARD AIRWORTHINESS CERTIFICATE, SURPLUS MILITARY AIRCRAFT

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N34561	Hughes 369A	1441	Normal

5. AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions:

NONE

6. TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
October 12, 19XX	Ben W. Porter *Ben W. Porter*	SW-XX

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (8-82) GPO 892-804

76. COORDINATION BETWEEN DISTRICT OFFICES. In accordance with established guidelines, MIDO's are responsible for original airworthiness certification of aircraft. This function may be delegated to a FSDO when certification presents a burden for the responsible MIDO if that FSDO agrees and has the resources to accomplish the certification. Technical or conversion data needed to make a finding of conformity to the type design for surplus military aircraft is available to all MIDO's. When the FSDO is required to certificate surplus military aircraft, they should contact the responsible MIDO for necessary data and guidance prior to certificating such aircraft. The assigned FSDO should obtain concurrence from the appropriate regional office.

77. ADDITIONAL EXAMPLES. Figures 3-12 through 3-19 provide additional examples of FAA Forms 8130-6.

78.-85. RESERVED.

FIGURE 3-12. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, USED AIRCRAFT, NO PREVIOUS U.S. AIRWORTHINESS CERTIFICATE (FACE SIDE)

Form Approved
O.M.B. No. 2120-0018

US Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR MFR	FAA CODING
N12345	Douglas	DC-6A	1952	
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME (Make)**	**7. ENGINE MODEL DESIGNATION**		
43218	Pratt & Whitney	CB-16		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (Make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS (Check if applicable)**	
4	Hamilton Standard	43E60-300	IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A	1	X	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)		NORMAL		UTILITY		ACROBATIC	X	TRANSPORT		GLIDER		BALLOON	
B			SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)													
	2		LIMITED													
	5		PROVISIONAL (Indicate class)	1		CLASS I										
				2		CLASS II										
	3		RESTRICTED (Indicate operation(s) to be conducted)	1		AGRICULTURE AND PEST CONTROL		2		AERIAL SURVEYING		3		AERIAL ADVERTISING		
				4		FOREST (Wildlife conservation)		5		PATROLLING		6		WEATHER CONTROL		
				7		CARRIAGE OF CARGO		0		OTHER (Specify)						
	4		EXPERIMENTAL (Indicate operation(s) to be conducted)	1		RESEARCH AND DEVELOPMENT		2		AMATEUR BUILT		3		EXHIBITION		
				4		RACING		5		CREW TRAINING				MKT SURVEY		
				0		TO SHOW COMPLIANCE WITH FAR										
	8		SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)	1		FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE										
				2		EVACUATE FROM AREA OF IMPENDING DANGER										
				3		OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT										
				4		DELIVERING OR EXPORT		5		PRODUCTION FLIGHT TESTING						
				6		CUSTOMER DEMONSTRATION FLIGHTS										
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)													

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on certificate of aircraft registration) — IF DEALER, CHECK HERE →

NAME	ADDRESS
Tiger Aviation Corp.	234 Jane Ave., Jackson, MS 78965

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.): 63A Rev. 26	X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.): 92-24
	AIRCRAFT LISTING (Give page number(s)): N/A	X	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated): SA2-414; SA2-567; SA4-532; SA2-231

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173:	TOTAL AIRFRAME HOURS	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed)
91.417	12,347.0	-0-

D. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
12/21/92	John Doe, President	John Doe

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY (Complete ITEM (X) only if FAR 21.183(d) applies)

2	FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)	3	CERTIFICATED MECHANIC (Give Certificate No.)	6 X	CERTIFICATED REPAIR STATION (Give Certificate No.): 31236
5	AIRCRAFT MANUFACTURER (Give name of firm)				

DATE	TITLE	SIGNATURE
December 20, 199X	Jack Moore, Inspector	Jack Moore

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks in items A and B)

A. I find that the aircraft described in Section I or VII meets requirements for: THE CERTIFICATE REQUESTED [ ] 4 AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE

B. Inspection for a special flight permit under Section VII was conducted by: FAA INSPECTOR [ ] CERTIFICATE HOLDER UNDER [ ] FAA DESIGNEE [ ] FAR 65 [ ] FAR 121, 127 or 135 [ ] FAR 145

DATE	DISTRICT OFFICE	4	DESIGNEE'S SIGNATURE AND NO.	1	FAA INSPECTOR'S SIGNATURE
January 12, 19XX	CE45				James Jones

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

FIGURE 3-13. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, USED AIRCRAFT, NO PREVIOUS U.S. AIRWORTHINESS CERTIFICATE (REVERSE SIDE)

*U.S.GPO:1990-768-012/20177

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- [ ] PRODUCTION CERTIFICATE *(Give production certificate number)*
- [ ] TYPE CERTIFICATE ONLY
- [ ] APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Make)*	MODEL
SERIAL NUMBER	REGISTRATION MARK

B. DESCRIPTION OF FLIGHT — CUSTOMER DEMONSTRATION FLIGHTS [ ] *(Check if applicable)*

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] NAVIGATOR
- [ ] OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS.

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION *(Use attachment if necessary)*

F. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable	X	G. Statement of Conformity, FAA Form 8130-9 *(Attach when required)*
	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance with FAR ____ CAR ____ *(Original Attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(d) *(Copy attached)*
X	F. This Inspection Recorded in Aircraft Records		

FIGURE 3-14. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, NEW AIRCRAFT PRODUCED UNDER AN APIS OR PC (FACE SIDE)

Form Approved
O.M.B. No. 2120-0018

US Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR.	FAA CODING
N12345	Boeing	737-200	1968	
5. AIRCRAFT SERIAL NO	**6. ENGINE BUILDER'S NAME (Make)**	**7. ENGINE MODEL DESIGNATION**		
19714	Pratt & Whitney	JT8D-9		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (Make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS (Check if applicable)**	
2	N/A	N/A	IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A	1	X	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)		NORMAL		UTILITY		ACROBATIC	X	TRANSPORT		GLIDER	BALLOON
B			SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)											
	2		LIMITED											
	5		PROVISIONAL (Indicate class)	1		CLASS I								
				2		CLASS II								
	3		RESTRICTED (Indicate operation(s) to be conducted)	1		AGRICULTURE AND PEST CONTROL	2		AERIAL SURVEYING	3		AERIAL ADVERTISING		
				4		FOREST (Wildlife conservation)	5		PATROLLING	6		WEATHER CONTROL		
				7		CARRIAGE OF CARGO	8		OTHER (Specify)					
	4		EXPERIMENTAL (Indicate operation(s) to be conducted)	1		RESEARCH AND DEVELOPMENT	2		AMATEUR BUILT	3		EXHIBITION		
				4		RACING	5		CREW TRAINING			MKT SURVEY		
				0		TO SHOW COMPLIANCE WITH FAR								
	8		SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)	1		FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE								
				2		EVACUATE FROM AREA OF IMPENDING DANGER								
				3		OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT								
				4		DELIVERING OR EXPORT	5		PRODUCTION FLIGHT TESTING					
				6		CUSTOMER DEMONSTRATION FLIGHTS								
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited", as applicable.)											

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on certificate of aircraft registration) — IF DEALER, CHECK HERE →

NAME	ADDRESS
Shorthaul Airlines, Inc.	111 Airport Way, St. Louis, Missouri 58010

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) A16WE	X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 93-03
	AIRCRAFT LISTING (Give page number(s)) N/A		SUPPLEMENTAL TYPE CERTIFICATE (Last number of each STC incorporated) N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173.	TOTAL AIRFRAME HOURS 8:45	3	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) N/A

D. **CERTIFICATION** — I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
February 23, 19XX	John Doe Vice President, Operations	John Doe

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY (Complete ... only if FAR 21.183(d) applies)

2		FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)	3		CERTIFICATED MECHANIC (Give Certificate No.)	6		CERTIFICATED REPAIR STATION (Give Certificate No.)
5		AIRCRAFT MANUFACTURER (Give name of firm)					

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks in items A and B)

A. I find that the aircraft described in Section I or VII meets requirements for — X THE CERTIFICATE REQUESTED; 4 AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE

B. Inspection for a special flight permit under Section VII was conducted by — FAA INSPECTOR; X FAA DESIGNEE; CERTIFICATE HOLDER UNDER; FAR 65; FAR 121, 127 or 135; FAR 145

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO		FAA INSPECTOR'S SIGNATURE
March 15, 19XX	WE40 4346	4	G. E. Smith G.E. Smith, DMIR 1234	1	

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

FIGURE 3-15. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, NEW AIRCRAFT PRODUCED UNDER AN APIS OR PC (REVERSE SIDE)

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- [ ] PRODUCTION CERTIFICATE *(Give production certificate number)*
- [ ] TYPE CERTIFICATE ONLY
- [ ] APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Make)*	MODEL
SERIAL NUMBER	REGISTRATION MARK

B. DESCRIPTION OF FLIGHT — CUSTOMER DEMONSTRATION FLIGHTS ☐ *(Check if applicable)*

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] NAVIGATOR
- [ ] OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION *(Use attachment if necessary)*

F. **CERTIFICATION** — I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered th the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 8130-9 *(Attach when required)*
	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original Attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(a) or (b) *(Copy attached)*
X	F. This Inspection Recorded in Aircraft Records		

FIGURE 3-16. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, SURPLUS MILITARY AIRCRAFT (FACE SIDE)

Form Approved
O.M.B. No. 2120-0018

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR MFR	FAA CODING
N34562	Hughes	369A	1966	
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME (Make)**	**7. ENGINE MODEL DESIGNATION**		
1332	Allison	250-C10B		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (Make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS (Check if applicable)**	
1	N/A	N/A	IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A	1	X	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)	X	NORMAL		UTILITY		ACROBATIC		TRANSPORT		GLIDER	BALLOON
B			SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)											
	2		LIMITED											
	5		PROVISIONAL (Indicate class)	1		CLASS I								
				2		CLASS II								
	3		RESTRICTED (Indicate operation(s) to be conducted)	1		AGRICULTURE AND PEST CONTROL	2		AERIAL SURVEYING	3		AERIAL ADVERTISING		
				4		FOREST (Wildlife conservation)	5		PATROLLING	6		WEATHER CONTROL		
				7		CARRIAGE OF CARGO	0		OTHER (Specify)					
	4		EXPERIMENTAL (Indicate operation(s) to be conducted)	1		RESEARCH AND DEVELOPMENT	2		AMATEUR BUILT	3		EXHIBITION		
				4		RACING	5		CREW TRAINING			MKT SURVEY		
				0		TO SHOW COMPLIANCE WITH FAR								
	8		SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)	1		FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE								
				2		EVACUATE FROM AREA OF IMPENDING DANGER								
				3		OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT								
				4		DELIVERING OR EXPORT	5		PRODUCTION FLIGHT TESTING					
				6		CUSTOMER DEMONSTRATION FLIGHTS								
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited", as applicable.)											

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on certificate of aircraft registration) — IF DEALER, CHECK HERE →

NAME	ADDRESS
Helicopter Operators, Inc.	2345 Perimeter Drive Stockton, California 94044

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.): H3WE Rev. 2	X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.): 93-20
	AIRCRAFT LISTING (Give page number(s)): N/A		SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated): N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173.	TOTAL AIRFRAME HOURS: 2852:00	3	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed): N/A

D. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
October 12, 19XX	James J. Jones, Gen. Mgr.	James J. Jones

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY (Complete this section only if FAR 21.183(d) applies)

2		FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)	3		CERTIFICATED MECHANIC (Give Certificate No.)	6		CERTIFICATED REPAIR STATION (Give Certificate No.)
5	X	AIRCRAFT MANUFACTURER (Give name of firm): Hughes Helicopter Company					

DATE	TITLE	SIGNATURE
April 26, 19XX	Manager, Quality Assurance	Richard L. Martin

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks in items A and B)

A. I find that the aircraft described in Section I or VII meets requirements for:

X	THE CERTIFICATE REQUESTED		
4	AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE		

B. Inspection for a special flight permit under Section VII was conducted by:

X	FAA INSPECTOR		FAA DESIGNEE		
	CERTIFICATE HOLDER UNDER		FAR 65	FAR 121, 127 or 135	FAR 145

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO		FAA INSPECTOR'S SIGNATURE
October 13, 19XX	NM-XX	4		1	Ben W. Porter Ben W. Porter

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

FIGURE 3-17. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, SURPLUS MILITARY AIRCRAFT (REVERSE SIDE)

*U.S.GPO:1990-766-012:20177

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- [ ] PRODUCTION CERTIFICATE *(Give production certificate number)*
- [ ] TYPE CERTIFICATE ONLY
- [ ] APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Make)*	MODEL
SERIAL NUMBER	REGISTRATION MARK

B. DESCRIPTION OF FLIGHT — CUSTOMER DEMONSTRATION FLIGHTS ☐ *(Check if applicable)*

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] NAVIGATOR
- [ ] OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION *(Use attachment if necessary)*

F. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

- [X] A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable
- [ ] B. Current Operating Limitations Attached
- [ ] C. Data, Drawings, Photographs, etc. *(Attach when required)*
- [X] D. Current Weight and Balance Information Available in Aircraft
- [ ] E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*
- [X] F. This Inspection Recorded in Aircraft Records
- [X] G. Statement of Conformity, FAA Form 8130-9 *(Attach when required)*
- [ ] H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
- [ ] I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original Attached)*
- [X] J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(d) *(Copy attached)*

FIGURE 3-18. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (FACE SIDE)

Form Approved
O.M.B. No. 2120-0018

US Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR MFR.	FAA CODING
N54321	Jackson	47G-4	1968	
5. AIRCRAFT SERIAL NO.	6. ENGINE BUILDER'S NAME (Make)	7. ENGINE MODEL DESIGNATION		
3191 HT	Lycoming	V0540-B1B		
8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (Make)	10. PROPELLER MODEL DESIGNATION	11. AIRCRAFT IS (Check if applicable)	
1	N/A	N/A	IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A	1	X	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)	X	NORMAL		UTILITY		ACROBATIC		TRANSPORT		GLIDER		BALLOON
B			SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)												
	2		LIMITED												
	5		PROVISIONAL (Indicate class)	1		CLASS I									
				2		CLASS II									
	3		RESTRICTED (Indicate operation(s) to be conducted)	1		AGRICULTURE AND PEST CONTROL		2		AERIAL SURVEYING		3		AERIAL ADVERTISING	
				4		FOREST (Wildlife conservation)		5		PATROLLING		6		WEATHER CONTROL	
				7		CARRIAGE OF CARGO		0		OTHER (Specify)					
	4		EXPERIMENTAL (Indicate operation(s) to be conducted)	1		RESEARCH AND DEVELOPMENT		2		AMATEUR BUILT		3		EXHIBITION	
				4		RACING		5		CREW TRAINING				MKT SURVEY	
				0		TO SHOW COMPLIANCE WITH FAR									
	8		SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)	1		FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE									
				2		EVACUATE FROM AREA OF IMPENDING DANGER									
				3		OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT									
				4		DELIVERING OR EXPORT		5		PRODUCTION FLIGHT TESTING					
				6		CUSTOMER DEMONSTRATION FLIGHTS									
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)												

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on certificate of aircraft registration) — IF DEALER, CHECK HERE →

NAME	ADDRESS
Henry L. Jackson	Municipal Airport, Hanger 5 Cranberry, New Jersey 33033

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.): 2H3 Revision 8	X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.): 93-12
	AIRCRAFT LISTING (Give page number(s)): N/A	X	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated): SH165EA; SH252SW

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173.	TOTAL AIRFRAME HOURS: 11:20	3 EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed): N/A

D. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
December 23, 19XX	Henry L. Jackson, Owner	Henry L. Jackson

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY (Complete this section only if FAR 21.183(d) applies.)

2		FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)	3		CERTIFICATED MECHANIC (Give Certificate No.)	6		CERTIFICATED REPAIR STATION (Give Certificate No.)
5	X	AIRCRAFT MANUFACTURER (Give name of firm): Bell Helicopter					

DATE	TITLE	SIGNATURE
July 5, 19XX	Manager, Quality Assurance	David L. Jones

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks in items A and B)

A. I find that the aircraft described in Section I or VII meets requirements for: THE CERTIFICATE REQUESTED; 4 AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE

B. Inspection for a special flight permit under Section VII was conducted by: X FAA INSPECTOR; FAA DESIGNEE; CERTIFICATE HOLDER UNDER: FAR 65, FAR 121, 127 or 135, FAR 145

DATE	DISTRICT OFFICE	4 DESIGNEE'S SIGNATURE AND NO.	1 FAA INSPECTOR'S SIGNATURE
December 23, 19XX	NE-XX		E.J. Smith E.J. Smith

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

FIGURE 3-19. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (REVERSE SIDE)

*U.S.GPO:1990-766-012/20177

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- [ ] PRODUCTION CERTIFICATE *(Give production certificate number)*
- [ ] TYPE CERTIFICATE ONLY
- [ ] APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Make)*	MODEL
SERIAL NUMBER	REGISTRATION MARK

B. DESCRIPTION OF FLIGHT — CUSTOMER DEMONSTRATION FLIGHTS [ ] *(Check if applicable)*

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] NAVIGATOR
- [ ] OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION *(Use attachment if necessary)*

F. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

- [X] A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable
- [ ] B. Current Operating Limitations Attached
- [ ] C. Data, Drawings, Photographs, etc. *(Attach when required)*
- [X] D. Current Weight and Balance Information Available in Aircraft
- [ ] E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*
- [X] F. This Inspection Recorded in Aircraft Records
- [X] G. Statement of Conformity, FAA Form 8130-9 *(Attach when required)*
- [ ] H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
- [ ] I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original Attached)*
- [X] J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(d) *(Copy attached)*

CHAPTER 4. SPECIAL AIRWORTHINESS CERTIFICATION

SECTION 1. GENERAL INFORMATION

86. GENERAL. The procedures in this chapter provide guidance material associated with airworthiness certification and the issuance of FAA Form 8130-7, Special Airworthiness Certificate. Federal Aviation Regulations Part 21, Subparts H and I, prescribe the procedural requirements for airworthiness certification for restricted, limited, provisional, multiple, experimental categories, and primary category aircraft. Procedures are also provided for issuance of special flight permits.

87. APPLICATION FOR AIRWORTHINESS CERTIFICATE. An FAA Form 8130-6 is required whenever an airworthiness certificate is issued or amended. This includes changes to operating limitations which may have been prescribed. The applicant must complete the appropriate sections and sign the application prior to submitting it to the FAA, along with any other document(s) required for the requested certification.

88. CERTIFICATION PROCEDURES. The following procedures are generally common for issuance of an FAA Form 8130-7, consistent with any other specific procedures which may be prescribed in other paragraphs dealing with individual airworthiness categories. In no case may any aircraft be operated unless there is an appropriate and valid airworthiness certificate issued for that aircraft. The FAA representative shall conduct any inspections necessary to verify the certification procedures listed below, including any other inspections found appropriate for that certification.

a. Record Inspection. The FAA representative shall:

(1) Obtain from the applicant a properly executed FAA Form 8130-6 and any other documents required for the certification.

(2) Obtain from the applicant a program letter identifying the aircraft, the purpose of the certificate, the area over which the operations are to be conducted, the duration of the program, etc.

(3) Review the documentation provided by the applicant to determine that the registration requirements of FAR Part 47 have been met, and assure the aircraft is marked in accordance with FAR Part 45.

(4) Check with the FAA Aircraft Registry to determine if a denial letter exists for the particular aircraft. This may assist the inspector in determining aircraft eligibility.

(5) Review the aircraft records to determine that any required maintenance, inspections, etc., have been accomplished.

Records should be complete and reflect no unapproved design changes, including any material review board (MRB) actions.

(6) Arrange to review any inspection or technical data needed to establish conformity to type design.

(7) Review the applicant's weight and balance data for accuracy and currency for the aircraft submitted.

(8) Determine that the aircraft has been flight tested, if required. If it has not been flight tested, issue an appropriate FAA Form 8130-7 for the flight test. The flight test must be recorded in the aircraft records certifying the requirements of FAR § 91.319(b) have been met. Flight test time is included as "time in service," as defined by FAR Part 1.

(9) Determine that all relevant AD's have been complied with.

NOTE: Each AD contains an applicability statement specifying the product to which it applies. Some aircraft owners and operators mistakenly assume that AD's are not applicable to aircraft certificated in certain categories such as experimental or restricted. Airworthiness Directives, unless specifically limited, apply to the make and model set forth in the applicability statement regardless of category. The TC and airworthiness certification categories are used to identify the product affected. For further guidance see AC 39-7, Airworthiness Directives for General Aviation Aircraft.

(10) Establish that all required documentation and records have been provided for the aircraft; i.e., an up-to-date approved flight manual, equipment list, maintenance records and manuals as required by certain airworthiness parts of the FAR.

b. Aircraft Inspection. The FAA shall arrange with the applicant to make the aircraft available for inspection to determine that:

(1) The aircraft is eligible by make and model using the TCDS, aircraft specification, or aircraft listing, as applicable.

(2) The identification plate meets the requirements of FAR § 45.11, as applicable.

(3) The information on the identification plate is correct, matches the information on FAA Form 8130-6, and is in accordance with FAR § 45.13, as applicable.

(4) The aircraft nationality and registration marks are in accordance with FAR Part 45, Subpart C.

(5) The flight control system operates properly.

(6) The engine(s), propeller(s), and associated instruments operate per the manufacturer's instructions.

(7) The pitot static system and associated instruments operate properly.

(8) The instruments are marked in accordance with the approved flight manual or any other data used for aircraft involved in a type certification program.

(9) All modifications have been inspected and recorded, and are in condition for safe operation.

(10) An emergency locator transmitter (ELT) is installed, as required (FAR § 91.207).

c. Certificate Issuance.

(1) If the aircraft meets the requirements for the certification requested, the FAA shall:

(a) Make an aircraft log book entry.

(b) Issue FAA Form 8130-7.

(c) Complete Sections V and VIII of FAA Form 8130-6, as appropriate, in accordance with the instructions contained in chapter 8.

(d) Examine, review, and route the certification file in accordance with the instructions contained in chapter 8.

(2) If the aircraft does not meet the requirements for the certification requested, and the airworthiness certificate is denied, the FAA shall:

(a) Write a letter to the applicant stating the reason(s) for denying the airworthiness certificate.

(b) Attach a copy of the denial letter to the FAA Form 8130-6, and forward to the FAA Aircraft Registry to be made part of the aircraft record.

89. SPECIAL AIRWORTHINESS CERTIFICATES.

a. The FAA Form 8130-7 is used for all aircraft which are certificated in categories other than STANDARD.

b. Operating limitations generally applicable to non-standard aircraft are imprinted on the reverse side of the form (Figure 4-1). The FAA may also prescribe additional operating limitations as deemed necessary for the special purpose involved. The additional limitations will be enumerated on a separate sheet, dated, signed, and attached to the FAA Form 8130-7.

c. Refer to applicable sections of this chapter for information regarding additional operating limitations which may be prescribed for the particular certification action.

d. The first page of the operating limitations should be typed on FAA letterhead paper.

FIGURE 4-1. FAA FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION		
	PURPOSE		
B	MANU-FACTURER	NAME	
		ADDRESS	
C	FLIGHT	FROM	
		TO	
D	N—		SERIAL NO.
	BUILDER		MODEL
E	DATE OF ISSUANCE		EXPIRY
	OPERATING LIMITATIONS DATED		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE		DESIGNATION OR OFFICE NO.

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM 8130-7 (10/82) *SEE REVERSE SIDE*

A	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
B	This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
C	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country.
E	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.

*U.S. GOVERNMENT PRINTING OFFICE: 1990 - 761-634

SECTION 2. RESTRICTED AIRWORTHINESS CERTIFICATION

90. GENERAL. The procedures in this section provide guidance for the issuance of an FAA Form 8130-7 for aircraft type certificated in the restricted category in accordance with FAR §§ 21.25, 21.29, or CAR 8.

a. Aircraft type certificated in the restricted category for agricultural operations in accordance with the provisions of CAR 8.10(b) may continue to be operated under the provisions of the original certification. The type certification basis for aircraft in the restricted category is determined in accordance with FAR § 21.25, except as specified in subparagraph 92.a.(2).

b. Non-U.S. manufactured aircraft which are type certificated in the restricted category under FAR § 21.29 are eligible for an FAA Form 8130-7, under FAR § 21.185(c).

c. Non-U.S. manufactured aircraft type certificated in any other category under FAR § 21.29 are not eligible for certification in the restricted category unless the aircraft was issued an FAA Form 8100-2 under FAR § 21.183(c) and was subsequently modified in accordance with Section 3 of this chapter. In this instance, FAR § 21.185(b) would be the basis for issuing the restricted airworthiness certificate since, by virtue of being previously certificated in the United States, the aircraft is no longer considered to be an import aircraft.

d. An aircraft must be type certificated under FAR § 21.25 or CAR 8 before a restricted category airworthiness certificate can be issued. However, in the case of an aircraft type certificated in a standard classification and modified for a restricted special purpose operation, the standard TC, along with the STC or other approved data (e.g., changes approved by FAA Form 337) used to approve the modification, can be considered as the equivalent of a restricted TC. The combination of the TC and the STC or other approved design data should include the design parameters which would normally be included in a restricted category TCDS (e.g., maximum weight, CG limits).

91. CERTIFICATION PROCEDURES. The FAA representative should follow the appropriate procedures outlined in paragraph 88.

92. ELIGIBILITY.

a. Aircraft which are eligible for a special airworthiness certificate, restricted category, are as follows:

(1) Aircraft type certificated in the restricted category and manufactured under a PC, APIS, or a TC only.

(2) Aircraft which have been type certificated in the restricted category that were surplus military aircraft of the U.S. Armed Forces, manufactured in the United States.

(3) Aircraft which are imported into the United States and type certificated in the restricted category in accordance with FAR § 21.29, and which have been certified by the country of manufacture to conform to the approved type design.

(4) Type certificated, standard category aircraft which have been modified and approved for a restricted purpose under FAR § 21.25, including aircraft described in paragraph 90.a.

b. Aircraft may be considered eligible for a special airworthiness certificate, in the restricted category, when found to comply with the noise requirements of FAR Part 36, in accordance with FAR § 21.185(d).

c. For modified aircraft that were either surplus military aircraft of the U.S. Armed Forces or previously type certificated in another category (FAR § 21.185(b)), it shall be determined that:

(1) The modification conforms to the FAA-approved data forming the basis for the restricted TC and,

(2) The aircraft is in a good state of preservation and repair and is in condition for safe operation.

93. SPECIAL PURPOSE OPERATIONS. As authorized under the provisions of FAR § 21.25, special purpose operations for restricted category aircraft include:

a. Agricultural (spraying, dusting, seeding, and livestock and predatory animal control);

b. Forest and wildlife conservation;

c. Aerial surveying (photography, mapping, and oil and mineral exploration);

d. Patrolling (pipe lines, power lines, and canals);

e. Weather control (cloud seeding);

f. Aerial advertising (skywriting, banner towing, airborne signs, and public address systems); and

g. Any other operation specified by the Administrator. (When an applicant wishes to obtain approval for a new special purpose operation not previously approved under § 21.25(b)(7), application with supporting justification should be made by letter to the Aircraft Engineering Division, Attn.: AIR-110. If accepted, this office will then provide public notice with request for comment in the Federal Register on the new proposed special purpose operation and will consider all comments before making a final decision.)

94. STATEMENT OF CONFORMITY. The holder or licensee of a TC only for a restricted category aircraft manufactured in the United States

shall, upon the initial transfer of ownership or application for an original airworthiness certificate for products manufactured under that TC, give the Administrator an FAA Form 8130-9 (FAR §§ 21.130 and 21.183(b)).

95. OPERATING LIMITATIONS. All aircraft type certificated in the restricted category must be operated in compliance with the limitations prescribed in FAR § 91.313. In addition, for turbine-powered aircraft, piston-powered aircraft over 800 HP, Rotorcraft, large aircraft (over 12,500 lbs), and any other aircraft as deemed necessary, the limitation concerning pilot qualifications as identified in paragraph 142.b.(8), should be prescribed. The FAA may also prescribe additional operating limitations as deemed necessary for the special purpose involved. The additional limitations will be enumerated on a separate sheet, dated, signed, and attached to the FAA Form 8130-7.

96. AGRICULTURAL AIRCRAFT. The following provides guidance concerning the means of approval for increases in the maximum certificated weight for aircraft certificated in the restricted category for agricultural operations. Federal Aviation Regulations § 21.101 sets forth the provisions that determine the regulations applicable to a change in a TC. Such changes would include an increase in the maximum certificated take-off weight for an aircraft, which is defined in FAR Part 43 as a major alteration. For example:

a. If FAR Parts 21 and 23 are the original certification basis shown on the TCDS for a restricted category TC, then compliance with the applicable FAR must be shown to substantiate and approve a change to the TC. The provisions of CAR/CAM 8 are not applicable and should not be used (e.g., TCDS A9CE for the Cessna 188 series).

b. If CAR 8 is the basis for issuance of a restricted category TC, whether or not a data sheet exists, then compliance with the applicable sections of CAR/CAM 8 will normally be used to approve the TC change, including increases to the maximum gross weight originally established on the TCDS, placards, or flight manual (e.g. TCDS 2A10 for the Piper PA-25 series). However, if CAR 8 does not provide adequate standards with respect to the change, FAR § 21.101(b) requires compliance with regulations in effect on the date of application for the change (FAR Part 23) that the Administrator finds necessary for safety.

97. AIRWORTHINESS CERTIFICATE. When an application is made for a restricted category airworthiness certificate requesting one of the special purposes listed in FAR § 21.25(b)(1) through (6), the purpose will be entered in Block A. Carriage of cargo for compensation or hire is prohibited by FAR § 91.313 for any restricted category operation including any special purpose of FAR § 21.25(b)(1)-(7). If the requested purpose is to include the carriage of cargo that is incidental to the owner/operator's business, the FAA Form 8130-7, Special Airworthiness Certificate, shall have the following words

entered in Block A, (Purpose), "**FAR § 21.25(b)(7) (other), SEE ATTACHED LIMITATIONS"** For all purposes listed in FAR § 21.25(b)(1)-(7), the following words will be entered in Block C. (Flight): (after crossing out the words "From and To") **"SEE ATTACHED OPERATING LIMITATIONS" "SEE ITEM D, REVERSE SIDE OF THIS CERTIFICATE"**

NOTE: In no case will "Carriage of Cargo" (or similar language) be entered as a purpose in Block A on FAA Form 8130-7.

a. When the carriage of cargo is incidental to the aircraft owner/operator's business, the prescribed limitations will then identify the authorized cargo that may be carried.

b. The additional limitations attached to the airworthiness certificate will specify the aircraft model, N-number, and serial number. All restricted category airworthiness certificates issued for aircraft whose special purpose operation includes the carriage of cargo will include the following limitations:

(1) This aircraft is prohibited from carrying cargo for compensation or hire. Carriage of cargo is limited to such cargo that is incidental to the aircraft owner/operator's business which is other than air transportation. The authorized cargo that may be carried on this aircraft is _____.

(2) This aircraft may not be operated over any foreign country with out the special permission of that country. Evidence of that permission must be carried aboard the aircraft, along with the U.S. airworthiness certificate and made available to the FAA or CAA in the country of operation upon request.

(3) This aircraft has not been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation.

c. Additional operating limitations as prescribed in FAR § 91.313, will be assigned for all special purposes of restricted category aircraft operations and are part of the FAA Form 8130-7.

d. The FAA will ensure that the owner/operator is briefed to ensure that it is clearly understood that the restricted aircraft are prohibited by FAR § 91.313(c) from carriage of cargo for compensation or hire. A record of this briefing should remain with the certification file.

98. DISPLAY OF MARKS (RESTRICTED). The FAA shall determine that the aircraft displays nationality and registration marks in accordance with FAR § 45.21, and that the word "RESTRICTED" is displayed in accordance with FAR § 45.23.

99.-100. RESERVED.

FIGURE 4-2. SAMPLE FAA FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE FOR RESTRICTED CATEGORY AIRCRAFT CERTIFICATED UNDER FAR § 21.25(b)(7)

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION	RESTRICTED	
	PURPOSE	FAR 21.25(b)(7) (OTHER), SEE ATTACHED LIMITATIONS	
B	MANU-FACTURER	NAME	
		ADDRESS	
C	FLIGHT	~~FROM~~ SEE ATTACHED OPERATING LIMITATIONS	
		~~TO~~ SEE ITEM D, REVERSE SIDE OF THIS CERTIFICATE	
D	N—		SERIAL NO.
	BUILDER		MODEL
E	DATE OF ISSUANCE		EXPIRY
	OPERATING LIMITATIONS DATED		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE		DESIGNATION OR OFFICE NO.

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM 8130-7 (10/82) *SEE REVERSE SIDE*

SECTION 3. MULTIPLE AIRWORTHINESS CERTIFICATES

101. GENERAL. Under the provisions of FAR § 21.187, an applicant for an airworthiness certificate in the restricted category, and in one or more other categories, is entitled to the certificate if compliance is shown with the requirements of each category when the aircraft is in the configuration for that category. Additionally, the applicant must show that the aircraft can be converted from one category to another by removing or adding equipment by simple mechanical means.

102. CERTIFICATION PROCEDURES. The FAA shall follow the applicable procedures in paragraph 88.

103. ELIGIBILITY.

a. An aircraft in the normal, utility, aerobatic, transport, or limited category may be eligible for multiple airworthiness certificates if it can be converted to the restricted category in accordance with FAR §§ 21.25 and 21.187. An aircraft type certificated in both the normal and commuter categories is eligible for an airworthiness certificate in only one category at a time.

b. Procedures for multiple airworthiness certification are a combination of the procedures covering standard and restricted categories, or limited and restricted categories, plus the following:

(1) The FAA should witness the applicant's method for compliance with FAR §§ 21.187(a)(1) and 21.187(a)(2), and make a determination that the detailed conversion instructions covering the change from one category to the other are adequate. The operating limitations should contain a statement that each conversion from one category to the other must be in accordance with such instructions.

(2) If one of the airworthiness categories is in the standard configuration, and the aircraft will be used for the carriage of passengers for compensation or hire in the standard configuration, the FAA inspector should evaluate the restricted special purpose operation to determine whether the airworthiness inspection prescribed in FAR § 21.187(b) will be required each time the aircraft is converted from the restricted category to the standard category. Normally, if the special purpose operation involves carriage of maximum loads, or the aircraft is subject to contamination by pesticides or herbicides, the airworthiness inspection should be required and an operating limitation to this effect should be prescribed. It should be noted that the foregoing does not apply when the normal category operating limits have been exceeded while operating in the restricted category, however, the procedures in paragraph 107 do apply.

(3) If the FAA determines that the airworthiness inspection by the FAA or an appropriately certificated mechanic is not necessary because of the nature of the special purpose, the operating limitations should so specify.

(4) To ensure that each conversion of aircraft with multiple certificates is recorded, an operating limitation shall prescribe that an aircraft maintenance record entry, signed by the person making the conversion, must be made each time the aircraft is converted from one category to the other. If an inspection per FAR § 21.187(b) is required, the entry must be signed by the FAA or an appropriately rated mechanic.

104. SPECIAL PURPOSE OPERATIONS. Federal Aviation Regulations § 21.25 specifies the special purpose operations for restricted category aircraft. Special purpose operations are not specified for limited and standard category aircraft.

105. AIRWORTHINESS CERTIFICATES. If the requested multiple certification covers restricted and limited categories, an FAA Form 8130-7 will be issued for each category with appropriate conditions and operating limitations issued with each certificate. For example, if the requested multiple certification covers restricted and standard category, an FAA Form 8100-2 will be issued for the standard classification, and an FAA Form 8130-7, with appropriate conditions and operating limitations, will be issued for the restricted category.

106. OPERATING LIMITATIONS. All restricted category aircraft must be operated in accordance with FAR § 91.313, in addition to the operational requirements of FAR Part 91. However, additional operating limitations may be prescribed by the FAA as deemed necessary for safe operation. The appropriate operating limitations will be enumerated on a separate sheet and attached to the FAA Form 8130-7. The issuance date of the operating limitations must be shown on the face side of the FAA Form 8130-7.

107. OPERATING WITH MULTIPLE AIRWORTHINESS CERTIFICATES, STANDARD AND RESTRICTED. The primary requirement for issuance of a standard airworthiness certificate is that the aircraft is found in conformity with its type design and in condition for safe operation. Any operations outside of the normal category operating limitations while operating in the restricted category (either weight or maneuvering), unless approved for that aircraft, may make it impossible to return the aircraft to the normal category unless a complete engineering evaluation is made. The evaluation must determine what effect the overweight and maneuvering loads had on the aircraft's (including rotorcraft) structure and components. This will assist in establishing an inspection and/or replacement program that would return the aircraft to a condition for safe operation in the standard configuration. Unknown stresses and possible hidden damage to the aircraft structure may have resulted because of the weights, maneuvers, and speeds utilized for the restricted category operations. Therefore, to retain eligibility for return to the standard airworthiness classification after being operated in the restricted category, the following would apply:

a. While being operated in the restricted category, any changes made to the aircraft that are to be retained when in normal category operation, or any operations that are outside of the normal category operating limitations, must be approved in accordance with the regulations and procedures applicable to an aircraft having a standard airworthiness certificate.

b. If the TCDS for an aircraft includes both normal and restricted category, and the maximum gross weight and/or operating limitations for the restricted category are higher than that for normal category, the aircraft is **NOT** eligible for operation in the standard classification after having been operated in the restricted category unless:

(1) The TCDS specifically states that the aircraft is eligible for operation in the normal category after having been operated at the limitations applicable to the restricted category; or,

(2) If the TCDS does not have such a note or any other reference, the operations outside of the normal category operating limitations including increased gross weights must be FAA approved.

108. DISPLAY OF MARKS ("RESTRICTED" OR "LIMITED"). The FAA should determine if a method has been provided for displaying the word "RESTRICTED" or "LIMITED." The applicant should be advised that it is the owner's or operator's responsibility to display the word "RESTRICTED" or "LIMITED" when the aircraft is in that corresponding configuration (FAR § 45.23(b)).

109.-111. RESERVED.

SECTION 4. LIMITED AIRWORTHINESS CERTIFICATION

112. GENERAL. This section provides guidance concerning the requirements of FAR § 21.189, Issuance of Airworthiness Certificate for Limited Category Aircraft.

113. CERTIFICATION PROCEDURES. The FAA representative shall follow the applicable procedures in paragraph 88.

114. ELIGIBILITY.

a. An applicant requesting issuance of an airworthiness certificate in the "limited" category must show that the aircraft has been previously issued a limited category TC and that the aircraft conforms to that TC (FAR § 21.189).

b. The FAA inspector shall make the following determinations for aircraft to be certificated in the limited category:

(1) The FAA inspector shall verify that the aircraft is one of the type and models that have been issued limited TC and that the aircraft conforms to the requirements set forth in the pertinent limited category aircraft specification.

(2) In accordance with FAR § 21.189(a)(2), the applicant must flight test the aircraft. Therefore, the FAA inspector should, upon application, issue an experimental certificate for this purpose. When the aircraft is subsequently submitted for limited certification, determine that the findings of the flight test are entered in the aircraft logbook and signed by the pilot who made the flights.

(3) Since surplus military aircraft may have been subjected to deterioration from prolonged storage or inactivity, the FAA inspector shall ensure that the aircraft is subjected to a thorough inspection to determine its state of preservation and repair and it is in a condition for safe operation. The applicant shall provide all available documentation, such as technical orders and military inspection records, to support the findings of airworthiness. The inspection may require removing rivets and cutting openings to check the condition of fraying surfaces and closed areas. If the condition of the aircraft indicates that such work is necessary, it should be recommended to the applicant that the inspection would be expedited if an airworthiness inspection is performed by an appropriately rated repair station or mechanic, in accordance with the requirements of FAR Part 43.

115. OPERATING LIMITATIONS. All limited category civil aircraft must be operated in compliance with the limitations prescribed in FAR § 91.315. However, an FAA inspector may prescribe additional limitations as necessary for safe operation. The additional operating limitations will be enumerated on a separate sheet and issued with the FAA Form 8130-7.

116. DISPLAY OF MARKS (LIMITED). The FAA inspector should determine that a method has been provided for displaying the word "LIMITED." The applicant should also be advised that it is the owner or operator's responsibility to display the word "LIMITED" in accordance with FAR § 45.23(b).

117. AIRCRAFT ISSUED LIMITED CATEGORY TYPE CERTIFICATES

Aircraft Manufacturer	Model Eligible	Limited Spec. No
Boeing	B-17F and B-17G	AL-1
North American	B-25, B-25C, B-25G, B-25H, B-25N, B-25N, and B-25J	AL-2
Douglas	A-26B and A-26C	AL-3
	A-24B (Navy SBD-5)	AL-4
Consolidated-Vultee	PB2Y-3, PB2Y-3R, PB2Y-5, PB2Y-5R, and PB2Y-5Z	AL-5
	LB 30	AL-6
Sikorsky	R-4B Helicopter	AL-7
Grumman	TBF-1, TBF-1C, TBM-1, TBM-1C, TBM-3, and TBM-3E	AL-8
Douglas	A-20B, A-20C, A-20G, A-20H, A-20J	AL-9
Lockheed	P-38E, P-38J, F-5E, P-38L, F-5F, F-5G	AL-10
North American	P-51C, P-51D, P-51K, and P-38M	AL-11
Beech	AT-10, AT-10BH, AT-10GL, and AT-10GF	AL-12
Lockheed	B-34, PV-1, PV-2	AL-13
Northrop	P-61, P-61A, P-61B	AL-14
North American	A-36A	AL-15
Curtiss	O-52	AL-16
Grumman	J2F-3, J2F-4, J2F-5, J2F-6	AL-17

Curtiss-Wright	P-40N, P-40L	AL-18
Sikorsky	R-5A Helicopter	AL-19
Martin	PBM-5	AL-20
Bell Aircraft	P-63C, P-63E	AL-21
North American	BC-1	AL-22
Grumman	F8F-1	AL-23
Chance-Vought	OS2U-1, OS2U-2, OS2U-3, OS2N-1	AL-24
Grumman	FM-2	AL-25
Consolidated-Vultee	L-1, L-1A, L-1B, L-1C, L-1D, L-1E, L-1F	AL-26
North American	BT-9, BT-9A, BT-9B, and BT-9C	AL-27
(Culver) Superior	PQ-14A, PQ-14B, YQB-14A, YPQ-14B, Navy TD2C1	AL-28
Sikorsky	YR-6A, R-6A, HOS-1 Helicopters	AL-29
Consolidated	C-87A	AL-30
Curtiss Wright	AT-9, AT-9A	AL-31
North American	BT-14	AL-32
Martin	B-26C	AL-33

NOTE: This list is provided as guidance and should not be used as an official list. Questions regarding aircraft eligible for, or presently holding, limited type certificates should be directed to the applicant's local ACO.

SECTION 5. PRIMARY CATEGORY AIRCRAFT (PCA) AIRWORTHINESS CERTIFICATIONS

118. GENERAL.

a. Section 21.24(b) of the FAR permits the applicant to submit a special inspection and preventive maintenance program as part of the aircraft's type design or supplemental type design. The submitted program will be reviewed and accepted or rejected by the Kansas City, Missouri, Aircraft Evaluation Group (MKC-AEG), with engineering input by the ACO where TC application is made. Special inspection and preventive maintenance programs for primary category rotorcraft will be submitted to the Fort Worth, Texas, Aircraft Evaluation Group (FTW-AEG) with engineering input by the ACO where TC application is made. FSDO's will **not** accept or reject the programs.

b. Section 21.184(a) of the FAR allows an applicant to obtain a special airworthiness certificate for PCA when the provisions of FAR Part 21 are met. Primary category aircraft are not eligible for multiple category airworthiness certificates (FAR § 21.184(e)).

c. Section 21.184(b) of the FAR allows an applicant to obtain a special airworthiness certificate for an imported PCA with a FAR § 21.29 TC. The CAA of the country of manufacture must certify, and the Administrator must find after inspection, that the aircraft meets the criteria of FAR § 21.24(a)(1) and is in a condition for safe operation.

d. Section 21.184(c) of the FAR allows an applicant to exchange a standard airworthiness certificate for a special airworthiness certificate - primary category. The conversion will be made through the normal STC process. The only benefit for making a conversion is so the pilot-owner may perform preventive maintenance beyond what is already allowed under Part 43, Appendix A. Prior to making the conversion, the applicant should consider the following:

(1) There must be an FAA approved special inspection and preventive maintenance program for the specific aircraft model being converted. If there is not an approved program or if any additional preventive maintenance items are to be added, the applicant must submit the program or additional items as part of the STC design data to be approved.

(2) Only a properly qualified pilot-owner may perform preventive maintenance under the special inspection and preventive maintenance program. To be properly qualified, a pilot-owner must successfully complete an FAA approved course given by an approved aviation maintenance technician school, the holder of the production certificate for the pilot-owner's aircraft, or another entity approved by the Administrator.

(3) The same aircraft cannot be returned to a standard airworthiness certificate without showing that it meets all the criteria for a standard airworthiness certificate as prescribed by

the regulations. Such a showing historically has been difficult when an aircraft has remained in a different classification or category for a lengthy period. To facilitate the return to a standard airworthiness certificate, the aircraft records should indicate, among other requirements, that the aircraft has been maintained according to the manufacturer's instructions, and that any modifications to the aircraft either were removed or approved by the FAA.

119. CERTIFICATION PROCEDURES. The FAA should follow the appropriate procedures steps in paragraph 88 and the following:

a. Duration of certificates are unlimited as long the requirements of FAR § 21.181(a)(1) are met.

b. Section 91.325 of the FAR identifies the operating limitations unique to PCA.

c. Figures 4-3 through 4-15 provide samples of FAA Forms 8130-6 and 8130-7 applicable to PCA.

120. RESERVED.

FIGURE 4-3. SAMPLE FAA FORM 8130-6, AIRWORTHINESS APPLICATION FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER FAR § 21.184(a) (FACE SIDE)

Form Approved
O.M.B. No. 2120-0018

US Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR MFR	FAA CODING
N2EZ	Flight Corp.	F-C-1A	91	
5. AIRCRAFT SERIAL NO	**6. ENGINE BUILDER'S NAME (Make)**	**7. ENGINE MODEL DESIGNATION**		
F0002	TCM	IO-360-ES		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (Make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS (Check if applicable)**	
One	McCauley	2A34C209	IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A	1		STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)	NORMAL		UTILITY		ACROBATIC		TRANSPORT		GLIDER		BALLOON
B		X	SPECIAL AIRWORTHINESS CERTIFICATE ~~(Check appropriate items)~~ — PRIMARY CATEGORY											
	2		LIMITED											
	5		PROVISIONAL (Indicate class)	1		CLASS I								
				2		CLASS II								
	3		RESTRICTED (Indicate operation(s) to be conducted)	1		AGRICULTURE AND PEST CONTROL	2		AERIAL SURVEYING	3		AERIAL ADVERTISING		
				4		FOREST (Wildlife conservation)	5		PATROLLING	6		WEATHER CONTROL		
				7		CARRIAGE OF CARGO	0		OTHER (Specify)					
	4		EXPERIMENTAL (Indicate operation(s) to be conducted)	1		RESEARCH AND DEVELOPMENT	2		AMATEUR BUILT	3		EXHIBITION		
				4		RACING	5		CREW TRAINING			MKT. SURVEY		
				0		TO SHOW COMPLIANCE WITH FAR								
	8		SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)	1		FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE								
				2		EVACUATE FROM AREA OF IMPENDING DANGER								
				3		OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT								
				4		DELIVERING OR EXPORT	5		PRODUCTION FLIGHT TESTING					
				6		CUSTOMER DEMONSTRATION FLIGHTS								
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)											

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on certificate of aircraft registration) — IF DEALER, CHECK HERE → X

NAME	ADDRESS
Flight Corp.	10 Lane Ave. Doby, TX 78907

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) CE785	X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 92-25
	AIRCRAFT LISTING (Give page number(s)) N/A		SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

CHECK IF RECORDS IN COMPLIANCE WITH FAR 91-478. 91.417	TOTAL AIRFRAME HOURS 2.1	3	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) -0-

D. **CERTIFICATION** — I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
01-27-93	Joe Quality, Director Q.A.	Joe Quality

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY (Complete this section only if FAR 21.183(d) applies)

2	FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)	3	CERTIFICATED MECHANIC (Give Certificate No.)	6	CERTIFICATED REPAIR STATION (Give Certificate No.)
5	AIRCRAFT MANUFACTURER (Give name of firm)				

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks in items A and B)

A. I find that the aircraft described in Section I or VII meets requirements for: X THE CERTIFICATE REQUESTED; 4 AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE

B. Inspection for a special flight permit under Section VII was conducted by: FAA INSPECTOR; FAA DESIGNEE; CERTIFICATE HOLDER UNDER: FAR 65, FAR 121, 127 or 135, FAR 145

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO		FAA INSPECTOR'S SIGNATURE
01-27-93	CE43	4		1	Bob Gooday Bob Gooday

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

FIGURE 4-4. SAMPLE FAA FORM 8130-6, AIRWORTHINESS APPLICATION FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER FAR § 21.184(a) (REVERSE SIDE)

*U.S.GPO:1990-768-012 20177

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- [ ] PRODUCTION CERTIFICATE *(Give production certificate number)*
- [ ] TYPE CERTIFICATE ONLY
- [ ] APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Make)*	MODEL
SERIAL NUMBER	REGISTRATION MARK

B. DESCRIPTION OF FLIGHT — CUSTOMER DEMONSTRATION FLIGHTS ☐ *(Check if applicable)*

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] NAVIGATOR
- [ ] OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION *(Use attachment if necessary)*

F. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 8130-9 *(Attach when required)*
	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original Attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*		J. Current Airworthiness Certificate Issued in Accordance with
X	F. This Inspection Recorded in Aircraft Records	X	FAR 21.184(a) *(Copy attached)*

FIGURE 4-5. SAMPLE FAA FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER FAR § 21.184(a) (FACE SIDE)

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION	Primary Category	
	PURPOSE	N/A	
B	MANU-FACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	N/A
		TO	N/A
D	N—2EZ		SERIAL NO. F0002
	BUILDER Flight Corp.		MODEL F-C-1A
E	DATE OF ISSUANCE		EXPIRY unlimited
	OPERATING LIMITATIONS DATED		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Bob Gooday Bob Gooday		DESIGNATION OR OFFICE NO. SW23

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM 8130-7 (10/82) *SEE REVERSE SIDE*

FIGURE 4-6. SAMPLE FAA FORM 8130-6, AIRWORTHINESS APPLICATION FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER FAR § 21.184(b) (FACE SIDE)

Form Approved
O.M.B. No. 2120-0018

US Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR MFR	FAA CODING
N345FT	Flight LTD.	FL-1A	1993	
5. AIRCRAFT SERIAL NO	**6. ENGINE BUILDER'S NAME (Make)**	**7. ENGINE MODEL DESIGNATION**		
FL009	TCM	IO-360ES		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (Make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS (Check if applicable)**	
One	McCauley	2A34C209	X IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A	1		STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)		NORMAL		UTILITY		ACROBATIC		TRANSPORT		GLIDER		BALLOON	
B		X	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items) Primary Catergory													
	2		LIMITED													
	5		PROVISIONAL (Indicate class)	1		CLASS I										
				2		CLASS II										
	3		RESTRICTED (Indicate operation(s) to be conducted)	1		AGRICULTURE AND PEST CONTROL		2		AERIAL SURVEYING		3		AERIAL ADVERTISING		
				4		FOREST (Wildlife conservation)		5		PATROLLING		6		WEATHER CONTROL		
				7		CARRIAGE OF CARGO		0		OTHER (Specify)						
	4		EXPERIMENTAL (Indicate operation(s) to be conducted)	1		RESEARCH AND DEVELOPMENT		2		AMATEUR BUILT		3		EXHIBITION		
				4		RACING		5		CREW TRAINING				MKT SURVEY		
				0		TO SHOW COMPLIANCE WITH FAR										
	8		SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)	1		FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE										
				2		EVACUATE FROM AREA OF IMPENDING DANGER										
				3		OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT										
				4		DELIVERING OR EXPORT		5		PRODUCTION FLIGHT TESTING						
				6		CUSTOMER DEMONSTRATION FLIGHTS										
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)													

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on certificate of aircraft registration) — IF DEALER, CHECK HERE →

NAME	ADDRESS
Flight Ltd.	89 Chain Rd., Perry, Ks. 67987

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No and Revision No.) A1EU Rev. 3	X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 92-25
	AIRCRAFT LISTING (Give page number(s)) N/A	X	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) GL234A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91 ~~135~~. 91.417	TOTAL AIRFRAME HOURS 3.0	3	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) -0-

D. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
01-27-93	Harry Jones, Manager, Quality	Harry Jones

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY (Complete ... only if FAR 21.183(d) applies)

2		FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)	3		CERTIFICATED MECHANIC (Give Certificate No.)	6		CERTIFICATED REPAIR STATION (Give Certificate No.)
5		AIRCRAFT MANUFACTURER (Give name of firm)					

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks in items A and B)

A. I find that the aircraft described in Section I or VII meets requirements for — X THE CERTIFICATE REQUESTED; 4 AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE

B. Inspection for a special flight permit under Section VII was conducted by — FAA INSPECTOR; FAA DESIGNEE; CERTIFICATE HOLDER UNDER; FAR 65; FAR 121, 127 or 135; FAR 145

DATE	DISTRICT OFFICE	4	DESIGNEE'S SIGNATURE AND NO	1	FAA INSPECTOR'S SIGNATURE
2-9-93	CE45				Sue Lacey Sue Lacey

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

FIGURE 4-7. SAMPLE FAA FORM 8130-6, AIRWORTHINESS APPLICATION FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER FAR § 21.184(b) (REVERSE SIDE)

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- [ ] PRODUCTION CERTIFICATE *(Give production certificate number)*
- [ ] TYPE CERTIFICATE ONLY
- [ ] APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Make)*	MODEL
SERIAL NUMBER	REGISTRATION MARK

B. DESCRIPTION OF FLIGHT — CUSTOMER DEMONSTRATION FLIGHTS ☐ *(Check if applicable)*

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] NAVIGATOR
- [ ] OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION *(Use attachment if necessary)*

F. **CERTIFICATION** — I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered th the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 8130-9 *(Attach when required)*
	B. Current Operating Limitations Attached	X	H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original Attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.184(b) *(Copy attached)*
X	F. This Inspection Recorded in Aircraft Records		

FIGURE 4-8. SAMPLE FAA FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER FAR § 21.184(b) (FACE SIDE)

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION	Primary Category	
	PURPOSE		
B	MANU-FACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	N/A
		TO	N/A
D	N-345FT		SERIAL NO. FL009
	BUILDER Flight Ltd.		MODEL FL-1A
E	DATE OF ISSUANCE 2-9-93		EXPIRY unlimited
	OPERATING LIMITATIONS DATED 2-9-93		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Sue Lacey Sue Lacey		DESIGNATION OR OFFICE NO. NE58

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM 8130-7 (10/82) SEE REVERSE SIDE

FIGURE 4-9, SAMPLE FAA FORM 8130-6, AIRWORTHINESS APPLICATION FOR PRIMARY CATEGORY AIRWORTHINESS APPLICATION CERTIFICATED UNDER FAR § 21.184(c) (FACE SIDE)

Form Approved
O.M.B. No. 2120-0018

US Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR	FAA CODING
N7897T	Cessna	172A	1967	
5. AIRCRAFT SERIAL NO	**6. ENGINE BUILDER'S NAME (Make)**	**7. ENGINE MODEL DESIGNATION**		
172A-001	Continental	O-300-D		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (Make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS (Check if applicable)**	
One	McCauley	1C172/EM	IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A	1		STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)		NORMAL		UTILITY		ACROBATIC		TRANSPORT		GLIDER		BALLOON
B		X	SPECIAL AIRWORTHINESS CERTIFICATE ~~(Check appropriate items)~~ Primary Category												
	2		LIMITED												
	5		PROVISIONAL (Indicate class)	1		CLASS I									
				2		CLASS II									
	3		RESTRICTED (Indicate operation(s) to be conducted)	1		AGRICULTURE AND PEST CONTROL	2		AERIAL SURVEYING	3		AERIAL ADVERTISING			
				4		FOREST (Wildlife conservation)	5		PATROLLING	6		WEATHER CONTROL			
				7		CARRIAGE OF CARGO	0		OTHER (Specify)						
	4		EXPERIMENTAL (Indicate operation(s) to be conducted)	1		RESEARCH AND DEVELOPMENT	2		AMATEUR BUILT	3		EXHIBITION			
				4		RACING	5		CREW TRAINING			MKT SURVEY			
				0		TO SHOW COMPLIANCE WITH FAR									
	8		SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)	1		FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE									
				2		EVACUATE FROM AREA OF IMPENDING DANGER									
				3		OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT									
				4		DELIVERING OR EXPORT	5		PRODUCTION FLIGHT TESTING						
				6		CUSTOMER DEMONSTRATION FLIGHTS									
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)												

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on certificate of aircraft registration) — IF DEALER, CHECK HERE →

NAME	ADDRESS
Mr. S. Flint	346 Oak ST., Levittown, FL. 98712

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) 3A12 Rev. 35	X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 92-26
	AIRCRAFT LISTING (Give page number(s)) N/A	X	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) SA 00986 CE

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91 ~~Pt.~~ 91.417	TOTAL AIRFRAME HOURS 3400.0	3	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) 15.2

D. **CERTIFICATION** — I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
01-23-93	Mr. S. Flint, Owner	S. Flint

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY (Complete this section only if FAR 21.183(d) applies)

2		FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)	3		CERTIFICATED MECHANIC (Give Certificate No.)	6		CERTIFICATED REPAIR STATION (Give Certificate No.)
5		AIRCRAFT MANUFACTURER (Give name of firm)					

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks in items A and B)

A. I find that the aircraft described in Section I or VII meets requirements for:

	X	THE CERTIFICATE REQUESTED	
4		AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE	

B. Inspection for a special flight permit under Section VII was conducted by:

	FAA INSPECTOR		FAA DESIGNEE		
	CERTIFICATE HOLDER UNDER		FAR 65	FAR 121, 127 or 135	FAR 145

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO		FAA INSPECTOR'S SIGNATURE
01-27-93	SW NW67	4		1	Jose Mendez Jose Mendez

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

FIGURE 4-10. SAMPLE FAA FORM 8130-6, AIRWORTHINESS APPLICATION FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER FAR § 21.184(c) (REVERSE SIDE)

*U.S.GPO:1990-766-012/20177

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- [ ] PRODUCTION CERTIFICATE *(Give production certificate number)*
- [ ] TYPE CERTIFICATE ONLY
- [ ] APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Make)*	MODEL
SERIAL NUMBER	REGISTRATION MARK

B. DESCRIPTION OF FLIGHT — CUSTOMER DEMONSTRATION FLIGHTS ☐ *(Check if applicable)*

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] NAVIGATOR
- [ ] OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION *(Use attachment if necessary)*

F. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 8130-9 *(Attach when required)*
	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*	X	I. Previous Airworthiness Certificate Issued in Accordance with FAR 21.191(b) CAR _____ *(Original Attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.184(c) *(Copy attached)*
X	F. This Inspection Recorded in Aircraft Records		

FIGURE 4-11. SAMPLE FAA FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER FAR § 21.184(c) (FACE SIDE)

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION		Primary Category	
	PURPOSE			
B	MANU-FACTURER	NAME	N/A	
		ADDRESS	N/A	
C	FLIGHT	FROM	N/A	
		TO	N/A	
D	N-7897T			SERIAL NO. 172A-001
	BUILDER Cessna Aircraft Corp.			MODEL 172A
E	DATE OF ISSUANCE 1-27-93			EXPIRY unlimited
	OPERATING LIMITATIONS DATED N/A			ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Jose Mendez			DESIGNATION OR OFFICE NO. NW24

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM 8130-7 (10/82) *SEE REVERSE SIDE*

FIGURE 4-12. SAMPLE OPERATING LIMITATIONS FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER FAR § 21.184(c).

PRIMARY CATEGORY AIRCRAFT OPERATING LIMITATIONS

Make: CESSNA Registration Number: N7897T
Model: 172A Serial Number: 172A-001

1. No person may operate a primary category aircraft for carrying persons or property for compensation or hire.

2. No person may operate a primary category aircraft that is maintained by the pilot-owner under an approved special inspection and maintenance program except:

a. The pilot-owner; or

b. A designee of the pilot-owner, provided that the pilot-owner does not receive compensation for the use of the aircraft.

3. No person may operate a primary category aircraft certificated under FAR 21.184 unless within the preceding 12 calendar months the annual inspection required by FAR 91.409(a) has been performed. A 100-hour inspection required by FAR 91.409(b) is required if the aircraft is used for rental or flight instruction for hire. The aircraft may only be returned to service by persons authorized by FAR 43.7.

4. A primary category aircraft does not meet the requirements of applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. It may no be operated over any other country without the special permission of the country. Evidence of that permission must be carried aboard the aircraft along with the U.S. airworthiness certificate, and be made available to the FAA or CAA in the country of operation upon request.

FIGURE 4-13. SAMPLE FAA FORM 8130-6, AIRWORTHINESS APPLICATION FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER FAR § 21.191(h) (FACE SIDE)

Form Approved
O.M.B. No. 2120-0018

US Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (Make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR	FAA CODING
N654GL	Night	N7-xray	1990	
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME (Make)**	**7. ENGINE MODEL DESIGNATION**		
NX09	TCM	IO-360-ES		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (Make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS (Check if applicable)**	
One	McCauley	2A34C209	IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A	1		STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)		NORMAL		UTILITY		ACROBATIC		TRANSPORT		GLIDER	BALLOON
B		X	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)	Primary Category										
	2		LIMITED											
	5		PROVISIONAL (Indicate class)	1		CLASS I								
				2		CLASS II								
	3		RESTRICTED (Indicate operation(s) to be conducted)	1		AGRICULTURE AND PEST CONTROL	2		AERIAL SURVEYING	3		AERIAL ADVERTISING		
				4		FOREST (Wildlife conservation)	5		PATROLLING	6		WEATHER CONTROL		
				7		CARRIAGE OF CARGO	0		OTHER (Specify)					
	4	X	EXPERIMENTAL (Indicate operation(s) to be conducted)	1		RESEARCH AND DEVELOPMENT	2		AMATEUR BUILT	3		EXHIBITION		
				4		RACING	5		CREW TRAINING			MKT SURVEY		
				0	X	TO SHOW COMPLIANCE WITH FAR Operating Kit-built Aircraft								
	8		SPECIAL FLIGHT PERMIT (Indicate operation to be conducted. then complete Section VI or VII as applicable on reverse side)	1		FERRY FLIGHT FOR REPAIRS. ALTERATIONS. MAINTENANCE OR STORAGE								
				2		EVACUATE FROM AREA OF IMPENDING DANGER								
				3		OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT								
				4		DELIVERING OR EXPORT	5		PRODUCTION FLIGHT TESTING					
				6		CUSTOMER DEMONSTRATION FLIGHTS								
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)											

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on certificate of aircraft registration) — IF DEALER, CHECK HERE →

NAME	ADDRESS
Mary Test	78 China Drive, Jumping, TX 89765

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) A1WI	X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 92-25
	AIRCRAFT LISTING (Give page number(s)) N/A		SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91-~~99~~. 91.417	TOTAL AIRFRAME HOURS 2.2	3 EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) -0-

D. **CERTIFICATION** — I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
01-23-93	Mary Test, Owner	Mary Test

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY (Complete this section only if FAR 21.183(d) applies)

2		FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)	3	CERTIFICATED MECHANIC (Give Certificate No.)	6 CERTIFICATED REPAIR STATION (Give Certificate No.)
5		AIRCRAFT MANUFACTURER (Give name of firm)			

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks in items A and B)

A. I find that the aircraft described in Section I or VII meets requirements for: X THE CERTIFICATE REQUESTED; 4 AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE

B. Inspection for a special flight permit under Section VII was conducted by: FAA INSPECTOR; FAA DESIGNEE; CERTIFICATE HOLDER UNDER; FAR 65; FAR 121, 127 or 135; FAR 145

DATE	DISTRICT OFFICE	4	DESIGNEE'S SIGNATURE AND NO	1	FAA INSPECTOR'S SIGNATURE
02/12/93	CE34				Larry Kim Larry Kim

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

FIGURE 4-14. SAMPLE FAA FORM 8130-6, AIRWORTHINESS APPLICATION FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER FAR § 21.191(h) (REVERSE SIDE)

*U.S.GPO:1990-766-012/20177

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- [ ] PRODUCTION CERTIFICATE *(Give production certificate number)*
- [ ] TYPE CERTIFICATE ONLY
- [ ] APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Make)*	MODEL
SERIAL NUMBER	REGISTRATION MARK

B. DESCRIPTION OF FLIGHT — CUSTOMER DEMONSTRATION FLIGHTS ☐ *(Check if applicable)*

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] NAVIGATOR
- [ ] OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION *(Use attachment if necessary)*

F. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE *(Print or type)*	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 8130-9 *(Attach when required)*
	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance with FAR ____ CAR ____ *(Original Attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.191(h) *(Copy attached)*
X	F. This Inspection Recorded in Aircraft Records		

FIGURE 4-15. SAMPLE FAA FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE AND OPERATING LIMITATIONS FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER FAR § 21.191(h) (FACE SIDE)

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION	Experimental	
	PURPOSE	Operating Kit-Built Aircraft	
B	MANU-FACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	N/A
		TO	N/A
D	N— 654GL		SERIAL NO. NX09
	BUILDER Night-Test		MODEL N7-xray
E	DATE OF ISSUANCE 02/12/93		EXPIRY unlimited
	OPERATING LIMITATIONS DATED 2/12/93		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE- Larry Kim Larry Kim		DESIGNATION OR OFFICE NO. CE34

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM 8130-7 (10/82) *SEE REVERSE SIDE*

FIGURE 4-15. SAMPLE FAA FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE AND OPERATING LIMITATIONS FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER FAR § 21.191(h) (CONTINUED)

U.S. Department
of Transportation
Federal Aviation
Administration

Small Airplane Directorate

EXPERIMENTAL - KIT BUILT AIRCRAFT
OPERATING LIMITATION

MAKE: Night-Test

MODEL: N7-xray

S/N: NX09

REG. NUMBER: N654GL

1. This aircraft shall not be operated outside the assigned test area until it has been shown to comply with Federal Aviation Regulation (FAR) Section 91.319(b). A log book entry shall be made by person finding compliance. Flight test area (describe area needed to test aircraft).

2. No person may operate this aircraft for other than the purpose for which the special airworthiness certificate was issued and the aircraft shall be operating in accordance with the applicable FAA Air Traffic and General Operating Rules.

3. No operations shall be conducted over densely populated areas or in congested airways, except for takeoffs and landings.

4. Operator of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating into or out of airports with operating control towers.

5. Unless appropriately equipped for night and/or instrument flight in accordance with FAR 91.205, this aircraft shall be operated Day VFR only.

6. This aircraft shall contain the placards, markings, etc., required by FAR 91.9, as applicable.

7. No person may operate this aircraft for carrying persons or property for compensation or hire.

8. The person operating this aircraft shall advise each person carried of the experimental nature of this aircraft.

9. Aerobatic flights, limited to the aerobatics described in the aircraft log book or contained in placards are permitted.

10. Any major change to this aircraft, as defined by FAR 21.93, invalidates the special airworthiness certificate issued for this aircraft.

11. FAA-certificated mechanics holding an Airframe and Powerplant rating, and appropriately rated repair station may perform condition inspections in accordance with Appendix D of Part 43.

12. Condition inspections shall be recorded in the aircraft maintenance records showing the following or a similarly worded statement: "I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of Appendix D of Part 43 and found to be in a condition for safe operation." The entry will include the aircraft total time-in-service, the name, signature, and certificate type and number of the person performing the inspection.

Date	FAA Representative	Designation

SECTION 6. EXPERIMENTAL AIRWORTHINESS CERTIFICATIONS

121. GENERAL.

a. Any aircraft which does not have a valid TC or does not conform to its TC cannot be operated unless it has been issued an experimental certificate or a special flight permit. These aircraft may not be eligible for a standard airworthiness certificate due to modification(s) or the absence of a valid TC. However, issuance of an experimental airworthiness certificate is not required for an aircraft with a valid standard airworthiness certificate that has been modified in accordance with a previously approved STC or other FAA approved data.

b. The requirements for issuing experimental certificates are contained in FAR §§ 21.191, 21.193, and 21.195.

c. For the purpose of this chapter type certification programs include TC, STC, and amendments to either.

122. CERTIFICATION PROCEDURES. The FAA should follow the appropriate procedures in paragraph 88.

123. ELIGIBILITY.

a. For an aircraft to be eligible for an experimental certificate, the aircraft must be registered and the applicant must satisfy one or more of the purposes stated in FAR § 21.191, as further discussed in paragraphs 123 and 124.

b. An experimental certificate may be issued for an aircraft under a Dealer's Aircraft Registration Certificate for required flight tests by the manufacturer, or for purposes incidental to sale by the manufacturer of the aircraft for which the certificate is issued. In the latter case, the FAA should ensure that the requirements of FAR § 21.195 are met.

c. In assuring compliance with FAR § 21.193(d), the following shall be described in the applicant's program letter:

(1) Purpose of Experiment, FAR § 21.193(d)(1). An applicant must submit a program letter describing the purpose in sufficient detail to outline the aircraft configuration and program objectives, in a manner that will permit the FAA to prescribe adequate limitations and conditions necessary to assure safe operation. The main objective is to outline the aircraft configuration and program objectives and not describe everything in minute detail. The use of the same aircraft for overlapping programs is not precluded and the program letter can outline one or more programs. Upon showing compliance with FAR § 91.319(b), the aircraft can be used to support other aircraft in the program or other experimental programs the manufacturer has underway, e.g., support crew movements, carry spare engines, etc. This support activity, in

addition to the purpose for which the certificate is to be issued, should be included in the program letter or be included in the procedure described in paragraph 143.

(2) Time or Number of Flights, FAR § 21.193(d)(2). The applicant's program letter must include the estimated time or number of flights required to accomplish the program. The FAA will evaluate the request in comparison to the program in order to establish an appropriate time duration for the special airworthiness certificate.

(3) Areas. The applicant must provide in the program letter sufficient detail to describe the areas over which the flights are to be conducted. It is the responsibility of the FAA to establish boundaries of the flight test area, and in densely populated areas or congested airways takeoff, departure and landing approach corridors that ensure hazards to persons and property are minimized.

(4) Describe Aircraft Configuration. Except for aircraft converted from a TC the applicant must describe the aircraft's external configuration. The use of three-view sketches and three-dimensional photographs is acceptable.

(5) Figure 4-16 shows a sample program letter that an applicant can use or expand upon as needed.

124. EXPERIMENTAL PURPOSES OTHER THAN AMATEUR-BUILT. THE PURPOSE(S) MUST BE SHOWN ON THE CERTIFICATE AND ON THE OPERATING LIMITATIONS. Amendment of the airworthiness certificate or its operating limitations requires submittal of a new airworthiness application, FAA Form 8130-6, along with a program letter justifying the purpose requested and any other data as applicable. Section 21.191 of the FAR defines the operations authorized for experimental certificates, and the following paragraphs describe each of those purposes.

a. Research and Development. Any aircraft would be eligible for an experimental certificate under this purpose. Although the operations may eventually lead to a TC, they may be conducted by the applicant only as a matter of research or to determine whether an idea warrants further development. In addition to the operations specified in FAR § 21.191(a), the operation of a chase plane, a tanker used for in-flight icing tests, or other aircraft not otherwise eligible for a standard or an experimental certificate (research and development), but necessary for use in direct connection with the research and development project, is considered to be within the scope of this purpose.

b. Showing Compliance with Regulations. This purpose would be considered valid when the applicant for a type certificate or aircraft modifier has revised the TC design data or has applied for an STC or field approval. The purpose is to show compliance to the FAR after the applicant has completed testing under research and development, if applicable, and flight testing by the FAA. In addition to the operations specified in FAR § 21.191(b), the

operation of a chase plane or other aircraft not otherwise eligible for a standard or experimental certificate, but necessary for use in direct connection with a type certification project, is considered to be within the scope of this purpose.

c. Crew Training. Under FAR § 21.191(c), this purpose is limited to only the applicant's flight crews, which normally would be the manufacturer's employees necessary to be trained in experimental aircraft for subsequent operation of aircraft being flight tested in type certification programs or for production flight testing. Crew training of the manufacturer's customers in experimental aircraft is covered under "market survey."

d. Exhibition. The operations permissible under this purpose are defined in FAR § 21.191(d). Operating an aircraft to demonstrate its flight characteristics or capabilities in connection with sales promotions for the aircraft is not considered to be an eligible operational purpose under exhibition. A certificate for experimental exhibition shall only be issued when an aircraft is to be used for valid exhibition purposes.

e. Air Racing. The operations permissible under this purpose are defined in FAR § 21.191(e). Operating an aircraft to demonstrate its flight characteristics or capabilities in connection with sales promotions for the aircraft is not considered to be an eligible operational purpose under the air racing category. A certificate for experimental-air racing should only be issued when an aircraft is to be used for valid air racing purposes.

f. Market Surveys. A U.S. manufacturer of aircraft or engines and persons that alter aircraft may apply for a special airworthiness certificate in the experimental category for the purpose of market surveys, sales demonstrations, and customer crew training (FAR § 21.195). Amateur-built aircraft kit manufacturers may also be eligible to give familiarization training under FAR § 21.191(f). The FAA representative must ensure that the provisions of FAR § 21.195 are met before issuing the experimental certificate, and that the applicant provides the estimated time or number of flights required for the market survey operation and the area or itinerary over which the operations are to be conducted (FAR § 21.193(d)(2) and (3)). The duration of the certificate should be limited to only the time needed for the described operations, normally not to exceed 90 days, except that a longer duration may be provided for a PC or APIS holder who has an approved procedure for experimental operations. The MIDO manager has the option to extend the duration for other instances at their discretion.

g. Operating Kit-built Aircraft. If a primary category aircraft kit is assembled without the benefit of the PC holder's supervision, the aircraft may qualify for an experimental certificate per FAR § 21.191(h). The purchaser or owner of the kit is not required to assemble or fabricate any specific portion of the kit;

assistance for some or all of the work may be obtained from other sources, such as the PC holder or some other fabricator. The kit, however, must have been manufactured by a PC holder.

125. AMATEUR-BUILT AIRCRAFT. Under the provisions of FAR § 21.191(g), an amateur-built aircraft is defined as an aircraft in which the major portion has been fabricated and assembled by persons who undertook the construction project solely for their own education or recreation. The applicant should be advised of the availability of AC 20-27, Certification and Operation of Amateur-Built Aircraft.

a. Eligibility.

(1) Amateur-built aircraft may be eligible for an experimental airworthiness certificate when the applicant presents satisfactory evidence that the aircraft was fabricated and assembled by an individual or group of individuals.

(a) When the project was undertaken for educational or recreational purposes; and

(b) The FAA finds that the aircraft complies with acceptable aeronautical standards and practices.

(c) Aircraft which are manufactured and completely assembled as a business for sale to other persons are not considered to be bona fide amateur-built aircraft.

NOTE: Amateur-built kit owner(s) will jeopardize eligibility for certification under FAR § 21.191(g) if someone else builds the aircraft.

(2) The determination of the major portion factor may be made by evaluating the amount of work accomplished by the individual or group of individuals, against the total amount of work necessary for the complete project, excluding standard procured items. The "major portion" of the aircraft is considered to mean more than 50 percent of the fabrication and assembly operations. The applicant must submit a notarized FAA Form 8130-12, Eligibility Statement, Amateur-Built Aircraft, certifying the major portion was fabricated and assembled for educational or recreational purposes, and that evidence is available to support this statement. The evidence will be provided to the FAA inspector upon request. See Figure 4-17 for a sample FAA Form 8130-12.

b. Design and Construction.

(1) To meet the intent of FAR § 21.191(g) and to be eligible for an experimental airworthiness certificate, satisfactory evidence must be presented to show that the aircraft was not built from completely prefabricated parts or kits. However, the applicant cannot be expected to have personally fabricated every part that makes up the aircraft any more than this can be expected of a

commercial aircraft manufacturer. Items such as engines and engine accessories, propellers, rotor blades, rotor hubs, tires, wheel and brake assemblies, instruments, and standard aircraft hardware such as pulleys, bell cranks, rod ends, bearings, bolts, rivets, etc., may be procured on the open market.

(2) The use of used or salvaged major assemblies (e.g., wings, fuselage, empennage, etc.) from type certificated aircraft is permitted, as long as they are in a condition for safe operation. These assemblies will be considered by the FAA in determining the "major portion," but no credit for fabrication and assembly will be given to the builder.

(3) The FAA should be reasonable in their requests to amateur builders, keeping in mind that in most instances only one aircraft is involved. Accordingly, the builder is not required to have an elaborate detail design data, quality systems, procedures, etc., as the holder of a type and production certificate is required to have for the production of duplicate aircraft.

c. Kit Construction.

(1) An aircraft built from a kit may be eligible for amateur-built certification, provided the "major portion" of the aircraft, i.e., more than 50 percent, has been fabricated and assembled by the applicant for education and/or recreation and the applicant has evidence to support the major portion requirement. Based on the criteria set forth in paragraphs 125.a. and b., it is obvious that an aircraft assembled from a kit composed of completely finished pre-fabricated components, parts, and pre-cut/pre-drilled materials is not eligible for the issuance of an experimental airworthiness certificate as an amateur-built aircraft.

(2) The major portion of a kit should be composed of raw stock, such as lengths of wood, tubing, extrusions, etc., which may have been cut to an approximate length. A certain quantity of prefabricated parts, such as heat treated ribs, bulkheads, or complex parts made from sheet metal, fiber glass, or polystyrene would also be acceptable. The kit must still meet the major portion of the fabrication and assembly requirement, and the applicant must show to the satisfaction of the FAA inspector that completion of the aircraft is not merely an assembly operation.

(3) Some kits may include assembly jigs, templates, raw stock, or other means to simplify the fabrication and assembly process. If an applicant proposes to use a kit that has such items provided, the FAA inspector should evaluate the kit to determine whether the builder will still fabricate and assemble the major portion of the aircraft and advise the applicant accordingly.

d. Kit Evaluation. The FAA does not certify aircraft kits or approve kit manufacturers. However, the FAA does perform evaluations of kits for the purpose of determining if an aircraft built from the kit will meet the major portion requirement of FAR § 21.191(g). This

evaluation must not be construed as meaning the kit is FAA "certified," "certificated," or "approved" and it is not appropriate to represent it as such. See paragraph 127 for kit evaluation criteria.

e. Advising Applicants.

(1) The FAA inspection of an amateur-built aircraft will be limited to a general airworthiness inspection when the aircraft is submitted for airworthiness certification. The FAA will not perform any progressive pre-cover inspections during the construction of the aircraft. All advice given to the amateur builder by the FAA inspector should be made a matter of record for future reference. **IN NO INSTANCE WILL THE FAA INSPECTOR ACTUALLY PERFORM ANY OF THE WORK.**

(2) Many individuals who desire to build their own aircraft have little or no experience with respect to aeronautical practices, workmanship, or design. An excellent source for advice in such matters is the Experimental Aircraft Association (EAA) located in Oshkosh, Wisconsin.

(3) When the prospective builder contacts the appropriate FAA office to advise the FAA of the construction project, the inspector should provide the prospective builder with the applicable forms and any guidance necessary to ensure a thorough understanding of applicable regulations.

(4) The prospective builder should submit to the FAA a three-view sketch, drawing, or photograph of the proposed aircraft project and a tentative completion date.

(5) The FAA district office, when requested, should furnish the builder with the following forms:

(a) Aircraft Registration Application, FAA Form 8050-1

(b) Application for Airworthiness Certificate, FAA Form 8130-6

(c) Eligibility Statement -- Amateur-Built Aircraft, FAA Form 8130-12

(6) At the time of airworthiness certification:

(a) The aircraft should be complete in every respect; and

(b) The applicant must submit all required documentation. If the applicant cannot, or will not provide a statement of eligibility, the applicant should be advised that the aircraft cannot be certificated as amateur-built until other

satisfactory evidence is provided to substantiate that the major portion of the aircraft was built for educational or recreational purposes.

f. Weight and Balance.

(1) Prior to certification, the amateur builder should weigh the aircraft in accordance with established weight and balance procedures to determine the most forward and aft center of gravity limits. Such limits would be determined by the builder through calculations if the aircraft is self-designed, or as specified in the data for aircraft constructed from a kit or built from purchased plans. The weight and balance report, including load limits for crew, oil, fuel, and baggage, should be available in the aircraft along with the other applicable placards, listings, and markings required by FAR § 91.9.

(2) Prior to certificating the aircraft, the FAA should verify that the weight and balance data is accurate for that aircraft; that the aircraft has been weighed correctly, and that the CG and its most forward and aft CG limits are established.

g. Certification Procedures. In addition to the procedures outlined in paragraph 88, the following also applies:

(1) The FAA airworthiness certification process will consist of a general airworthiness inspection of the aircraft. This will be accomplished after the aircraft is completed and prior to the issuance of an airworthiness certificate.

(2) During this inspection, the FAA should not request extensive disassembly of the aircraft if the builder can provide documented evidence of in-process inspections. These in-process inspections should be conducted by knowledgeable persons, e.g., EAA Technical Counselors, certificated mechanics, etc. The records should indicate what was inspected, by whom, and the date of the inspection. In addition, builders should document construction phases using photographs taken at appropriate times prior to covering or finishing. The photographs should clearly show the methods of construction and quality of workmanship. Such photographic records should be included with the builder's log or other construction records.

(3) The only time extensive disassembly should be requested is when there is a question of safety that would endanger the general public.

(4) When an aircraft fabricated from a kit is identified as meeting the major portion rule by the FAA, the FAA will review the applicant's documentation supplied with the kit to verify it agrees with the identification and description given in the FAA listing of eligible amateur-built kits. Deviations from the FAA identified kit

configuration will require the inspector to make an independent determination that the applicant fabricated and assembled the major portion of the aircraft.

(5) Upon satisfactory completion of the airworthiness inspection and documentation review, the FAA will issue the special airworthiness certificate along with the operating limitations for that aircraft. The operating limitations will be attached to the Special Airworthiness Certificate, FAA Form 8130-7.

(6) The FAA inspector may elect to issue amateur-built airworthiness certificates on a one time basis for determining compliance with FAR § 91.319(b) and continued operation under FAR § 21.191(g). In those instances where the airworthiness certificate is to be issued for an unlimited duration, the operating limitations may be prescribed in two phases in the same document as follows:

(a) For the Phase I limitations, the FAA will prescribe all operating limitations appropriate for the applicant to demonstrate compliance with FAR § 91.319(b) in the assigned flight test area. This would further include a limitation requiring the owner/operator to endorse the aircraft log book with a statement certifying that the prescribed flight hours have been completed and the aircraft has been shown to comply with FAR § 91.319(b). The owner/operator may then operate in accordance with Phase II.

(b) For the Phase II limitations, the FAA will prescribe operating limitations for the operation of an amateur-built aircraft for an unlimited duration, as appropriate.

(c) Under FAR § 91.319(e), the FAA may prescribe any additional limitations in phase I or II deemed necessary in the interest of safety.

h. Transfer of Airworthiness Certificates.

(1) An airworthiness certificate is transferred with the aircraft (FAR § 21.179), e.g., change of ownership, transfer of registration, etc. There is no FAA inspection required as a result of a transfer of an aircraft with its airworthiness certificate unless it is determined that revised operating limitations are necessary. In this case, a new FAA Form 8130-7 must be issued to reflect the new date of the revised operating limitations. Therefore, an FAA Form 8130-6 is required to be submitted by the applicant.

(2) In some cases amateur-built aircraft are sold with an expired airworthiness certificate. In this case an applicant may request and receive a special airworthiness certificate, for the purpose of operating amateur-built aircraft, **ONLY** if the aircraft was previously certificated in this category. In this case a new FAA Form 8130-7 would be issued along with new operating limitations, but **without** the eligibility to obtain a repairman certificate for

that aircraft. The new certificate should only be issued after the applicant establishes that the aircraft is in an airworthy condition and the FAA has verified airworthiness by following the appropriate procedures in paragraph 88.

i. Flight Test Areas.

(1) Assigned Flight Test Area. The procedures outlined under paragraph 139 are applicable to amateur-built aircraft. Although the period of assignment is not established by regulation, the following times are suggested as guidelines when issuing original airworthiness certificates for amateur-built aircraft.

(a) Amateur-built aircraft issued original airworthiness certificates should be limited to operation within an assigned flight test area for at least 25 hours when a type certificated engine/propeller combination is installed, or 40 hours when a non-type certificated, i.e., automobile engine/propeller combination is installed.

(b) Amateur-built gliders, balloons, and dirigibles built from kits evaluated by the FAA and found eligible to meet the requirements of FAR § 21.191(g), for which original airworthiness certification is sought, should be limited to operation within an assigned flight test area for at least 10 hours of operation, including at least five takeoffs and landings.

(c) The time frame an amateur-built aircraft is assigned to a flight test area following any major changes is at the discretion of the FAA.

(2) Operation Outside Flight Test Area. The procedures outlined under paragraph 139 are applicable for amateur-built aircraft. During operation outside the flight test area, the following placard shall be displayed in the aircraft in full view of all occupants:

NOTE: PASSENGER WARNING - THIS AIRCRAFT IS AMATEUR-BUILT AND DOES NOT COMPLY WITH FEDERAL SAFETY REGULATIONS FOR STANDARD AIRCRAFT.

NOTE: This placard is not necessary for single place aircraft.

j. Operation of Canadian registered amateur-built aircraft in the United States. Canadian registered amateur-built aircraft are issued "Flight Permits" with operating limitations set by Transport Canada Aviation. Operation in the United States of Canadian registered amateur-built aircraft certified under the provisions of Canadian Air Regulation 211(3) and the Airworthiness Manual, chapter 549, is permitted by the issuance of an SFA under FAR § 91.715. This authorization must be obtained before operation in the United States is permitted. The duration of the authorization shall be limited to that requested by the applicant, not to exceed

180 days. Extensions of the authorization may be granted by the issuing FAA office in 180 day increments (see paragraph 231).

126. PROTOTYPE AIRCRAFT PRODUCED BY AN AMATEUR-BUILT AIRCRAFT KIT MANUFACTURER.

a. When persons produce prototype aircraft to be used to prove their design for amateur-built purposes, even though the design is intended to be sold as plans and/or kits, such aircraft are considered to be produced as a furtherance of a business.

b. These prototype aircraft are not produced by persons "solely for their own education or recreation," and therefore, cannot be certificated as amateur-built aircraft (FAR § 21.191(g)). An application for "amateur-built" cannot be accepted for such aircraft, but the aircraft could qualify for the purpose of "research and development" under FAR § 21.191(a). Federal Aviation Administration inspectors may issue experimental certificates for the purpose of research and development as long as the applicant has a bona fide program of research and development.

c. Following termination of a research and development program, such prototype aircraft may be eligible for an experimental certificate for the purpose(s) of exhibition and/or air racing with appropriate operating limitations issued for such purpose(s).

d. Kit manufacturers may also be eligible to make application for market survey, FAR § 21.191(f), for the purpose of conducting market surveys, sales demonstrations, and customer crew training as provided in FAR § 21.195(a). The airworthiness certificate may be issued **ONLY** after the applicant has satisfied the requirements of FAR § 21.195(d). The following operating limitations will be added when issuing airworthiness certificates under FAR § 21.191(f):

NOTE: "Customer crew training" means pilot familiarization with that aircraft rather than training to become a pilot. The manufacturer will only be familiarizing an already qualified pilot with the novel characteristics of the aircraft, not training the customer to obtain a pilot's certificate.

(1) Condition inspections shall be performed in accordance with FAR Part 43, Appendix D, at least every 90 days or 100 flight hours, whichever comes first. The inspections must be performed by an FAA-certificated mechanic with appropriate ratings as defined in FAR § 43.3.

(2) Familiarization flights will be conducted over sparsely populated areas only. If aerobatics are involved, the applicant must inform the local FAA office and additional limitations may be imposed as necessary.

NOTE: This should not be construed to enlarge the scope of FAR § 21.191(f) except as specifically provided. Amateur builders are not "manufacturers" for the purposes of FAR §§ 21.191(f) and 21.195(a), and cannot obtain an FAA Form 8130-7 under FAR § 21.191(f). Additionally, a person who distributes kits or plans manufactured by another company would not qualify for an FAA Form 8130-7 under FAR §§ 21.191(f) and 21.195(a).

127. EVALUATION OF AMATEUR-BUILT AIRCRAFT KITS. Federal Aviation Administration Form 8000-38, Fabrication/Assembly Operation Checklist, Figure 4-18, may be used when:

a. Determining whether an aircraft built from a kit would meet the major portion fabrication and assembly requirement of FAR § 21.191(g);

b. Settling any question with respect to the major portion requirement that may arise in the certification of an amateur-built aircraft under the provisions of FAR § 21.191(g);

NOTE: The use of this checklist is not necessary for an aircraft built from a kit previously found eligible for amateur-built certification; or where the builder's records, data, and notarized statement provide ample proof that the builder fabricated and assembled the major portion of the aircraft.

c. The aircraft was built from prefabricated major components that are readily available from aircraft parts suppliers;

d. The aircraft was built using salvaged or used sections from type certificated standard category aircraft;

e. The aircraft was built from a kit that has not been found eligible by the FAA;

f. The aircraft was built from a kit that had been changed by the kit manufacturer after the date of eligibility had been established; and

g. Providing guidance to a kit manufacturer to determine if a proposed kit-built aircraft meets the major portion requirement of FAR § 21.191(g). By use of this checklist it may be determined at an early stage if a proposed kit would be eligible for amateur-built certification. If not, the kit manufacturer may be able to adjust the kit content to meet the major portion requirement.

128. PURPOSE OF FAA FORM 8000-38. The purpose of FAA Form 8000-38 is to record the amount of fabrication and assembly accomplished by the kit manufacturer, and the fabrication and assembly necessary for the amateur builder to complete the aircraft.

a. The totals derived from the KIT MANUFACTURER and AMATEUR columns on the FAA Form 8000-38 indicate the relative portions of the aircraft fabricated and assembled by the kit manufacturer and the amateur builder. To meet the requirements of FAR § 21.191(g), the total in the AMATEUR column **MUST** be greater than the total in the KIT MANUFACTURER column.

b. It is not necessary that a major portion of the individual parts be fabricated by the amateur builder. If there is some work (e.g., trimming, measuring, cutting, drilling, gluing, lay-up, etc.) required to prepare the individual part for installation/assembly into the aircraft and if this work is performed on a representative number of parts listed under each applicable section of the aircraft, then the kit may be considered eligible provided the major portion of the aircraft has been fabricated and assembled by the amateur builder.

129. KIT EVALUATIONS AT MANUFACTURERS' FACILITIES.

a. The FAA does not certify aircraft kits or approve kit manufacturers. However, the FAA does perform evaluations of kits for the purpose of determining if an aircraft built from the kit will meet the major portion requirement of FAR § 21.191(g). This evaluation should not be construed as meaning the kit or its manufacturer is FAA CERTIFIED, CERTIFICATED, or APPROVED, and it is not appropriate to represent it as such.

b. When eligibility of a kit for amateur-built airworthiness certification appears to be questionable, the manufacturer may request evaluation by submitting a letter to the MIO responsible for the geographical area in which the kit manufacturer is located.

c. The responsible MIO will forward the request for evaluation to the appropriate MIDO. The MIDO will conduct the evaluation at the kit manufacturer's facility using FAA Form 8000-38. The kit should be evaluated in the exact configuration as supplied to amateur builders. The use of FAA Form 8000-38 is as follows:

(1) Upon completion of the evaluation, if the total number of check marks in the AMATEUR column is less than the total in the KIT MANUFACTURER column, the kit manufacturer will be advised that the kit does not meet the major portion requirement of FAR § 21.191(g); or

(2) If the total number of check marks in the AMATEUR column is greater than the total in the KIT MANUFACTURER column, the kit manufacturer will be advised that the kit meets the major portion requirement of FAR § 21.191(g).

d. Upon receipt of the completed evaluation report from the MIDO, the MIO will formally notify the kit manufacturer by certified mail of the results. When a kit has been found eligible, the notification should include at least the information in the sample letter illustrated in Figure 4-19. When a kit has been found not

eligible, the notification should include at least the information in the sample letter illustrated in Figure 4-20.

e. The MIDO that performs the kit evaluation will establish a permanent file that should contain the following:

(1) A copy of the eligibility or non-eligibility letter that was sent to the kit manufacturer.

(2) A copy of the FAA Form 8000-38 completed for the kit.

(3) A copy of the manufacturer's document (parts list, assembly manual, etc.), exactly as sold with the kit. Manufacturers should identify each page of the document by date and/or revision level. This information will help to establish configuration of the kit as evaluated.

f. For kits found eligible, the MIO will send an evaluation report to the Engineering and Manufacturing Branch, AFS-610, P.O. Box 25082, Oklahoma City, Oklahoma 73125. The evaluation report will contain copies of the documents listed in paragraphs 129.e.(1) and (2).

g. Upon receipt of the evaluation report, AFS-610 will notify the appropriate FAA field offices by electronic mail of the results of the evaluation and add the kit to the listing of eligible amateur-built aircraft kits. This listing is published by AFS-610, updated semi-annually, and distributed to appropriate FAA field offices.

NOTE: The placing of a kit on this list is not a prerequisite for amateur-built airworthiness certification. The purpose of the listing is to assist the FAA by eliminating the need for duplication of evaluations for the major portion determination.

130. CHANGES TO ELIGIBLE KITS. Once a kit has been found eligible for amateur-built status, the manufacturer should coordinate any change it makes to the kit that affects the fabrication and assembly operations with the FAA.

a. The kit manufacturer should contact the responsible geographic MIO and describe the changes using parts lists, photographs, drawings, etc.

b. The FAA will determine the extent of re-evaluation needed. Major changes which decrease the amount of fabrication and assembly required by the builder(s) may affect kit eligibility. Changes which consist of substituting standard hardware items, e.g., bolts, nuts, rivets, fasteners, etc., will not normally affect eligibility.

c. Derivative models developed from kits previously found eligible may have their eligibility determined based on inspection and evaluation of the original kit, and evaluation of detailed documentation of the changes submitted by the kit manufacturer.

Inspection of the actual derivative kit is an option of the original evaluating FAA inspection office.

d. Evaluation reports of major kit changes and reports for derivative models will be processed the same as original evaluations. Kits found not eligible after re-evaluation will be removed from the listing of eligible amateur-built aircraft kits.

131.-132. RESERVED.

133. INSTRUCTIONS FOR COMPLETING CHECKLIST.

a. Enter the kit manufacturer's company name and address.

b. Enter model of kit by name and/or number.

c. List the latest date or revision date of the kit parts list, assembly manual, etc. (document name).

d. Enter type of aircraft (e.g., land, sea, fixed-wing, rotorcraft, etc.).

e. Review each operation for its applicability to the kit under evaluation.

f. Check the respective blocks under ACCOMPLISHED BY kit manufacturer and/or amateur builder.

g. Enter any operations not on list in blank spaces.

h. If the operation is not applicable to the kit construction enter N/A in the respective block.

i. Operations that are accomplished by other manufacturers or suppliers are to be checked in the KIT MANUFACTURER block.

j. The use of used or salvaged assemblies from standard category aircraft will be checked in the KIT MANUFACTURER block.

k. Special tools and fixtures, (e.g., jigs, templates, etc.) fabricated by the builder will be given credit. No credit will be given for fabrication of hand tools.

l. When the evaluation is complete the total number of check marks is to be entered in the respective blocks on page 5 of the checklist.

m. Sign and date the checklist.

134. EXPERIMENTAL AIRWORTHINESS CERTIFICATES, MULTIPURPOSE. An experimental certificate may be issued for more than one of the purposes shown under paragraph 124. When more than one purpose is requested, the issuing FAA representative must assure that adequately controlled conditions exist as specified in the operating

limitations, paragraph 142. When issuing an airworthiness certificate for the purposes of research and development, showing compliance with regulations, crew training, and market surveys, the certificate should be made effective for only the length of time reasonable to accomplish the applicant's program, not to exceed one year. The issuance of multiple purpose certificates for research and development and showing compliance should be limited to PC/APIS holders. This may be extended to modifiers only when adequately substantiated, i.e., complex programs. Applicants for a multiple purpose certificate must justify the requested purposes to the satisfaction of the FAA.

135. LISTING OF MANNED-FREE BALLOON OR GLIDER ON SPECIAL AIRWORTHINESS CERTIFICATES ISSUED FOR EXPERIMENTAL PURPOSES. An aircraft eligible for the issuance of an experimental certificate under FAR § 21.191 and which clearly has the predominant flight characteristics of either a manned-free balloon or glider will be identified as follows: "MANNED-FREE BALLOON" or "GLIDER" will be placed in parenthesis following "experimental" in the "Category/Designation" block of FAA Form 8130-7. This procedure will assure the appropriate application of FAR Part 61, Certification: Pilots and Flight Instructors, concerning the medical requirements for the operation of such aircraft. Further guidance can be found in AC 21.23-1, Type Certification - Fixed-wing Gliders (Sail planes).

136. SPECIAL AIRWORTHINESS CERTIFICATES. The FAA Form 8130-7 is used for all aircraft which are certificated in classifications other than standard. Operating limitations applicable to non-standard aircraft are imprinted on the reverse side of this form.

a. An experimental certificate for research and development, showing compliance with regulations, crew training, or market surveys is effective for one year or less after the date of issuance.

b. Duration of amateur-built, exhibition, and air racing experimental certificates will be unlimited unless the Administrator finds good cause that a specific period should be established (see Figure 4-21). Any other operating limitations deemed necessary will be attached to this form, (see paragraph 142).

c. Original experimental certificates issued for the purpose of exhibition and air-racing are effective for a period of time necessary to complete the flight testing, but not to exceed one year. If the testing is not completed within the terms of the certificate, the aircraft must be submitted for re-inspection to the FAA and a new certificate issued.

d. When an exhibition or air-racing aircraft has successfully completed its flight testing, the owner can apply for a Special Airworthiness Certificate of unlimited duration. The certificate will show the word "unlimited" in the expiry block of the certificate and the operating limitations will be revised to reflect those applicable limitations. A certificate of unlimited duration should not be issued until the aircraft has successfully completed its

flight testing. This paragraph does not infer that unlimited expiry is granted automatically; each case must be evaluated to ensure the request is warranted.

137. APPLICATION FOR AIRWORTHINESS CERTIFICATE. The FAA Form 8130-6 is required whenever an airworthiness certificate is issued. This includes changes to operating limitations which may have been prescribed. The applicant must complete the appropriate sections and sign the application; also a program letter must be submitted to the FAA with any other document(s) required for the requested certification. The program letter must be reviewed to ensure all the requirements of FAR § 21.193(d) have been met.

138. CERTIFICATION PROCEDURES. The FAA should follow the appropriate procedures outlined in paragraph 88.

139. FLIGHT TEST AREAS.

a. General. Federal Aviation Regulations § 91.319(b) requires that an unproven aircraft be assigned to a flight test area. The assigned test area is prescribed in accordance with FAR § 91.305. The FAA, when requested, should assist applicants in selecting areas which comply with FAR § 91.305. The FAA is required to evaluate each application to determine that the flight test area does not exceed that which is reasonably required to accomplish the program. Actions pertaining to flight test areas should be coordinated with the nearest office of the Air Traffic Service.

b. Assigned Flight Test Areas. Under FAR §§ 91.319(b) and 91.305, all initial flight operations of experimental aircraft must be limited to the assigned flight test area until the aircraft is shown to be controllable throughout its normal range of speeds and all maneuvers to be executed, and has not displayed any hazardous operating characteristics or design features.

(1) In the case of the first flight of an aircraft from an airport surrounded by a densely populated area, but with at least one acceptable approach/departure corridor, the FAA shall ensure that a flight corridor is selected where the least number of persons and property may be subjected to possible hazards. In addition, upon leaving such an airport, the aircraft should be required to operate from an outlying airport until its controllability, airworthiness, and safety are established, after which the aircraft may return to its base and use the established corridor for subsequent operations. The description of the area selected by the FAA shall be made a part of the operating limitations; or,

(2) In the case of an aircraft located at any airport surrounded by a densely populated area and lacking any acceptable approach/departure corridor, the FAA shall deny the airworthiness certificate and process the denial in accordance with paragraph 88. The applicant shall be advised to relocate the aircraft by other means to a suitable airport.

NOTE: An acceptable approach/departure corridor may be considered to exist when the corridor provides reasonable opportunity(s) to execute an off-airport emergency landing that will not jeopardize other persons or property.

c. Operation Within an Assigned Flight Test Area. Except for amateur-built aircraft, there are no specific flight time requirements for operation within an assigned flight test area. Each case must be judged on the individual conditions, such as the type and complexity of the aircraft. For example, flight testing in conjunction with an STC modification may require only one hour in an assigned flight test area while the initial operation of a prototype jet aircraft or a military surplus jet aircraft may require 20 or more hours before the requirements of FAR § 91.319(b) can be met. In any event, the FAA inspector should not amend the operating limitations to permit flight outside of the assigned flight test area until the applicant certifies and the FAA finds compliance with FAR § 91.319(b). This finding by the FAA may be a review of the aircraft records containing a statement by the pilot that the aircraft is controllable and has no hazardous operating characteristics (FAR § 91.319(b)). Also, the maintenance history while in the test area must be satisfactory. The certificating inspector may witness flights or inspect the aircraft if deemed necessary. The PC/APIS holder may show compliance with FAR § 91.319(b) in accordance with their FAA approved experimental operating procedure (see paragraph 143).

d. Aerobatics.

(1) Aerobatic maneuvers may be permitted while the aircraft is in the assigned flight test area if, in the certificating inspector's judgment, the aircraft has the capability of such flight. However, these maneuvers should not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable.

(2) Aerobatic maneuvers which have been demonstrated in the assigned flight test area should be documented in the aircraft records. Only those aerobatic maneuvers which have been successfully accomplished should be permitted after leaving the assigned flight test area. Appropriate limitations, which identify the maneuvers and conditions under which they may be performed, should be prescribed.

(3) Those aircraft owners/operators wishing to include new aerobatic maneuvers will need to make a request for a new flight test area and follow the same conditions as noted in paragraph 139.d.(2) above.

140. OPERATING OUTSIDE FLIGHT TEST AREAS.

a. Aircraft which have satisfied the requirements outlined under paragraph 139.c. may be operated outside of an assigned flight test area. Except as provided for in paragraph 143, operation of the

aircraft outside an assigned flight test area will require issuance of a new experimental certificate with the new amended operating limitations.

b. Prior to authorizing an aircraft to operate outside of an assigned flight test area, the FAA should ensure that the requirements in FAR § 91.9 have been satisfied and are available in the aircraft. The FAA should prescribe those limitations listed in paragraph 142 and any others that might be appropriate. If any major changes are made to an aircraft after it has been certificated for operation outside of a previously assigned flight test area, the cognizant FAA office must be notified and their response received in writing prior to flying the aircraft.

c. The following placard, pertaining to gliders and sail planes having experimental certificates, shall be displayed in the cockpit in full view of the pilot in addition to the requirements of FAR § 91.9.

NOTE: "No person may exceed the designer's or builder's recommended limitations as follows: Maximum gross weight _____; Center of gravity limits _____; Airplane tow speed _____; Maximum airspeed in smooth air _____; and, Maximum airspeed in rough air _____."

141. EXPERIMENTAL OPERATING LIMITATIONS (General).

a. Federal Aviation Regulations § 91.319 prescribes operating limitations which are applicable to all aircraft having experimental certificates. In addition, the Administrator may prescribe other limitations as may be considered necessary under FAR § 91.319(e).

NOTE: Basic operating limitations for all (except amateur-built) experimental aircraft shall be issued as prescribed in paragraph 142.

b. The amendment of operating limitations, to permit operation outside of a defined flight test area, is considered to be an amendment of the experimental certificate and a new FAA Form 8130-6 is required to be submitted by the applicant. A new FAA Form 8130-7 is required whenever operating limitations are amended, since the date of the old limitations shown on the corresponding certificate would not be in accordance with the date of the new limitations, and alteration of the certificate to change the date is not permitted.

c. Experimental military aircraft built under a military contract and identified by military aircraft identification marks do not require registration or the issuance of experimental certificates for flight testing or demonstration prior to acceptance by the military. However, aircraft of military design built independently by manufacturers with the intention of demonstrating to prospective military purchasers, and not having military identification, will be required to obtain FAA registration and an experimental certificate since such aircraft would be considered civil aircraft.

142. ISSUANCE OF EXPERIMENTAL OPERATING LIMITATIONS.

a. OPERATING LIMITATIONS SHALL BE DESIGNED TO FIT THE SPECIFIC SITUATION ENCOUNTERED. THE FAA INSPECTOR MAY IMPOSE ANY ADDITIONAL LIMITATIONS DEEMED NECESSARY IN THE INTEREST OF SAFETY. The FAA inspector and/or designee shall review each operating limitation imposed, with the applicant, to assure that the operating limitations are understood by the applicant.

b. The following operating limitations shall be prescribed in accordance with the applicability chart at the end of this section (Figure 4-22).

(1) No person may operate this aircraft for other than the purpose(s) of R & D, SHOWING COMPLIANCE WITH REGULATIONS, (ETC.) to accomplish the flight operation outlined in the applicant's letter, dated _____, describing compliance with FAR § 21.193(d), and made available to the pilot-in-command of the aircraft. Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of FAR Part 91, and all additional limitations herein prescribed under the provisions of FAR § 91.319(e).

NOTE: Applies to all certificates issued to meet the requirements of FAR § 91.319(b).

(2) All flights shall be conducted within the geographical area described as follows: (The area shall be described by radius, or coordinates and/or landmarks.) The designated area must be over open water or sparsely populated areas having light air traffic. The size of the area shall be that required to safely conduct the type of anticipated maneuvers and tests, as appropriate. (Multiple purpose certificates may require individually prescribed geographical areas.)

NOTE: Applies to all certificates issued to show compliance with FAR § 91.319(b). When the FAA finds compliance, the operating limitations will be revised to remove the limitation. The aircraft will not be allowed to operate over densely populated areas or in congested airways in accordance with FAR § 91.319(c). The FAA may permit takeoffs and landings to be conducted over densely populated areas or in congested airways. If this operating limitation is issued it should read, "Except for takeoffs and landings this aircraft shall not be operated over densely populated areas or in congested airways." Limitation #4 may be specified in lieu of this operating limitation for PC/APIS holders who have submitted a procedure in accordance with paragraph 143. This modified limitation will not be issued for highly-modified turbine-powered and highly-modified high-performance piston-powered aircraft used for air racing or aerobatics, where the flight performance or characteristics of the aircraft have been changed.

(3) All flights shall be conducted within the geographic area described as follows:

NOTE: This limitation will be prescribed to expand the area after the FAA finds compliance with FAR § 91.319(b). This limitation applies to the following purposes: Research and Development, Showing Compliance, Crew Training, and Market Surveys. Limitation #4 may be specified in lieu of this operating limitation for PC/APIS holders who have submitted a procedure in accordance with paragraph 143.

(4) All flights shall be conducted in accordance with: Describe the PC/APIS holder's approved operating procedure, e.g., ABC Aircraft Co. Experimental Operating Procedure No. 12 (dated).

NOTE: Limitation #4 may be specified in lieu of limitations #2 and #3, for PC/APIS holders that have submitted a procedure in accordance with paragraph 143.

(5) Upon changing between operating purposes of a multiple purpose certificate, the operator shall determine that the aircraft is in a condition appropriate for the purpose intended and document that finding in the aircraft log, e.g., changing from research and development to market surveys.

NOTE: This limitation is not applicable when PC/APIS holder's experimental operating procedure is specified (see paragraph 143), and for exhibition and air racing purposes.

(6) This aircraft is authorized for flights or static display at air shows, motion pictures, or air races conducted under a waiver issued in accordance with FAR § 91.903. Flights to and from these events are also authorized. Waivers are not required for motion pictures and some air shows when in compliance with FAR Part 91.

NOTE: This limitation will be prescribed after having shown compliance with FAR § 91.319(b). This limitation applies only to turbine powered or reciprocating engine powered aircraft over 800 horsepower.

(7) This aircraft shall not be operated unless it is maintained in accordance with appropriate military publications and/or manufacturer's recommendations. The owner/operator shall establish an inspection program approved by a Flight Standards inspector as set forth in FAR § 91.409(e). This inspection program shall be recorded in the aircraft maintenance records.

NOTE: This limitation is applicable to all experimental turbine-powered aircraft, any of these aircraft with a maximum certificated takeoff weight exceeding 12,500 pounds, or any other aircraft when deemed necessary.

(8) The pilot-in-command of this aircraft must, as applicable, hold an appropriate category/class rating, have an aircraft type rating, and possess a "Letter of Authorization" issued by an FAA Flight Standards Inspector.

NOTE: This limitation is applicable to any turbine-powered, reciprocating engine powered aircraft with a total power greater than 800 horsepower, rotorcraft, aircraft with a maximum certificated takeoff weight exceeding 12,500 pounds, or any other aircraft when deemed necessary. Flight Standard inspectors should see Order 8700.1, General Aviation Operation Inspectors Handbook, for further guidance.

(9) This aircraft is to be operated under VFR, day only.

NOTE: Federal Aviation Regulations § 91.319(d)(2) provides for VFR, day only. If other operations are requested, using the guidance of FAR § 91.205(a) through (d), the authorization may be prescribed as a limitation by the appropriate selection of operating limitation #10 or #11.

(10) Day/Night VFR operation is authorized.

(11) Unless appropriately equipped for night and/or instrument flight in accordance with FAR § 91.205, this aircraft is to be operated under day only VFR.

(12) No person may operate this aircraft for carrying persons or property for compensation or hire.

(13) No person may be carried in this aircraft during flight unless that person is required for the purpose of the flight.

NOTE: This limitation may be deleted for PC/APIS holders and instead specify limitation #12.

(14) Persons may be carried in accordance with (Describe the PC/APIS Holder's approved operating procedure, e.g., ABC Aircraft Co. Experimental Operating Procedure No. 12 (dated)).

NOTE: This limitation is applicable for only PC/APIS holders that have submitted a procedure in accordance with paragraph 143.

(15) The person operating this aircraft shall advise each person carried of the experimental nature of this aircraft.

(16) This aircraft shall contain the placards, markings, etc., (or other operating instructions developed for an STC modification) as required by FAR § 91.9. Inspectors will also identify flight manual, flight manual supplement, marking drawing, etc., as required.

(17) This aircraft is prohibited from aerobatic flight; i.e., an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal attitude, or abnormal acceleration not necessary for normal flight.

NOTE: Aerobatic flights may be permitted in the assigned test area. The applicant should be advised that aerobatics or violent maneuvers should not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable. These operating limitations may be modified to include only those aerobatics/maneuvers which have been satisfactorily accomplished and recorded in the aircraft records during the flight test period. These aerobatic maneuvers should be permitted upon leaving that assigned test area. Appropriate limitations identifying the aerobatics/maneuvers and conditions under which they may be performed should be prescribed. The certificating inspector may witness aerobatic maneuvers if deemed necessary. If aerobatic flights are permitted, limitation #18 will be specified in lieu of this limitation.

(18) This aircraft may conduct aerobatic flight in accordance with the provisions of FAR § 91.303. Aerobatics shall not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable and compliance with FAR § 91.319(b) has been recorded by the operator in the aircraft records. Aerobatic maneuvers which have been accomplished shall be recorded in the aircraft log book.

(19) The FAA Cognizant Flight Standards Office must be notified, and their response received in writing, prior to flying this aircraft after incorporating a major change as defined by FAR § 21.93.

NOTE: Limitation #4 may be specified in lieu of this limitation for PC/APIS holders that have submitted a procedure in accordance with paragraph 143.

(20) This aircraft shall not be operated for glider towing or parachute jumping operations.

(21) No person shall operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with FAR Part 43, Appendix D, or other approved programs and found to be in a condition for safe operation. Additionally, this inspection shall be recorded in accordance with limitation (24).

(22) Only FAA-certificated mechanics with appropriate ratings as authorized by FAR 43.3 may perform inspections required by these operating limitations.

NOTE: This limitation applies to all purposes except amateur-built.

(23) Inspections shall be recorded in the aircraft maintenance records showing the following or a similarly worded statement: **"I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of FAR Part 43, Appendix D, or other FAA approved programs and found to be in a condition for safe operation."** The entry will include the aircraft total time-in service, the name, signature, and certificate type and number of the person performing the inspection.

(24) If aircraft, engine, or propeller operating limitations are exceeded, an appropriate entry will be made in the aircraft records.

NOTE: This limitation applies only when an aircraft is temporarily in experimental and will be returned to the original certificate status, e.g., STC project.

(25) The operator of this aircraft shall notify the air traffic control tower of the experimental nature of this aircraft when operating into or out of airports with operating air traffic control towers.

(26) No person may operate this aircraft unless the Special Airworthiness Certificate, FAA Form 8130-7, for this aircraft is displayed at the cabin or cockpit entrance so that it is legible to passengers and crew.

(27) Application must be made to the FAA certificating office for any revision to these operating limitations.

(28) This aircraft shall not be operated unless it is maintained and inspected in accordance with the requirements of FAR Part 43, Maintenance, Preventive Maintenance, Rebuilding, and Alteration.

(29) This aircraft must display the word **EXPERIMENTAL** in accordance with FAR § 45.23(b).

(30) The pilot-in-command of this aircraft must notify Air Traffic Control of the experimental nature of this aircraft when operating under IFR, and shall request routing that will avoid densely populated areas and congested airways if possible.

(31) This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 of the International Convention of Civil Aviation (ICAO). The owner/operator of this aircraft must obtain written permission from another country's Civil Airworthiness Authority (CAA) prior to operating this aircraft on or above that country. That written permission must be carried aboard the aircraft together with

the U.S. airworthiness certificate and these operating limitations; and it must be made available to an FAA inspector or the CAA in the country of operation.

(32) In accordance with FAR § 47.45, the FAA Aircraft Registry must be notified within 30 days for any change of the aircraft registrant's address. Such notification is to be made in the form of a submission of an FAA Form 8050-1, Aircraft Registration Application.

(33) Aircraft instruments and equipment installed and used under FAR § 91.205 must be inspected and maintained in accordance with the requirements of FAR Parts 43 and 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.

(34) Experimental aircraft builders certificated as repairman (show repairman's name) or FAA-certificated mechanics with appropriate ratings as authorized by FAR § 43.3 may perform inspections required by these operating limitations.

c. Figures 4-23 through 4-26 are sample operating limitations for various operations.

143. PC/APIS HOLDER'S EXPERIMENTAL OPERATING PROCEDURE. Production certificate and APIS holders may submit, for FAA approval, a procedure describing the operation of experimental aircraft. The approved procedure may be listed in the operating limitations as indicated in paragraph 142.b. The PI may exclude certain aircraft from the privileges of either all or part of this procedure; e.g., first of a model such as the B757/B767/DCXX, a non-production research and development aircraft. The procedure should include at least the following:

a. A description of the test area that will be used to show compliance with FAR § 91.319(b). This area shall be described by a radius, coordinates, and/or landmarks, and be over open water or sparsely populated areas having light air traffic. The size of the area shall be that required to safely conduct the type of anticipated maneuvers and tests. Multiple purpose certificates may require individually prescribed geographical areas.

b. A daily flight log should be maintained by the pilot showing compliance with FAR § 91.319(b) and inspection of the aircraft prior to release for flights in the expanded test area. The flight log will be maintained for the duration of the certificate for review by the PI.

c. A description of the method used to conduct and record necessary flights outside the test area, and for maintaining these records. This procedure will remain active for the duration of the certificate, and will eliminate the need for the PC/APIS holder to obtain approval for each flight.

d. A description of the method used to define the persons that may be carried during these operations. This procedure must incorporate the following:

(1) A requirement that the pilot-in-command advise each person carried of the experimental nature of the aircraft (FAR § 91.319(d)).

(2) A method of recording persons carried on each flight. These records must be maintained for the duration of the certificate for review by the PI.

(3) A provision that no persons may be carried in the aircraft during flight unless that person is required for the purpose of the flight, except as provided in paragraph 143.b.(4).

(4) A provision that persons other than flight crew may be carried when the following conditions are met:

(a) The aircraft is of the same basic model that has previously shown compliance with FAR §§ 91.319(b) and 21.195;

(b) The aircraft has been proven in accordance with paragraph 142.b.(2);

(c) Flight tests do not include intentional maneuvers involving abrupt changes in the aircraft's attitude, abnormal attitudes, or abnormal accelerations/decelerations not necessary for normal flight;

(d) The procedures specifically cover the types of flying to be permitted while carrying passengers other than crew members; and

(e) The following placard is/are displayed inside the aircraft, in letters at least 3/8 inches in height and in a location easily visible and legible to all persons entering the aircraft:

PASSENGER NOTICE: THIS AIRCRAFT DOES NOT COMPLY WITH FEDERAL SAFETY REGULATIONS FOR STANDARD AIRCRAFT.

e. A description of the method used to determine that the aircraft is in a condition appropriate for the purpose intended when changing from one purpose to another (multiple purpose certificates), and to document the results of this determination in a log or daily flight sheet, has been established (e.g., changing from research and development to market survey).

f. Any other condition deemed necessary in the interest of safety by the PI.

g. A copy of this procedure must be carried in the aircraft while operating under the privileges of this procedure. A copy of this procedure may also be included or directly referenced in PC/APIS

holder's quality manual for the convenience of the manufacturer and the PI. Any enforcement deemed appropriate would be under FAR § 91.319 and not FAR Part 21, Subparts F or G.

144. DISPLAY OF MARKS (EXPERIMENTAL). The FAA shall determine that the aircraft displays nationality and registration marks in accordance with FAR § 45.21 and that the word "EXPERIMENTAL" is displayed in accordance with FAR § 45.23.

145.-149. RESERVED.

FIGURE 4-16. SAMPLE PROGRAM LETTER

RESEARCH AND DEVELOPMENT/SHOWING COMPLIANCE
APPLICANT PROGRAM LETTER SPECIAL AIRWORTHINESS CERTIFICATE

1. Registered Owner (as shown on Certificate of Aircraft Registration)		
NAME	ADDRESS	
2. Aircraft Description		
1. Registration Mark	2. Aircraft Builder	3. Yr. Mfg.
4. Aircraft Serial No.	5. Aircraft Model Designation	
3. Describe Program Purpose for which the aircraft is to be used (FAR 21.193(d)(1).		
4. List estimated flight hours required for program.		Hrs.:
List estimated number of flights required for program.		No. Flts:
List estimated duration for programs (FAR 21.193(d)(2)).		No. Days:
5. Describe the areas over which the flights are to be conducted, and address of base operation (FAR 21.193(d)(3)).		
6. Describe the aircraft configuration (attach three-view drawings or three-view dimensioned photographs of the aircraft) (FAR 21.193(b)(4)).		
7. Date	Name and Title (Print or Type)	Signature

FIGURE 4-17. SAMPLE FAA FORM 8130-12, ELIGIBILITY STATEMENT, AMATEUR-BUILT AIRCRAFT

Form Approved
O.M.B. NO. 2120-0018

US Department of Transportation
Federal Aviation Administration

ELIGIBILITY STATEMENT
AMATEUR-BUILT AIRCRAFT

Instructions: Print or type all information except signature. Submit original to an authorized FAA representative. Applicant completes Section I thru III. Notary Public Completes Section IV.

I. REGISTERED OWNER INFORMATION

Name(s) _____

Address(es) _____
No. & Street City State Zip

Telephone No.(s) ( ) _____ ( ) _____
Residence Business

II. AIRCRAFT INFORMATION

Model _____ Engine(s) Make _____

Assigned Serial No. _____ Engine(s) Serial No.(s) _____

Registration No. _____ Prop./Rotor(s) Make _____

Aircraft Fabricated: Plan ☐ Kit ☐ Prop./Rotor(s) Serial No.(s) _____

III. MAJOR PORTION ELIGIBILITY STATMENT OF APPLICANT

I certify the aircraft identified in Section II above was fabricated and assembled by _____
Name of Person(s) (Please Print)
for my (their) education or recreation. I (we) have records to support this statement and will make them available to the FAA upon request.

— NOTICE —

Whoever in any matter within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals or covers up by any trick, scheme, or device a material fact, or who makes any false, fictitious or fraudulent statements or representations, or makes or uses any false writing or document knowing the same to contain any false, fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisoned not more than 5 years, or both (U.S. Code, Title 18, Sec. 1001.)

APPLICANT'S DECLARATION

I hereby certify that all statements and answers provided by me in this statement form are complete and true to the best of my knowledge, and I agree that they are to be considered part of the basis for issuance of any FAA certificate to me. I have also read and understand the Privacy Act statement that accompanies this form.

Signature of Applicant *(In Ink)* | Date

IV. NOTARIZATION STATEMENT

FAA Form 8130-12 (4-89)

FIGURE 4-18. SAMPLE FAA FORM 8000-38, FABRICATION/ASSEMBLY OPERATION CHECKLIST

FABRICATION/ASSEMBLY OPERATION CHECKLIST

Company Name _____.
Address _____.
_____.
Aircraft Model _____ Document Name and Date _____.
Type of Aircraft _____.

	Accomplished By	
	Kit Manufacturer	Amateur
FUSELAGE		
1. Fabricate Special Tools or Fixtures		
2. Fabricate Longitudinal Members, Cores or Shells		
3. Fabricate Bulkheads or Cross Members		
4. Assemble Fuselage Basic Structure		
5. Fabricate Brackets and Fittings		
6. Install Brackets and Fittings		
7. Fabricate Cables, Wire, and Lines		
8. Install Cables, Wires, and Lines		
9. Fabricate Fuselage Covering or Skin		
10. Install Fuselage Covering or Skin		
11. Fabricate Windshield/Windows/Canopy		
12. Install Windshield/Windows/Canopy		
WINGS		
1. Fabricate Special Tools or Fixtures		
2. Fabricate Wing Spars		
3. Fabricate Wing Ribs or Cores		
4. Fabricate Wing Leading and Trailing Edge		
5. Fabricate Drag/Anti-Drag Truss Members		
6. Fabricate Wing Brackets and Fittings		
7. Fabricate Wing Tips		
8. Assemble Basic Wing Structures		
9. Install Wing Leading/Trailing Edge and Tips		
10. Install Drag/Anti-Drag Truss		
11. Fabricate Cables, Wires and Lines		
12. Install Cables, Wires, and Lines		
13. Fabricate Wing Covering or Skin		
14. Install Wing Covering or Skin		
15. Fabricate Wing Struts/Wires		
16. Install and Rig Wings and Struts		

FAA Form 8000-38 (12-91)

FIGURE 4-18. SAMPLE FAA FORM 8000-38, FABRICATION/ASSEMBLY OPERATION CHECKLIST. (CONTINUED)

FABRICATION/ASSEMBLY OPERATION CHECKLIST (Continued)		
	Accomplished By	
	Kit Manufacturer	Amateur
FLIGHT CONTROLS		
1. Fabricate Special Tools or Fixtures		
2. Fabricate Aileron Spars		
3. Fabricate Aileron Ribs or Cores		
4. Assemble Aileron Structure		
5. Fabricate Aileron Leading and Trailing Edge		
6. Assemble Aileron Leading and Trailing Edge		
7. Fabricate Aileron Brackets and Fittings		
8. Install Aileron Brackets and Fittings		
9. Fabricate Aileron Covering or Skin		
10. Install Aileron Covering or Skin		
11. Fabricate Aileron Trim Tab		
12. Install Aileron Trim Tab		
13. Install and Rig Aileron		
14. Fabricate Flap Spars		
15. Fabricate Flap Ribs or Cores		
16. Assemble Flap Structure		
17. Fabricate Flap Leading and Trailing Edge		
18. Assemble Flap Leading and Trailing Edge		
19. Fabricate Flap Brackets and Fittings		
20. Install Flap Brackets and Fittings		
21. Fabricate Flap Covering or Skin		
22. Install Flap Covering or Skin		
23. Install and Rig Flap		
24. Fabricate Elevator Spars		
25. Fabricate Elevator Ribs or Cores		
26. Assemble Elevator Structure		
27. Fabricate Elevator Leading and Trailing Edge		
28. Assemble Elevator Leading and Trailing Edge		
29. Fabricate Elevator Brackets and Fittings		
30. Install Elevator Brackets and Fittings		
31. Fabricate Elevator Covering or Skin		
32. Install Elevator Covering or Skin		
33. Fabricate Elevator Trim Tab		
34. Install Elevator Trim Tab		
35. Install and Rig Elevator		
36. Fabricate Rudder Spar		
37. Fabricate Rudder Ribs or Cores		
38. Assemble Rudder Structure		
39. Fabricate Rudder Leading and Trailing Edge		
40. Assemble Rudder Leading and Trailing Edge		
41. Fabricate Rudder Brackets and Fittings		
42. Install Rudder Brackets and Fittings		
43. Fabricate Rudder Covering or Skin		
44. Install Rudder Covering or Skin		
45. Fabricate Rudder Trim Tab		
46. Install Rudder Trim Tab		
47. Install and Rig Rudder		

FAA Form 8000-38 (12-91)

FIGURE 4-18. SAMPLE FAA FORM 8000-38, FABRICATION/ASSEMBLY OPERATION CHECKLIST. (CONTINUED)

FABRICATION/ASSEMBLY OPERATION CHECKLIST (Continued)		
	Accomplished By	
	Kit Manufacturer	Amateur
EMPENNAGE		
1. Fabricate Special Tools of Fixtures		
2. Fabricate Spars		
3. Fabricate Ribs or Cores		
4. Fabricate Leading and Trailing Edges		
5. Fabricate Tips		
6. Fabricate Brackets and Fittings		
7. Assemble Empennage Structures		
8. Install Leading/Trailing Edges and Tips		
9. Install Fittings		
10. Fabricate Cables, Wires, and Lines		
11. Install Cables, Wires and Lines		
12. Fabricate Empennage Covering or Skin		
13. Install Empennage Covering or Skin		
CANARD		
1. Fabricate Canard		
2. Assemble Canard Structure		
3. Install and Rig Canard		
LANDING GEAR		
1. Fabricate Special Tools or Fixtures		
2. Fabricate Struts		
3. Fabricate Brakes System		
4. Fabricate Retraction System		
5. Fabricate Cables, Wires and Lines		
6. Assemble Wheels, Brakes, Tires, Landing Gear		
7. Install Landing Gear System Components		
PROPULSION		
1. Fabricate Special Tools of Fixtures		
2. Fabricate Engine Mount		
3. Fabricate Engine Cooling System/Baffles		
4. Fabricate Induction System		
5. Fabricate Exhaust System		
6. Fabricate Engine Controls		
7. Fabricate Brackets and Fittings		
8. Fabricate Cables, Wires and Lines		
9. Assemble Engine		
10. Install Engine and Items Listed Above		
11. Fabricate Engine Cowling		
12. Install Engine Cowling		
13. Fabricate Propeller		
14. Install Propeller		
15. Fabricate Fuel Tank		

FAA Form 8000-38 (12-91)

FIGURE 4-18. SAMPLE FAA FORM 8000-38, FABRICATION/ASSEMBLY OPERATION CHECKLIST. (CONTINUED)

FABRICATION/ASSEMBLY OPERATION CHECKLIST (Continued)		
	Accomplished By	
	Kit Manufacturer	Amateur
PROPULSION (Continued)		
16. Install Fuel Tank		
17. Fabricate Fuel System Components		
18. Install Fuel System Components		
MAIN ROTOR DRIVE SYSTEMS AND CONTROL MECHANISM(S)		
1. Fabricate Special Static and Dynamic Main Rotor Rigging Tools		
2. Fabricate/Assemble Main Rotor Drive Train		
3. Install Main Rotor Drive Train Assembly		
4. Fabricate/Assemble Main Rotor Shaft and Hub Assembly		
5. Install Main Rotor Shaft and Hub Assembly		
6. Align Main Rotor Shaft-Drive Train, Shaft and Hub Assembly		
7. Fabricate Main Rotor Rotating Controls		
8. Install Main Rotor Rotating Controls		
9. Fabricate Main Rotor Non-Rotating Controls		
10. Rig Main Rotor Rotating and Non-Rotating Controls		
11. Fabricate Main Rotor Blades		
12 Install Main Rotor Blades on Rotor Hub		
13. Statically Balance and Rig Main Rotor System		
14. Dynamically Track and Balance Main Rotor System		
TAIL ROTOR DRIVE SYSTEMS AND CONTROL MECHANISM(S)		
1. Fabricate Special Static Tail Rotor Rigging Tools		
2. Fabricate Vertical Trim Fin		
3. Install Vertical Trim Fin		
4. Fabricate Horizontal Stabilizer		
5. Install Horizontal Stabilizer		
6. Fabricate Tail Rotor Drive System		
7. Install Tail Rotor Drive System		
8. Fabricate Tail Cone or Frame		
9. Install and Rig Tail Cone or Frame		
10. Rig Vertical Trim Fin		
11. Fabricate Tail Rotor Shaft and Hub Assembly		
12. Install Tail Rotor Shaft and Hub Assembly		
13. Fabricate Tail Rotor Rotating and Non-Rotating Controls		
14. Rig Tail Rotor Rotating and Non-Rotating Controls		
15. Fabricate/Assemble Tail Rotor Blades		
16. Install Tail Rotor Blades		
17. Statically Balance and Rig Tail Rotor System		
18. Dynamically Track and Balance Tail Rotor System		

FAA Form 8000-38 (12-91)

FIGURE 4-18. SAMPLE FAA FORM 8000-38, FABRICATION/ASSEMBLY OPERATION CHECKLIST. (CONTINUED)

FABRICATION/ASSEMBLY OPERATION CHECKLIST (Continued)		
	Accomplished By	
	Kit Manufacturer	Amateur
COCKPIT/INTERIOR		
1. Fabricate Instrument Panel		
2. Install Instrument Panel and Instruments		
3. Fabricate Seats		
4. Install Seats		
5. Fabricate Electrical Wiring, Controls/Switches		
6. Install Electrical System Controls/Switches		
TOTAL		

Comments

Printed Name	Signature	Date

FAA Form 8000-38 (12-91)

FIGURE 4-19. SAMPLE LETTER TO KIT MANUFACTURER WHEN KIT IS DETERMINED ELIGIBLE

Pioneer Aircraft Company
7897 Bold Place
Carson City, VA 78098

Attn: John B. Maker
President

Dear Mr. Maker:

The Federal Aviation Administration (FAA) has completed evaluation of the (Aircraft Model) kit. We have determined that the kit, as evaluated at your facility on (date) and defined by (document name, date/revision), meets the intent of Federal Aviation Regulations (FAR) § 21.191(g) because the major portion of a completed aircraft may be fabricated and assembled by person(s) who will undertake the construction project solely for their own education or recreation. The FAA Engineering and Manufacturing Branch, AFS-610, will notify the appropriate FAA field offices of the eligibility of the kit and add the kit to the listing of eligible amateur-built aircraft kits.

This evaluation should not be construed as meaning the kit or (kit manufacturer's name) is **FAA CERTIFIED, CERTIFICATED, OR APPROVED** and it is not appropriate to represent it as such. The kit may be represented as eligible for airworthiness certification under FAR § 21.191(g).

Copies of the kit parts list, identified by the date and/or revision, should be provided with kits supplied to customers. This will assist builders in identifying the configuration of the kits to personnel who will be responsible for determining the eligibility of the completed aircraft for airworthiness certification.

If ownership of the company changes, there is a change in the manufacturing facility location, or changes are made to the kit that affect fabrication and assembly operations, this FAA Manufacturing Inspection Office (MIO) shall be notified.

Failure to notify this MIO may result in removal of the kit from the listing of eligible amateur-built aircraft kits.

Sincerely,

Frank L. Brown
Manager, Manufacturing
Inspection Office

FIGURE 4-20. SAMPLE LETTER TO MANUFACTURER WHEN KIT IS DETERMINED NOT ELIGIBLE

Rocky Aircraft
67 Runway Ave
Panama, TX 65432

Attn: Joe C. Bath
President

Dear Mr. Bath:

The Federal Aviation Administration (FAA) has completed evaluation of the (Aircraft Model) kit. We have determined that the kit, as evaluated at your facility on (date) and defined by (document name, date/revision), does not meet the intent of Federal Aviation Regulations § 21.191(g) because the major portion of a completed aircraft would not be fabricated and assembled by person(s) who will undertake the construction project solely for their own education or recreation.

The results of the evaluation were discussed with you on (date) by (FAA representative). You may adjust kit materials to comply with the major portion requirement and request reevaluation.

Sincerely,

Manager, Manufacturing
Inspection Office

FIGURE 4-21. SAMPLE UNLIMITED FAA FORM 8130-7

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION	RESTRICTED	
	PURPOSE	AGRICULTURAL	
B	MANU-FACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	N/A
		TO	N/A
D	N-32104		SERIAL NO. 2245
	BUILDER BELL		MODEL 47G-4
E	DATE OF ISSUANCE DECEMBER 20, 19XX		EXPIRY UNLIMITED
	OPERATING LIMITATIONS DATED 12/10/19XX		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Bart J. Johnson BART J. JOHNSON		DESIGNATION OR OFFICE NO. NW-XX

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM 8130-7 (10/82) *SEE REVERSE SIDE*

FIGURE 4-22. APPLICABILITY CHART FOR EXPERIMENTAL AIRCRAFT, OPERATING LIMITATIONS

OPERATING LIMITATION NUMBER

Purpose	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
Research & Development	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*
Showing Compliance	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*
Crew Training	*	*	*	*	*		*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*
Market Surveys	*	*	*	*	*		*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*
Exhibition	*	*				*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*		*
Air Racing	*	*				*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*		*
Amateur-Built	*	*						*	*	*	*	*			*	*	*	*	*	*	*		*		*
Kit-Built	*	*						*	*	*	*	*			*	*	*	*	*	*	*	*	*		*

* Denotes Applicability of Operating Limitation for the Purpose Indicated.

FIGURE 4-23. SAMPLE EXPERIMENTAL OPERATING LIMITATIONS, RESEARCH AND DEVELOPMENT

EXPERIMENTAL OPERATING LIMITATIONS
RESEARCH AND DEVELOPMENT

Make: North American EXP Registration Number: N12344
Model: EXP-1 Serial Number: E1284

1. No person may operate this aircraft for other than the purpose of **Research and Development** to accomplish the tests outlined in the applicant's program letter dated July 5, 19XX, describing compliance with FAR § 21.193(d). The program letter must be made available to the pilot-in-command of the aircraft. Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of FAR Part 91, and all additional limitations herein prescribed under the provisions of FAR § 91.319(e).

2. All flights shall be conducted within the geographic area described as follows: (The area shall be described by radius, or coordinates and/or landmarks. The designated area must be over open water or sparsely populated areas having light air traffic. The size of the area shall be that required to safely conduct the type of anticipated maneuvers and test, as appropriate.)

NOTE: This limitation is prescribed to show compliance with FAR § 91.319(b). Operating limitations may be reissued to revise this limitation when the FAA finds compliance with FAR § 91.319(b).

This note is for the purpose of demonstrating this sample, it would not be part of the actual operating limitation when issued.

3. The pilot-in-command of this aircraft must hold an appropriate category/class rating, have an aircraft type rating, or have a flight instructor's log book endorsement; and possess a "Letter of Authorization" issued by the FAA.

FIGURE 4-23. SAMPLE EXPERIMENTAL OPERATING LIMITATIONS, RESEARCH AND DEVELOPMENT (CONTINUED)

4. This aircraft shall not be operated unless it is maintained in accordance with appropriate military publications and/or manufacturers recommendations. The owner/operator shall establish an inspection program approved by a Flight Standards inspector set forth in FAR § 91.409(e). This inspection shall be recorded in the aircraft maintenance records.

5. This aircraft is to be operated under VFR, day only.

6. No person may be carried in this aircraft during flight unless that person is required for the purpose of the flight.

7. This aircraft is prohibited from aerobatic flight; that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal attitude, or abnormal acceleration not necessary for normal flight.

8. The FAA certificating office must be notified, and their response received in writing, prior to flying this aircraft after incorporating a major change as defined by FAR § 21.93.

9. If aircraft, engine, or propeller operating limitations are exceeded, an appropriate entry will be made in the historical records.

M. Mantle
Aviation Safety Inspector
SW-41

Issued on July 5, 19XX, in Bethany, Oklahoma.

FIGURE 4-24. SAMPLE EXPERIMENTAL OPERATING LIMITATIONS, SHOWING COMPLIANCE WITH REGULATIONS

EXPERIMENTAL OPERATING LIMITATIONS
SHOWING COMPLIANCE WITH REGULATIONS

Make: CHALLENGER Registration Number: N12346
Model: AC-1 Serial Number: X880816

1. No person may operate this aircraft for other than the purpose of **Showing Compliance** to accomplish the tests outlined in the applicant's program letter, dated August 16, 19XX, which describes compliance with FAR § 21.193(d). The program letter must be made available to the pilot-in-command of the aircraft. Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of FAR Part 91, and all additional limitations herein prescribed under the provisions of FAR § 91.319(e).

2. All flights shall be conducted within the geographical area described as follows: (The area shall be described by radius, or coordinates and/or landmarks. The designated area must be over open water or sparsely populated areas having light air traffic. The size of the area shall be as required to safely conduct the type of anticipated maneuvers and tests, as appropriate.)

NOTE: This limitation is prescribed to show compliance with FAR § 91.319(b). Operating limitations may be reissued to revise this limitation when the FAA finds compliance with FAR § 91.319(b).

The above note is for the purpose of explaining this sample, it would not be part of the actual operating limitations.

3. All flights will be conducted in accordance with: Acme Aircraft Co., Flight Procedure K-42, dated October 17, 19XX.

FIGURE 4-24. SAMPLE EXPERIMENTAL OPERATING LIMITATIONS, SHOWING COMPLIANCE WITH REGULATIONS (CONTINUED)

4. The pilot-in-command of this aircraft must hold an appropriate category/class rating, have an aircraft type rating, or have a flight instructor's log book endorsement; and possess a "Letter of Authorization" issued by the FAA.

5. This aircraft shall not be operated unless it is maintained in accordance with appropriate military publications and/or manufacturer's recommendations. The owner/operator shall establish an inspection program approved by a Flight Standards inspector as set forth in FAR § 91.409(e). This inspection shall be recorded in the aircraft maintenance records.

6. This aircraft is to be operated under VFR, day only.

7. Persons may be carried in accordance with Acme Aircraft Co., Flight Procedure K-42, dated October 17, 19XX.

8. This aircraft is prohibited from aerobatic flight, that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal attitude, or abnormal acceleration not necessary for normal flight.

9. If aircraft, engine, or propeller operating limitations are exceeded, an appropriate entry will be made in the aircraft records.

Alice B. Cod
Aviation Safety Inspector
SW-42

Issued on April 26, 19XX, in Forth Worth, Texas.

FIGURE 4-25. SAMPLE EXPERIMENTAL OPERATING LIMITATIONS, EXHIBITION

EXPERIMENTAL OPERATING LIMITATIONS
EXHIBITION

Make: CESSNA AIRCRAFT CO. Registration Number: N12345
Model: A37B DRAGONFLY Serial Number: M010816

1. No person may operate this aircraft for other than the purpose of **Exhibition** to accomplish the tests outlined in the applicant's program letter, dated August 16, 19XX, describing compliance with FAR § 21.193. The program letter must be made available to the pilot-in-command of the aircraft. Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of FAR Part 91, and all additional limitations herein prescribed under the provisions of FAR § 91.319(e).

2. All flights shall be conducted within the geographic area described as follows: (The area shall be described by radius, or coordinates and/or landmarks. The designated area must be over open water or sparsely populated areas having light air traffic. The size of the area shall be that required to safely conduct the type of anticipated maneuvers and test, as appropriate.)

3. The pilot-in-command of this aircraft must hold an appropriate category/class rating, have an aircraft type rating, or have a flight instructor's log book endorsement; and possess a "Letter of Authorization" issued by the FAA.

4. This aircraft shall not be operated unless it is maintained in accordance with appropriate military publications and/or manufacturer's recommendations. The owner/operator shall establish an inspection program approved by a Flight Standards inspector as set forth in FAR § 91.409(e). This inspection shall be recorded in the aircraft maintenance records.

5. This aircraft is to be operated under VFR, day only.

6. No person may be carried in this aircraft during flight unless that person is required for the purpose of the flight.

7. This aircraft is prohibited from acrobatic flight; that is, an intentional maneuver involving an abrupt change in the aircraft's altitude, an abnormal altitude, or abnormal acceleration not necessary for normal flight.

FIGURE 4-25. SAMPLE EXPERIMENTAL OPERATING LIMITATIONS, EXHIBITION (CONTINUED)

EXPERIMENTAL OPERATING LIMITATIONS EXHIBITION

8. The FAA certificating office must be notified, and their response received in writing, prior to flying this aircraft after incorporating a major change as defined by FAR § 21.93.

G.H. Ruth
Aviation Safety Inspector
SW-43

Issued on November 20, 19XX, in San Antonio, Texas.

FIGURE 4-26. SAMPLE EXPERIMENTAL OPERATING LIMITATIONS, OPERATING AMATEUR-BUILT AIRCRAFT

EXPERIMENTAL OPERATING LIMITATIONS
OPERATING AMATEUR-BUILT AIRCRAFT

Model: Steen Skybolt Registration Number: N12347
Make: John M. Brown Serial Number: JR-001

Phase I, Initial Flight Test in Restricted Area:

1. No person may operate this aircraft for other than the purpose of operating **Amateur-Built** aircraft to accomplish the flight test outlined in the applicant's letter dated July 30, 19XX, describing compliance with FAR § 21.193. The program letter must be made available to the pilot-in-command of the aircraft. Phase I and II amateur-built operations shall be conducted in accordance with applicable air traffic and general operating rules of FAR Part 91, and the additional limitations herein prescribed under the provisions of FAR § 91.319.

2. The initial 25 hours of flight shall be conducted within the geographical area described as follows:

3. Except for takeoffs and landings, no person may operate this aircraft over densely populated areas or in congested airways.

4. This aircraft is to be operated under VFR, day only.

5. Unless prohibited by design, aerobatics are permitted in the assigned flight test area. All aerobatics are to be conducted under the provisions of FAR § 91.303.

6. No person may be carried in this aircraft during flight unless that person is required for the purpose of the flight.

7. The FAA certificating office must be notified and their response received in writing prior to flying this aircraft after incorporating a major change as defined by FAR § 21.93.

FIGURE 4-26. SAMPLE EXPERIMENTAL OPERATING LIMITATIONS, OPERATING AMATEUR-BUILT AIRCRAFT (CONTINUED)

EXPERIMENTAL OPERATING LIMITATIONS
OPERATING AMATEUR-BUILT AIRCRAFT

8. The operator of this aircraft shall notify the air traffic control tower of the experimental nature of this aircraft when operating into or out of airports with operating air traffic control towers.

9. The pilot-in-command of this aircraft must, as applicable, hold an appropriate category/class rating, have an aircraft type rating, or have a flight instructor's logbook endorsement; and possess a "Letter of Authorization" issued by the FAA.

Phase II:

Following satisfactory completion of the required number of flight hours in the flight test area, the pilot shall certify in the logbook that the aircraft has been shown to comply with FAR § 91.319. Compliance with FAR § 91.319 shall be recorded in the aircraft logbook with the following or similarly worded statement:

"I certify that the prescribed flight test hours have been completed and this aircraft is controllable throughout its range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation."

The Following Limitations Apply Outside of Flight Test Area:

1. Limitations 1, 3, 4, 7, 8, and 9 are applicable for Phase I.

2. This aircraft shall contain the placards, markings, etc., required by FAR § 91.9.

3. This aircraft is prohibited from aerobatic flight unless such flights were satisfactorily accomplished and recorded in the aircraft logbook during the flight test.

4. No person may operate this aircraft for carrying persons or property for compensation or hire.

5. The person operating this aircraft shall advise each person carried of the experimental nature of this aircraft.

6. This aircraft shall not be operated for glider towing or parachute jumping operations unless equipped with FAA approved installations and appropriate operating limitations are issued in accordance with chapter 2 of this order..

FIGURE 4-26. SAMPLE EXPERIMENTAL OPERATING LIMITATIONS, OPERATING AMATEUR-BUILT AIRCRAFT (CONTINUED)

EXPERIMENTAL OPERATING LIMITATIONS
OPERATING AMATEUR-BUILT AIRCRAFT

7. No person shall operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with FAR Part 43, Appendix D, and has been found to be in a condition for safe operation. In addition, this inspection shall be recorded in accordance with limitation 9 listed below.

8. The builder of this aircraft, if certificated as a repairman, or FAA certificated mechanic holding an Airframe and Powerplant rating, may perform condition inspections in accordance with FAR Part 43, Appendix D.

9. Condition inspections shall be recorded in the aircraft maintenance records showing the following or a similarly worded statement:

"I certify that this aircraft has been inspected on July 9, 19XX, in accordance with the scope and detail of FAR Part 43, Appendix D, and found to be in a condition for safe operation."

The entry will include the aircraft total time-in-service, the name, signature, and certificate type and number of the person performing the inspection.

Joe Wheeler
Aviation Safety Inspector
CE-53

Issued on August 6, 19XX, in Cleveland, Ohio.

SECTION 7. PROVISIONAL AIRWORTHINESS CERTIFICATION

150. GENERAL. Under the provisions of FAR Part 21, Subpart I, two classes of provisional airworthiness certificates may be issued. Class I certificates may be issued for all categories, whereas Class II certificates are issued for transport category aircraft only. In each case, a corresponding provisional TC or provisional amendment to the TC must be in effect to be eligible for a corresponding provisional airworthiness certificate.

151. ELIGIBILITY. Only an aircraft manufacturer, aircraft engine manufacturer, or certificated air carrier may apply for provisional airworthiness certificates as provided in FAR Part 21, Subpart I. Since the aircraft is normally one which is being used in the type certification process, the FAA should already be generally familiar with its progress and conformity status. Therefore, upon determining that the application and attachments are satisfactory, inspection of the aircraft is necessary only to the extent necessary to determine that it is in a condition for safe operation when operated within its operating limitations.

152. SPECIAL PURPOSE OPERATIONS. The special purpose operations for which provisionally certificated aircraft may be operated are contained in FAR § 91.317. These operations include:

a. Training flight crews, including simulated air carrier operations;

b. Demonstration flights by the manufacturer for prospective purchasers;

c. Market surveys by the manufacturer;

d. Flight checking of instruments, accessories, and equipment that does not affect the basic airworthiness of the aircraft; or

e. Service testing of aircraft.

153. STATEMENT OF CONFORMITY. A properly completed FAA Form 8130-9 containing the information required by FAR §§ 21.221 and 21.223 may be used by the manufacturer as its conformity statement and should be attached to the FAA Form 8130-6.

154. CERTIFICATION PROCEDURES. The FAA should follow the appropriate procedures outlined in paragraph 88.

155. SPECIAL AIRWORTHINESS CERTIFICATE, FAA FORM 8130-7. Upon a satisfactory determination that the aircraft conforms to its provisional TC or provisional amendment to a TC and is in a condition for safe operation, the FAA should issue the FAA Form 8130-7. The issuance of a provisional airworthiness certificate, corresponding with a provisional amendment to a TC, FAR § 21.225, is considered to be an original issuance in the provisional category.

156. OPERATING LIMITATIONS. Operating limitations established for the issuance of the provisional TC are considered to be a part of the provisional airworthiness certificate issued to an individual aircraft. The FAA should determine that they are available in the aircraft in compliance with FAR § 91.9. Limitations and restrictions as required by FAR § 91.317, and which are not included in placards or the provisional flight manual, should be enumerated on a separate sheet and displayed with the provisional airworthiness certificate.

157.-170. RESERVED.

SECTION 8. SPECIAL FLIGHT PERMITS

171. GENERAL.

a. Special flight permits are issued for aircraft that may not currently meet applicable airworthiness requirements, but are capable of safe flight. A special flight permit is not an authorization to deviate from the requirements of FAR Part 91.

(1) Federal Aviation Regulations § 21.197(a) applies to aircraft which may not meet applicable airworthiness requirements and which will be operated for a purpose specified in FAR § 21.197(a)(1) through (5).

(2) Federal Aviation Regulations § 21.197(b) applies to those aircraft which meet all the applicable airworthiness requirements except those which cannot be met because of the overweight condition.

(3) Federal Aviation Regulations § 21.197(c) applies only to holders of operating certificates issued under FAR Parts 121, 127, or 135 for aircraft operated and maintained under a continuous airworthiness maintenance program. The instructions for issuance of a special flight permit with a continuing authorization are contained in Order 8300.10, Volume II, Chapter 89, Airworthiness Inspector's Handbook.

b. Application for Airworthiness Certificate, FAA Form 8130-6, and Special Airworthiness Certificate, FAA Form 8130-7 are used for the administration of FAR §§ 21.197 and 21.199. The instructions for completion of these forms are contained in Chapter 8 except as noted in this section.

c. Special flight permits for purposes other than production flight testing and customer demonstration flights will be issued by the Certificating Office having jurisdiction over the geographical area in which the flight is to originate. If the applicant's aircraft is outside the jurisdiction of the CO receiving the request, the applicant should be referred to the appropriate CO. This paragraph does not apply to FAR Parts 121, 127, and 135 certificate holders.

d. Special flight permits, issued to FAR Parts 121, 127, and 135 certificate holders who do not have a continuous authorization, will normally be issued by their certificate holding office. These special flight permits may be issued by the office having geographical responsibility, with the concurrence of the certificate holding office.

e. The validity of the special flight permit is not affected by the operation of the aircraft outside the border of the United States, so long as it is operated for the intended purpose under FAR § 21.197 and within the time frame specified on the permit. The special flight permit does not authorize flight over countries other

than the United States without permission of that country. If such operation is contemplated, the effective date of the permit is contingent upon compliance with Section D(2) of the permit and it becomes the responsibility of the owner/operator to obtain such permission.

NOTE: Paragraph 171.e. does not apply to authorizations covered by Order 8300.10, Volume II, chapter 89, Continuing Authorization to Conduct Ferry Flights.

f. No person may operate a product to which an AD applies, except in accordance with the requirements of the AD (FAR § 39.3). If an AD requires compliance before further flight and does not have a provision for the issuance of special flight permits, the operation of the aircraft to which it applies would not be appropriate, and a special flight permit shall not be issued.

g. If the product is not an aircraft, and the AD does not provide for the product's operation during a ferry flight, the product may not be operated during such a flight (FAR § 39.3). If the aircraft on which the product is installed can be safely operated without operating the product, a special flight permit could be issued with a limitation that the product be rendered inoperative in flight (FAR § 21.197(a)).

172. PURPOSES. Section 21.197 of the FAR prescribes the general purposes for which a special flight permit may be issued. The following specific operations are also considered to be within the scope of the general provisions:

a. Any flight of a U.S.-registered aircraft covered by FAR § 21.197, if the aircraft is capable of safe flight, even though a TC has not been issued.

b. The delivery of an aircraft of either U.S. or non-U.S. manufacture to the base of the purchaser or to a storage point in the United States.

c. The operation of non-air carrier four engine aircraft with one engine inoperative. The provisions of FAR § 91.611 should be used as a guide.

d. For flying an aircraft whose annual inspection has expired to a base where an annual inspection can be accomplished.

e. For flying an amateur-built aircraft whose condition inspection has expired to a base where the condition inspection can be accomplished.

173. APPLICATION AND ISSUANCE - GENERAL.

a. When the application for a special flight permit is found in compliance with all requirements, the FAA should issue FAA Form 8130-7, together with operating limitations deemed necessary

for safe operation. The operating limitations should be enumerated on a separate sheet, identified by the aircraft registration and serial number, dated, and signed. The applicant should be advised that the FAA Form 8130-7 and attached operating limitations must be displayed in the aircraft in accordance with FAR § 91.203(b).

b. The FAA may assist the applicant by completing an FAA Form 8130-6 based on information furnished by telephone, letter, or facsimile (FAX). The name of the applicant should be entered in the space provided for their signature. A notation as to how the information was received should be entered above the name, e.g., "Received by letter dated____." If the information provided is adequate, and all requirements for issuance are satisfied, the FAA inspector may issue a telegraphic or FAX special flight permit with appropriate limitations. These limitations will include inspection requirements as deemed necessary. The telegraphic or FAX special flight permit and prescribed operating limitations must be displayed in the aircraft in accordance with FAR § 91.203(b) prior to conducting the special flight.

(1) The transmission of a special flight permit via FAX allows the aircraft to be moved when the flight cannot be delayed for the time period normally required for the delivery of the FAA Form 8130-7.

(2) The FAX transmitted special flight permit is to be used only for the following purposes:

(a) Flying the aircraft to a base where repairs, alterations, or maintenance are to be performed or to a point of storage; and

(b) Evacuating aircraft from areas of impending danger.

NOTE: The FAA Form 8130-7 shall not be copied or transmitted by any other method.

c. If a district office processes numerous applications for telegraphic/FAX special flight permits, a standard format with blanks for notification pertinent to each individual issuance may be filed with the local office. The following example is a telegraphic/FAX special flight permit:

RE: YOUR REQUEST OF (DATE), TO FERRY AERONCA 7AC, N82344, SERIAL 7AC-124, AUTHORIZED VFR DAY LOUISVILLE, KENTUCKY DIRECT KANSAS CITY, KANSAS FOR REPAIRS. RESTRICTED TO ESSENTIAL CREW. A&P MECHANIC LOG ENTRY CERTIFYING AIRCRAFT SAFE FOR THIS FLIGHT REQUIRED. AUTHORIZATION EXPIRES ARRIVAL DESTINATION OR (DATE).

d. When the FAA Form 8130-6 has been completed, the FAA inspector will complete a copy of the sample telegraphic/FAX special flight permit to include any additional operating limitations that

may be required. The completed and signed permit may then be transmitted by FAX. The FAX permit that is received for display in the aircraft at the point of departure will be considered the original permit.

e. A copy of each certification document should be retained in the files of the issuing office. Only copies required per paragraph 243.1(e), as applicable, are to be forwarded to the FAA Aircraft Registry.

174. AIRCRAFT INSPECTIONS.

a. It is the responsibility of the FAA to determine whether or not inspections or tests are necessary to ensure that the aircraft is capable of safe flight for the intended purpose.

b. The FAA inspector may make, or require the applicant to make, appropriate inspections or tests considered necessary for safety.

c. The FAA inspector should personally inspect damaged aircraft or an aircraft where the airworthiness is questionable in any respect. The inspector should personally inspect those aircraft models for which a U.S. T.C. has never been issued.

NOTE: If an affirmative, technical determination cannot be made that a particular aircraft is capable of safe operation, because of insufficient design, inspection, and maintenance data that are normally available for a type certificated aircraft, the special flight permit should not be issued.

d. When the FAA inspector requires the applicant to make the inspection, the applicant must be advised that such inspections must be:

(1) Accomplished by an appropriately certificated mechanic or repair station familiar with all the procedures and requirements contained in this chapter; and

(2) Documented by an appropriate entry in the aircraft logbook by the authorized person who conducted the inspection.

e. The FAA inspector may delegate inspection authority to an authorized designee when the project is located in a remote area of impending danger. When an inspection is performed under these conditions it must be recorded in the aircraft logbook by the person delegated the authority to conduct the inspection.

175. SPECIAL OPERATING LIMITATIONS. The FAA should establish limitations as deemed necessary for safe operation. Since individual circumstances may vary greatly, a list of limitations applicable in every case cannot be provided. The objective is to assure safe operation of the aircraft. If necessary, solicit the technical

assistance of other FAA offices or specialties. Limitations should be clear and concise so they can be easily understood. In addition to the limitations deemed necessary for the particular flight, the following items should be considered when establishing operating limitations:

a. Conformity to the aircraft's technical data.

b. Operational equipment necessary for safe operation of the aircraft.

c. Special crew member and pilot qualifications required. For flights which involve long distances where various weather conditions may be encountered, the pilot-in-command should also be appropriately instrument rated.

d. Aircraft weight limits.

e. Fuel and fuel distribution limits.

f. Center of gravity limits.

g. Maneuvers to which the aircraft is limited.

h. Limits on usage of flight equipment, such as autopilots, etc.

i. Meteorological conditions to be avoided and the inspections required if inadvertently encountered.

j. Airspeed limits.

k. Operation in the overweight condition must be conducted to avoid cities, towns, villages, and congested areas, or any other areas where the flights might create hazardous exposure to persons or property.

l. Runway selections if considered necessary for safety.

m. Communications required with airport tower personnel to inform them prior to takeoff or landing of the nonstandard condition of the aircraft. When flight over another country is planned, the inspector must emphasize to the applicant that special permission must be obtained from the country over which the aircraft will be operated. In addition, Section "C" of the FAA Form 8130-7 should contain the remark "subject to paragraph D(2), reverse side." (Figure 4-27).

NOTE: When required to fly over an ICAO Country, the operating limitations issued with the special flight permit should include, when appropriate, the following statement: This aircraft does not comply with the International Standards of Annex 8 to the Convention on International Civil Aviation as follows:

DESCRIBE HERE THE ITEM(S) WHICH DO NOT COMPLY WITH THE AIRWORTHINESS REQUIREMENTS FOR STANDARD AIRCRAFT.

n. Any other limitation that should be prescribed for the particular flight.

176. SPECIAL FLIGHT PERMITS FOR OPERATION OF OVERWEIGHT AIRCRAFT.

a. General.

(1) The Federal Aviation Administration is concerned with two primary considerations when issuing special flight permits for the temporary operation of overweight aircraft:

(a) To assure that the public will be guarded in the event of an accident.

(b) To assure that when the aircraft is returned to a standard configuration, it has not been rendered unairworthy due to the overweight operations.

(2) With safety being the primary concern in processing special flight permits for the purpose of authorizing the temporary operation of an overweight aircraft, it is essential that the processing office utilize the technical assistance of other FAA offices or specialties as deemed necessary to assure the highest degree of safety possible. All installations such as long range fuel system and navigational equipment must be installed in accordance with FAA-approved data.

(3) Applications where the proposed maximum weight does not exceed 110 percent of the maximum certificated weight, and the certificated CG limits are not exceeded, may be processed by district offices without obtaining an engineering evaluation (except for rotorcraft).

(4) Applications where the proposed maximum weight exceeds 110 percent of the maximum certificated weight, or the CG limits exceed the certificated limits, must be coordinated with an ACO for engineering evaluation of the structural and any other provisions deemed necessary.

(5) All applications for rotorcraft must be coordinated with an ACO for an engineering evaluation of the structural, flight, or any other provisions deemed necessary.

(6) The processing of an application should encompass a review of the airworthiness status of the basic aircraft, an evaluation of the added installations which constitute the excess weight, required crew qualifications, and proposed operating limitations.

b. Added Installations.

(1) Technical Data.

(a) When the application submitted falls under the provisions of paragraph 176.a.(4) or (5), any drawings and reports substantiating structural integrity submitted with the application should be in sufficient detail to allow a determination that the added installations are structurally and functionally safe and to allow a conformity inspection of the added installations.

(b) The structural report should reference the drawings used for the installation(s).

(2) Record of Installation(s).

(a) The installation(s) added to the aircraft for the intended overweight flight must be recorded in accordance with the requirements of FAR § 43.9.

(b) The following statement must be entered in Section 3 of an FAA Form 337: **No person may operate this aircraft, as altered herein, unless it has within it an appropriate and current special flight permit issued under FAR Part 21** (Figure 4-26).

(3) Auxiliary Fuel System Installations. In the evaluation of the auxiliary fuel system installations, the following items should be considered:

(a) The aircraft and auxiliary fuel system must meet all applicable airworthiness requirements, except those which the aircraft cannot meet because of its overweight condition, and must be found safe for the intended flight.

(b) Fuel tank(s) installed in a pressurized area should be tested for the maximum pressure differential existing between cabin pressurization and aircraft maximum operating altitude with fuel tank(s) empty.

(c) Adequate ventilation should be provided for the fuel tank(s) and the area in which the fuel tank(s) is/are located to prevent the accumulation of fumes which would be detrimental to the crew or present a fire or explosion hazard.

(d) A means should be provided to readily determine the quantity of fuel in the auxiliary tank(s) prior to takeoff. Also, a means should be provided to indicate the quantity of fuel in tanks which have a vapor/excess fuel return line, both prior to takeoff and during flight.

(e) The location of the fuel tank(s) in the aircraft is a major factor in determining that the aircraft is safe for flight since the added fuel and fuel facilities have the greatest effect on the aircraft center of gravity. In addition, the fuel system

installation shall not restrict entrance to or exit from the aircraft as provided by the applicable FAR. If required under FAR § 23.1001 (Amendment 23-7), the aircraft should have an adequate fuel jettison system installed.

(f) Auxiliary fuel systems which are not complete, that is, not connected to the basic aircraft fuel system, should not be considered for issuance of a special flight permit.

(4) Engine Oil Quantity. The applicant will show that the oil supply provided for each engine is sufficient to ensure satisfactory cooling and system circulation for the duration of the flight. If considered necessary, an oil transfer system for replenishing the engine oil while the aircraft is in flight should be provided.

(5) Maximum Weight and Center of Gravity Limits.

(a) Section 21.197(b) of the FAR limits the excess weight over the certificated maximum weight to additional fuel, fuel carrying facilities, and navigational equipment added for the intended flight. It should be determined that this part of the maximum weight complies with this requirement.

(b) When numerous alterations are performed, it may be necessary to weigh the aircraft to establish the aircraft weight and the CG limits. The computations should be evaluated for accuracy. It may also be necessary to require flight test at the new maximum weight and CG limits to determine that the aircraft is safe for operation. Computed weight and balance information should be reflected on the FAA Form 337, Section 8.

(c) Operation of rotorcraft over the certificated maximum weight presents some unique conditions over and above those encountered with fixed-wing aircraft. Special attention should be given to this type of aircraft. A careful evaluation should be made to determine what effect the overweight operation may have upon the retirement times of critical parts.

(6) Operating limitations should be prescribed as deemed necessary, reference paragraphs 141 and 175, and include:

(a) Operation in the overweight condition must be conducted to avoid cities, towns, villages, and congested areas, or any other areas where the flights might create hazardous exposure to persons or property.

(b) Runway (specify) must be used for overweight takeoff (and landing when appropriate). If an en route stop is scheduled, the following must be added to this limitation: Contact FAA office, (city, routing symbol, and telephone number) for runway to be used for overweight landing and takeoff at (city).

(c) A copy of the FAA Form 337 covering the additional fuel-carrying facilities and equipment shall be in the aircraft.

(d) Special entries to identify required inspection of the aircraft for possible damage due to overweight operation upon completion of overweight flight(s).

177. SPECIAL FLIGHT PERMIT FOR PRODUCTION FLIGHT TESTING. A special flight permit issued for production flight testing may be used by a manufacturer to meet the requirements of FAR § 91.203 when operating new production aircraft for the purpose of production flight testing, as provided in FAR § 21.197. This permit may be used with an Aeronautical Center Form 8050-3, Certificate of Aircraft Registration; an Aeronautical Center Form 8050-6, A Dealer's Aircraft Registration Certificate; or an Aeronautical Center Form 8050-1, Application for Aircraft Registration. The permit is valid only for the purpose of production flight testing and is transferable from one aircraft to another. The applicable operating limitations are printed in Block B on the reverse side of the FAA Form 8130-7 (Figure 4-1).

a. Eligibility.

(1) A manufacturer producing aircraft under any of the following Subparts of FAR Part 21 is eligible to obtain special flight permits for production flight testing:

(a) Subpart F, Production Under a Type Certificate Only (It is not necessary for the manufacturer to have an APIS);

(b) Subpart G, Production Certificates; or

(c) Subpart J, Delegation Option Authorization Procedures.

(2) A manufacturer producing aircraft prior to issuance of the TC is also eligible for a special flight permit for production flight testing provided the following conditions are met:

(a) The manufacturer holds a TC and a currently effective PC for at least one other aircraft in the same category.

(b) The FAA official flight test program is in process.

(c) A prototype aircraft of that model has been flown by the manufacturer under an experimental certificate to assure that there are no adverse flight characteristics and that production test pilots are fully familiar with the aircraft.

(d) An FAA accepted production flight test procedure and checklist, for the aircraft involved, will be used to assure that all requirements for production test flights are accomplished.

(e) The aircraft is not being flown by the manufacturer for purposes other than production flight tests.

(f) Limitations have been established to define the production flight test area.

b. Application and Issue.

(1) An eligible manufacturer should apply for the issuance of as many special flight permits for production flight testing as deemed necessary for satisfactory coverage of the aircraft involved. The number of special flight permits for production flight testing issued to the manufacturer shall be limited to actual need.

(2) The manufacturer should establish procedures for control of the permits while they are in their possession. Additionally, the manufacturer should establish suitable controls to ensure that the permits are controlled and placed only in aircraft undergoing production flight testing.

(3) A MIDO which has issued special flight permits for production flight testing should maintain suitable accountability records which will show expiration dates not to exceed 12 months from the date of issuance, and the quantity of permits issued to each manufacturer. It is recommended that each permit issued be numbered serially in the upper right corner of the airworthiness certificate by the issuing office; e.g., SW-41. The same serial number may be reassigned to a manufacturer each year. The issuing official shall sign each permit and associated limitations in ink over their typed name. A copy of the letter of transmittal should be forwarded by the issuing MIDO to the MIO.

178. SPECIAL FLIGHT PERMIT FOR CONDUCTING CUSTOMER DEMONSTRATION FLIGHTS. A special flight permit may be used by a manufacturer to meet the requirements of FAR § 91.203 when operating a new production aircraft for the purpose of conducting customer demonstration flights, reference FAR § 21.197(a)(5). This permit may be used with an Aeronautical Center Form 8050-3, an Aeronautical Center Form 8050-6, or an Aeronautical Center Form 8050-1. This permit is valid only for the above purpose and will not be issued in conjunction with any other special flight permit purposes.

NOTE: The meaning of the word CUSTOMER for the purpose of this airworthiness certificate means any person or organization judged by the manufacturer to be an acknowledged or potential aircraft purchaser.

a. Eligibility. A special flight permit for conducting customer demonstration flights may be issued when the following conditions are met:

(1) The new production aircraft was produced under a PC or TC only; and,

(2) The PC/TC holder has satisfactorily completed production flight tests. Completion of production flight tests indicate acceptance by the production flight test pilot and no further flight tests are required or planned.

b. Application and Issue.

(1) A letter from the manufacturer should accompany the application describing the customer demonstration flights to be made if sufficient information cannot be included on the application.

(2) Upon receipt of a properly executed application, the issuing FAA representative shall inspect the aircraft and prescribe the operating limitations in accordance with paragraphs 141 and 175 as deemed necessary for safe operation. It is not necessary to repeat the limitations on the reverse side of FAA Form 8130-7 except for the statement: SUBJECT TO D(2) ON REVERSE SIDE which shall be entered in Block C on the face side of the form. The demonstration flight area(s) shall also be listed on the operating limitations. Special flight permits should be issued only for the period needed to complete demonstration flights, usually not to exceed 90 days.

(3) If it is determined by the MIDO that the PC holder has appropriate procedures instituted to safeguard the storage and issuance of special flight permits for customer demonstration flights, permits that are transferable from one aircraft to another may be issued. It shall still be necessary to prescribe operating limitations in accordance with paragraphs 141 and 175 as deemed necessary for safe operation. The statement SUBJECT TO D(2) ON THE REVERSE SIDE shall be entered in Block C on the face side of the FAA Form 8130-7. The expiration date shown on FAA Form 8130-7 and the associated limitations shall not exceed 12 months from the date of issuance. The permits issued in this manner should be serialized so as to differentiate them from any production flight permits which may have been issued. The number of special flight permits for conducting customer demonstration flights issued to a manufacturer shall be limited to actual need.

(4) The MIDO issuing special flight permits for customer demonstration flights will maintain a copy of the complete file in accordance with record retention requirements.

179. SPECIAL FLIGHT PERMIT FOR CERTAIN LARGE AIRCRAFT TO WHICH FAR PART 125 IS NOT APPLICABLE (SEATING CAPACITY OF 20 OR MORE OR MAXIMUM PAYLOAD CAPACITY OF 6000 POUNDS OR MORE).

a. Eligibility. A special flight permit may be issued for certain large aircraft to which FAR Part 125 is not applicable. In those cases, the following provisions must be met.

b. Application and Issue.

(1) Prior to issuance of a special flight permit, the applicant must select, identify in the aircraft maintenance records,

and use one of the programs specified in FAR § 91.409(f). If the program selected contains provisions addressing inspection of the aircraft applicable to the situation, then those provisions may be used to ensure safe operation of the aircraft. If the program selected does not contain those provisions, the FAA will specify the appropriate inspections and/or tests required to ensure safe operation.

(2) In some cases the applicant may not intend to place the aircraft in further service following the flight authorized by the special flight permit. In this case the applicant may wish to select, identify, and use the inspections and/or tests required by the FAA to ensure safe operation of the aircraft, as the inspection program for use under FAR § 91.409(f)(4). Unless provisions for additional flights are provided for in the FAA approved program, no additional flights are permitted.

(3) The following examples are provided to illustrate how the above procedures may be applied:

EXAMPLE 1: ABC Airlines, operating B-727 aircraft in air carrier service, wishes to lease another B-727 from XYZ Leasing. The subject aircraft has been in storage for one year. ABC Airlines wishes to operate the aircraft from the point of storage to a maintenance facility for modification prior to placing the aircraft in service with the airline.

ABC Airlines may choose to select, identify in the maintenance records, and use the Continuous Airworthiness Inspection Program that is part of ABC Airlines Continuous Airworthiness Maintenance Program (CAMP) as provided in FAR § 91.409(f)(4). If the selected CAMP contains provisions for inspection prior to flight of aircraft being removed from storage, those provisions may be used to ensure safe operation of the aircraft. If the CAMP does not contain such provisions, the CAMP may still be selected; however, the FAA may require ABC Airlines to make appropriate inspections or tests necessary to ensure safe operation.

EXAMPLE 2: XYZ Leasing Company wishes to operate its B-727 from one storage location to another. Upon application for the special flight permit, XYZ submits a description of the inspections and tests it considers necessary to ensure safe operation of the aircraft.

Upon review of the submitted description, the FAA issues the special flight permit with the conditions and limitations under which XYZ may operate its aircraft following the satisfactory completion of the inspections and tests described. XYZ may then select, identify, and use the description of inspections and tests approved by the FAA by issuance of the special flight permit conditions and limitations, as the inspection program under which the aircraft is to be operated.

(4) The scope and detail of the inspections and/or tests required to ensure safe operation may vary considerably depending on the purpose for which the permit is issued and/or the conditions or circumstances surrounding the subject aircraft. In-service aircraft that have been routinely maintained and/or inspected under an approved inspection program may not require more than the normal inspections that are routinely required by the approved program.

(5) Aircraft that have been damaged, or out of service for an extended period of time, may require additional inspections or tests to ensure safety. Aircraft that have been damaged may require engineering evaluations or special tests to determine airworthiness. In the case of aircraft that have been out of service, the circumstances surrounding storage of the aircraft should be evaluated. In many cases aircraft in storage have been routinely maintained, inspected, and preventive maintenance performed at regular intervals. These aircraft would normally require less attention prior to any anticipated flight. However, any aircraft that has been in storage for an extended period of time requires, at the very least, an extensive visual inspection by a properly certificated mechanic, an inspection of the fuel storage and delivery systems for contamination, and operational checks of all systems and equipment that may be required to function on the intended flight.

(6) Indiscriminate operation of these types of aircraft should be discouraged by restricting the operation of the aircraft to specific airports and to a specific flight path. The special flight permit should not be issued for a duration in excess of 7 days.

(7) When the flight characteristics of the aircraft have not been appreciably altered, persons other than crew members and/or persons essential to the operation of the aircraft may be carried aboard during flight operations authorized by a special flight permit. In those cases, the passenger-carrying requirements of FAR Part 91 will apply.

(8) An FAA operations inspector, type rated in the aircraft, should be consulted regarding the adequacy and appropriateness of the conditions and limitations of the special flight permit.

(9) The issuance of special flight permits for large aircraft will be accomplished by the FSDO having geographic responsibility for the area in which the aircraft is located. A certificate-holding district office (CHDO) may issue a special flight permit for its FAR Part 121, 125, 133, or 137 certificate holders who do not have a continuing authorization, but only for those aircraft listed on the certificate holder's aircraft listing. A CHDO may not issue a special flight permit for aircraft located outside the CHDO's geographic boundaries unless that aircraft is listed on the certificate holder's aircraft listing.

(10) In order to provide proper surveillance and oversight of the flight operations of these types of aircraft, it is recommended that the issuing office advise the destination FSDO or regional airworthiness branch of the conditions and limitations of the special flight permit, and the aircraft's anticipated arrival time and destination.

(11) The operation of noise-restricted (FAR § 91.805) aircraft requires an SFA issued in accordance with Special FAR No. 64. A special flight permit is not required in these instances and will not be issued unless the aircraft does not meet applicable airworthiness standards as provided in FAR § 21.197. All other inspection program requirements apply.

180.-183. RESERVED.

FIGURE 4-27. FAA FORM 8130-7, SAMPLE SPECIAL FLIGHT PERMIT

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION	Special Flight Permit		
	PURPOSE	Production Flight Testing		
B	MANU-FACTURER	NAME	The Boeing Company	
		ADDRESS	P.O. Box 767, Renton, Washington 13567	
C	FLIGHT	FROM	N/A	
		TO	N/A	
D	N—	N/A	SERIAL NO.	N/A
	BUILDER	N/A	MODEL	N/A
E	DATE OF ISSUANCE	July 15, 19XX	EXPIRY	July 15, 19XX
	OPERATING LIMITATIONS DATED	N/A	ARE A PART OF THIS CERTIFICATE	
	SIGNATURE OF FAA REPRESENTATIVE Sam T. Smith		DESIGNATION OR OFFICE NO.	
	Sam T. Smith		NM-XX	

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM 8130-7 (10/82) *SEE REVERSE SIDE*

FIGURE 4-28. FAA FORM 337, MAJOR REPAIR AND ALTERATION

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make: Beech	Model: D50A.
	Serial No.: 4312	Nationality and Registration Mark: N93142
2. Owner	Name *(As shown on registration certificate)*: Ted K. Bauer	Address *(As shown on registration certificate)*: 1496 Oak Lane, Vienna, Virginia 21666

3. For FAA Use Only

No person may operate this aircraft, as altered herein, unless it has within it an appropriate and current Special Flight Permit issued under the provisions of Federal Aviation Regulations Part 21.

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	*(As described in Item 1 above)*				
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Flight Inc. 419 Harford Road Windsor Locks, Connecticut 06066	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	1234 Airframe Class 3

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
November 10, 19XX	S.J. Wilborn *S. J. Wilborn*

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY							Other *(Specify)*
	X	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
		FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
November 12, 19XX		A.W. Read *A.W. Read*

FAA Form 337 (4-87)

CHAPTER 5. EXPORT APPROVAL PROCEDURES

SECTION 1. GENERAL INFORMATION

184. GENERAL. This chapter provides policy and procedures for the issuance of export approvals under the provisions of FAR Part 21, Subpart L.

a. A number of countries have identified special requirements and conditions which the FAA must certify. Compliance by the exporter is required before the importing country will validate the FAA export approval. Advisory Circular 21-2, Export Airworthiness Approval Procedures, identifies these special requirements. Appendix 2 of this AC refers to the various countries' requirements. In many cases the documents referenced are not available in FAA district offices in a translated form. In such cases, it will be necessary for interested parties, not the FAA, to obtain these documents directly from the appropriate embassy.

b. Special requirements are those administrative requirements which must be satisfied as a condition of shipment at the time of export. These include the requirement for a U.S. Export C of A, FAA Form 8130-4; copies of logbooks; flight manuals; etc. When a product does not meet the special requirements of an importing country, the exporter must obtain a written statement from the CAA of that country indicating that they will accept the deviation. This statement must accompany each application for an Export C of A.

c. When any requirements, in addition to the special requirements determined necessary by the importing country for their certification basis (e.g., changes to meet environmental conditions), can not or will not be satisfied, the exporter must obtain a written statement from the CAA of the importing country indicating acceptance of the deviation. Exporters are encouraged to obtain information on additional requirements directly from the CAA of the importing country.

d. In addition to a letter of acceptance from the importing CAA, the items not complied with shall be identified in the exceptions block of the Export C of A.

e. Advisory Circular 21-18, Bilateral Airworthiness Agreements, lists the countries with which the United States has concluded formal BAA's for reciprocal acceptance of Export Certificates of Airworthiness. This AC also includes the scope of each agreement. Special requirements listed in AC 21-2 include those submitted by some of the bilateral agreement countries, as well as special requirements submitted informally by countries with whom no formal agreement is in effect.

f. An export approval may be issued upon request for a product to be exported to a country not covered in either AC 21-2 or AC 21-18. Such an approval would certify compliance with U.S. airworthiness standards only. Assurance of compliance with any other

requirements which the country may impose would be the responsibility of the exporter and importer.

g. The FAA Form 8130-4, Export Certificate of Airworthiness (Class I Product) certifies compliance with applicable requirements but DOES NOT CONSTITUTE AUTHORITY TO OPERATE AN AIRCRAFT. When issued on new aircraft, the certification is considered original. So when the aircraft is imported back into the U.S., the certification is considered recurrent.

h. Additional information and guidance concerning airworthiness certificates and/or flight permits can be found in AC 20-65, U.S. Airworthiness Certificates and Authorizations for Operation of Domestic and Foreign Aircraft.

185.-187. RESERVED.

SECTION 2. EXPORT APPROVALS

188. FEDERAL AVIATION REGULATIONS § 21.323, ELIGIBILITY.

a. Individuals engaged in exporting civil aircraft and related products, including individual aircraft owners and their representatives, are eligible for an export airworthiness approval for a Class I or Class II product provided all the applicable requirements are met. Only those manufacturers who have an FAA production approval and who employ a designated representative of the Administrator are eligible to obtain export airworthiness approvals for Class III products covered by their production approvals.

(1) Federal Aviation Regulations § 21.323(a) allows any exporter, or his authorized representative, to obtain an export airworthiness approval for Class I or Class II products.

(2) Section 21.323(b) of the FAR allows any manufacturer to obtain an export airworthiness approval for a Class III product if the manufacturer:

(a) Employs a designated representative of the Administrator who has been authorized to issue that approval; and

(b) Holds either a PC, PMA, APIS, or a TSO authorization for that product.

b. Section 21.321 of the FAR defines Class I, II, and III products as follows:

(1) A Class I product is a completed aircraft, aircraft engine or propeller.

(2) A Class II product is a major component of a Class I product (e.g., wing, fuselage, empennage assembly, landing gears, power transmission, control surface, etc.) the failure of which would jeopardize the safety of a Class I product; or any part, material or appliance approved and manufactured under a TSO system in the "C" series.

(3) A Class III product is any part or component which is not a Class I or II product and includes standard parts, i.e., those designated as AN, NAS, SAE, etc. In general, Class III products are detail parts and minor assemblies whose failure would not jeopardize the safety of a TC product.

189. FEDERAL AVIATION REGULATIONS § 21.325, EXPORT AIRWORTHINESS APPROVALS. This section covers product(s) which may be approved for export. A sample export airworthiness approval form is shown in figure 5-1 of this Order.

a. Unassembled Aircraft. All new aircraft presented for export approval must be completely assembled and flight tested. Because compliance with the PC rules ensure conformity with the approved type

design, aircraft certificated under FAR Parts 23 and 27, or CAR Parts 3, 6, and 4a, as well as gliders manufactured under a PC, are exempt from this requirement. Under FAR § 21.335(b) the exporter is required to furnish to the CAA the manufacturer's assembly instructions and the FAA approved flight test check off form. Care should be taken to ensure the importing country has no special requirements which prohibit exporting under these conditions.

NOTE: FAR § 21.325(b)(1) authorizes the issuance of Export Certificates of Airworthiness for new or used Class I products. A used U.S.-manufactured aircraft, which is foreign owned and located in the United States, would be eligible for an export C of A subject to compliance with the other requirements of Subpart L of FAR Part 21.

b. Products Located in Countries Other Than the United States. FAR § 21.325(b)(2) permits the issuance of export approvals for used aircraft, aircraft engines, and propellers located in other countries. The applicable FAA international office is responsible for determining whether the acceptance of these products, any necessary FAA inspections, and the issuance of these approvals would create an undue burden on the FAA. This regulation was adopted as a service to U.S. citizens abroad to assist them in the legitimate disposal of used airworthy products to other countries. Caution should be exercised to ensure that this feature of the regulation is not used as a means of obtaining an easy "rubber stamp" approval. Before accepting an application, the responsible international office should assure itself that the applicant is able and willing to meet all applicable requirements.

c. Issuance of Export Certificate of Airworthiness for U.S. Manufactured Aircraft Located in Another Country. The FAA will not issue an FAA Form 8130-4, Export Certificate of Airworthiness, to U.S. manufactured aircraft located in another country unless they possess a valid U.S. airworthiness certificate. They would then meet the requirements of FAR § 21.325.

d. The Date of Issuance of an Export Airworthiness Approval. The date of issuance is the date the product was inspected by the FAA, found to comply with the applicable requirements, and determined to be airworthy.

190. FEDERAL AVIATION REGULATIONS § 21.327, APPLICATION. Part I of FAA Form 8130-1, Application for Export Certificate of Airworthiness, must be completed for Class I products. Part II of the application must be completed for Class II products. Class II products manufactured by a PC holder and Class III products produced by any PAH do not require a written application. In these cases, an oral application or request should be made to the FAA as specified in FAR § 21.327. Chapter 8 provides instructions for filling out the form.

191. ISSUANCE OF FAA FORM 8130-4, EXPORT CERTIFICATES OF AIRWORTHINESS, FOR CLASS I PRODUCTS (FAR § 21.329).

a. Export C of A may be issued only for COMPLETE Class I products shown by the applicant to meet the applicable requirements specified under FAR § 21.329. Aircraft exported disassembled under the provisions of FAR § 21.325(b)(1)(i), (ii), or (iii), are considered complete aircraft.

b. Under the provisions of this section, new or used U.S.-manufactured aircraft do not require a standard or restricted airworthiness certificate to be issued prior to export, but are required to meet the requirements for such a certificate. Aircraft manufactured in another country are required to posses a valid U.S. standard airworthiness certificate issued under the provisions of FAR § 21.183(c).

192. ISSUANCE OF FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAGS FOR CLASS II PRODUCTS, FAR § 21.331. Class II products must be identified with the manufacturer's name, part number, model designation (when applicable), and serial numbers or equivalent (any sequence of letters or combination of numbers and letters established by a manufacture to maintain traceability of their products). This requirement provides positive identification of each product covered by the export airworthiness approval similar to that provided for a Class I product. Instructions for completing FAA Form 8130-3 are found in Order 8130.21(latest revision). The following instructions should be followed before issuing the airworthiness approval:

a. Review. Part II of FAA Form 8130-1 should be reviewed to determine its accuracy, completeness, and the validity of the eligibility of the Class II products being submitted for FAA export approval. Manufacturers who hold production certificates are not required to submit formal applications for Class II products approved under their PC. Designees acting upon an oral request will maintain records of the inspection and issuance or denials of airworthiness approval tags. These records must be made available for review and evaluation as requested by FAA personnel.

b. Product Inspection.

(1) When the application is determined acceptable, the product should be inspected to the extent necessary to ensure that it is airworthy, conforms to the approved design data, is properly identified, and meets any special requirements of the importing country. The inspection results are documented on FAA Form 8100-1.

(2) The inspector should ensure that the following conditions are met before issuing FAA Form 8130-3 for newly overhauled Class II products:

(a) The product has not been operated or placed in service, except for functional testing, since having been overhauled, inspected, and approved for return to service in accordance with the applicable FAR.

(b) If more than one part is to be covered by a single FAA Form 8130-3, it should be determined that each part is identical with respect to the type design, and is identified by serial number or equivalent on the face of the tag or an attachment thereto.

193. ISSUANCE OF FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG FOR CLASS III PRODUCTS, FAR § 21.333. The FAA Form 8130-3 may be issued for Class III products only by authorized designees in the employment of a manufacturer holding some form of FAA production approval (FAR § 21.323(b)), or by authorized DOA manufacturers under FAR Part 21, Subpart J. Instructions for completing FAA Form 8130-3 are found in Order 8130.21(latest revision). Each designee authorized to issue Class III approvals will maintain suitable records for periodic review and evaluation by the FAA inspector. The records should include the results of the inspection, date of issuance, country of destination, description of parts, the manufacturer's invoice or shipping document number, and the quantity of airworthiness approval tags issued.

194. RESPONSIBILITIES OF EXPORTERS, FAR § 21.335. Each exporter receiving an export airworthiness approval for a product shall:

a. Forward all documents and information necessary for proper operation of the products being exported to the CAA of the importing country.

b. Forward the manufacturer's assembly instructions, and an FAA-approved flight test check off form, to the CAA of the importing country when unassembled aircraft are being exported.

c. Remove, or cause to be removed, any temporary installation incorporated on an aircraft for the purpose of export delivery and restore the aircraft to the approved configuration upon completion of the delivery flight.

d. Secure all proper foreign entry clearances from all the countries involved when conducting sales demonstration or delivery flights.

195. SPECIAL EXPORT AIRWORTHINESS APPROVAL FOR AIRCRAFT, FAR § 21.339. The purpose of FAR § 21.339 is to make it possible for an aircraft manufacturer, distributor, or exporter to conduct sales demonstrations to prospective customers in various countries and to complete a sale without incurring the delay and expense of returning the aircraft to the United States for an FAA inspection and issuance of an FAA Form 8130-4. The following procedures apply for the issuance of an Export C of A under FAR § 21.339:

a. Prior to issuance of the Export C of A, the FAA representative should determine that all of the conditions specified in FAR § 21.339 have been met. The FAA representative should ensure that the exporter has all of the documents and data required by each country listed on the itinerary readily available for immediate shipment. The applicant must meet the airworthiness requirements of those other countries before the FAA Form 8130-4 is issued.

b. The FAA should screen the special requirements of each prospective importing country to determine that there is no conflict. If a conflict exists, the exporter should be advised that before an Export C of A can be issued, a statement must obtain from each country affected, stating that the Export C of A would be validated if the aircraft is sold in that country. The statements should be referenced under "Exceptions" on the FAA Form 8130-4.

c. Upon a satisfactory showing that all the requirements of FAR § 21.339 have been met, the FAA should issue the Export C of A. The certificate should be dated with the date the FAA inspector or designee issued the certificate and the serial number of the Export Assignment Card should be placed in the top right hand corner of the Export C of A. The application form, Number Assignment Card, and a copy of the Export C of A should then be forwarded to the FAA Aircraft Registry. When issuing the Export C of A, the exporter should be advised to make ink or typewriter deletions of all countries listed on the form EXCEPT the country where the aircraft is eventually sold.

d. The FAA should remind the exporter of the following responsibilities when title to an aircraft passes or has passed to a foreign purchaser:

(1) Request cancellation of the U.S. registration and airworthiness certificates, giving the date of the transfer of title, and the name and address of the new owner;

(2) Return the registration and airworthiness certificates, AC Form 8050-3 and FAA Form 8100-2, to the FAA Aircraft Registry; and

(3) Submit a statement certifying that the U.S. identification and registration numbers have been removed from the aircraft and send the statement to FAA Aircraft Registry at the following address (FAR § 45.33):

Federal Aviation Administration
Aircraft Registration Branch, AVN-450
P.O. Box 25504
Oklahoma City, OK 73125

196. RESERVED.

197. DETERMINATION OF "NEW" AND "USED" PRODUCTS.

a. The regulations do not define "new" or "used" products. There should be no problem in making this determination with uninstalled aircraft engines, propellers or parts thereof, since any "time in service" makes them "used" products.

b. An aircraft may be considered "new" as long as ownership is retained by the manufacturer, distributor, or dealer, if there is no intervening private owner, lease, or time sharing arrangements, and the aircraft has not been used in any pilot school and/or air taxi operation. An aircraft is still considered "new" regardless of the amount of operating time logged by the manufacturer, distributor, or dealer when:

(1) The aircraft is built from spare and surplus parts, even though the parts may be "used" as well as "new" and has been operated under an experimental certificate only for the purpose of conducting flight tests for meeting the requirements set forth in FAR § 21.127 by the applicant and by an FAA test pilot.

(2) The aircraft has been maintained in accordance with the overhaul provisions of FAR Part 43 as applicable.

(3) The U.S. Export C of A reflects the information required by paragraph 198.

198. PREPARATION OF EXPORT C OF A. Upon determining that the product is satisfactory, FAA Form 8130-4 will be prepared in duplicate. When the product being exported is an aircraft, the make, model, and serial number of all engines and propellers installed thereon shall also be listed. If the product has been determined noncompliant with any requirements, the Export C of A should not be issued until the applicant corrects the deficiency or the exporter obtains a statement from the CAA of the importing country that it will validate the Export C of A. The noncompliance(s) should be listed on the Export C of A under "Exceptions," referencing the importing country CAA statements.

NOTE: This form does not constitute authority to operate an aircraft.

a. When other than a domestic manufactured Class I product is being exported to a third party country with whom a BAA is in effect, the following statement will be inserted on the Export C of A under the heading: "Exceptions:" "This (product) was not manufactured in the United States and this certificate is not issued pursuant to the bilateral agreement providing for the reciprocal recognition of airworthiness certificates between the United States and the Government of (name of country) which has stated its willingness to accept this certificate under these conditions, as indicated in their communication, reference _____ dated _____."

NOTE: The above statement would not be applicable if certain bilateral agreements provide for "third party" country acceptance of airworthiness from an importing country which is not the country of manufacture.

b. THE EXPORT C OF A IS AN OFFICIAL U.S. GOVERNMENT DOCUMENT ISSUED TO OTHER COUNTRIES. ALL ENTRIES MUST BE TYPEWRITTEN AND NO ERASURES OR STRIKEOVERS ARE PERMITTED. The original and duplicate copy of the certificate shall be signed in dark (preferably black) ink over the typed name of the FAA inspector or designee. The original will be given to the applicant or applicant's representative, together with those documents required with the product. Provisions should be made to preclude the Export C of A from becoming mutilated in transit.

c. The following instructions apply to preparation of the Export C of A when temporary installations, such as provisions for extra fuel or navigational equipment, have been made for the purpose of export delivery:

(1) If the Export C of A is issued AFTER the installation has been made, either by the manufacturer or by other persons, the following statement or equivalent should be inserted under "Exceptions:" "A temporary (insert type of installation) has been installed in this aircraft in conformity with (insert drawing numbers, or other data to which conformity was shown) to facilitate its delivery flight. This certificate is valid when the temporary installation is removed." Copies of all referenced drawings and data should accompany the original Export C of A when it is submitted to the applicant or the applicant's representative.

(2) If the Export C of A is issued PRIOR to making the temporary installation, such as at the manufacturer's plant, and the aircraft is then flown to another location for installation of the temporary equipment, the Export C of A should reflect the configuration of the aircraft at the time the certificate was issued. It then becomes the responsibility of the exporter and importer to secure whatever installation documents or data that may be required by the CAA of the country of import. The U.S. Export C of A should not be amended, reissued, or revalidated after original issuance.

d. If there are no exceptions, then type the word "None" after the word "Exception:." If additional information is to be provided, it is permissible to type in the words "Additional Information:" under the exceptions block. Additional information might include, e.g., the Canadian TC number of the product being exported.

e. The entries at the bottom of the form should be completed as follows:

(1) Signature of Authorized Representative. The name and FAA authority of the person signing the form should be typed adjacent to or under the signature with the signature signed in black ink on the original and copy(s).

(2) Date. Enter the date the inspection of the aircraft was completed.

(3) District Office or Designee Number.

(a) An FAA inspector should enter the district office designation, e.g., SW-MIDO-41.

(b) A designee should enter the letters DMIR/DAR and the designation number.

(c) A DOA should enter the name of the company and PC number.

199. APPROVAL OF MODIFICATIONS. In many instances, an aircraft that conforms to the type design may be modified prior to export, in accordance with the purchaser's requirements. The responsibility for approval and recording of such modifications would primarily be dependent upon the registration status of the aircraft. The following guidelines should be used in issuing Export C of A for modified aircraft.

a. If the aircraft is modified while under U.S. registry, the applicable rules in FAR Parts 21 or 43 may apply. Depending upon whether any airworthiness certificate had been issued, any test flying which is necessary would require the issuance of an experimental certificate. The Export C of A would not require any listing of exceptions, since the aircraft would meet the appropriate FAA standards, whether the Export C of A is issued before or after the FAA-approved modifications.

b. If the aircraft is modified after it has been removed from U.S. registry, approval of the modifications becomes the responsibility of the CAA of the country of registry or intended registry. The applicant or exporter is responsible for obtaining the approval. Any test flying which may be necessary would require the issuance of an SFA. The Export C of A would require no listing of exceptions if the aircraft conformed to the type design before the modifications; but if the Export C of A is issued after the aircraft is modified, then reference to the documentary evidence of non-U.S. approval should be shown under exceptions.

200. EXPORT CERTIFICATE OF AIRWORTHINESS NUMBER ASSIGNMENT CARD.

a. The Aeronautical Center Form 8050-72, Export Certificate Number Assignment Card, is a serial numbered card used to facilitate the identification and recording of the official export files in Oklahoma City and is accountable. These cards will be furnished upon request by the FAA Aircraft Registry, to the Regional or Directorate Office concerned and redistributed to the district offices who are then made accountable for controlling them (Figure 5-3).

b. This card is to be completed by the FAA from the information submitted in the application, ensuring that the identity of the

product and the application agree. Insert the card serial number on both the application, FAA Form 8130-1, and on the Export C of A, FAA Form 8130-4.

c. Corrections may be made and information erased on this card if necessary. For example, if the card is completed for a product to be exported, and it is later decided not to export that product, the entered information on the card may be erased and the card used for another product.

NOTE: District offices will supply FAA designee's with a supply of these cards as required. Regional/district offices will maintain accountability records of these cards.

201. ROUTING AND PROCESSING OF EXPORT FILES. After the issuance of the FAA Form 8130-4, the FAA inspector or Designee must complete Part III of FAA Form 8130-1. All files, including those processed by designees and DOA manufacturers, should be reviewed by the responsible district office prior to sending them to the FAA Aircraft Registry. A file review will be indicated by a signature of the reviewing inspector, the district office number, and the date placed in Block 23 of FAA Form 8130-1. If the file is not checked, omit the signature in Item 23, but fill in the district office number and date. The documents specified in paragraph 243, including special export files processed under FAR § 21.339, will be forwarded promptly to the FAA Aircraft Registry as the final step in the certification process.

202. ISSUANCE OF EXPORT C OF A FOR AIRCRAFT TYPE CERTIFICATED IN MULTIPLE CATEGORIES. To retain eligibility for issuance of an Export C of A as a standard aircraft after having been operated in the restricted category, the following would apply:

a. While being operated in the restricted category, any changes made to the aircraft that are to be retained when in normal category operation, or any operations that are outside of the standard category operating limitations must be approved in accordance with the regulations and procedures applicable to an aircraft having a standard airworthiness certificate.

b. If the TCDS for an aircraft includes both standard and restricted category, and the maximum gross weight and/or other operating limitations for the restricted category are higher than that for standard category, the aircraft is NOT eligible for issuance of an Export C of A as a standard aircraft, after having been operated in the restricted category, unless:

(1) The TCDS specifically states that the aircraft is eligible for operation in the standard category after having been operated at the limitations applicable to the restricted category or,

(2) If the TCDS does not have such a note or other reference, the operations outside of the standard category operating

limitations, including increased gross weight, had been approved as appropriate for an aircraft having a standard airworthiness certificate.

203. ISSUANCE OF EXPORT CERTIFICATE OR AIRWORTHINESS FOR RESTRICTED CATEGORY AIRCRAFT. The following comment will be included under EXCEPTIONS: "The above is a Restricted Category Aircraft. This aircraft has not been determined to meet the international standards concerning the airworthiness of aircraft as provided for in Annex 8 to the Convention on International Civil Aviation/Chicago Convention of December 7, 1944."

204. CONTROVERSIAL INFORMATION. If for any reason the previously listed information results in a controversy or is contrary to existing requirements, the exporter should be advised that the issue is to be settled between the exporter, importer, and the CAA of the importing country.

205.-207. RESERVED.

FIGURE 5-1. SAMPLE FAA FORM 8130-4, EXPORT CERTIFICATE OF AIRWORTHINESS

The United States of America
Department of Transportation
Federal Aviation Administration
Washington, D.C.

No._____

Export Certificate of Airworthiness

This certifies that the product identified below and more particularly described in Specification (s)[1] of the Federal Aviation Administration, Numbered

has been examined and as of the date of this certificate, is considered airworthy in accordance with a comprehensive and detailed airworthiness code of the United States Government, and is in compliance with those special requirements of the importing country filed with the United States Government, except as noted below. This certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.

Product:

Manufacturer:

Model:

Serial No.:

New ☐ Newly Overhauled ☐

Used Aircraft ☐

Country to which exported:

Exceptions:

_____
Signature of Authorized Representative

_____ Date

_____ District Office or Designee Number

[1] For complete aircraft, list applicable specification or Type Certificate Data Sheet numbers for the aircraft, engine, and propeller. Applicable specifications or Type Certificate Data Sheet, if not attached to this export certificate, will have been forwarded to the appropriate governmental office of the importing country.

FAA Form 8130-4 (7-68) Formerly Form FAA 26 U.S. GOVERNMENT PRINTING OFFICE : 1980 O - 330-110

FIGURE 5-2, FAA FORM 8130-1, APPLICATION FOR EXPORT AIRWORTHINESS APPROVAL (FACE SIDE)

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS

FORM APPROVED:
O.M.B. No. 2120-0018

Export Certificate No.

INSTRUCTIONS — This application is to be submitted to an authorized FAA representative (one copy) when the product(s) to be exported is (are) presented for inspection. Use Part I for Class I products and Part II for Class II. For complete aircraft execute items 1 through 11, as applicable. For engines and propellers, omit item 5A. Part III is for FAA use only.

Part I — APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS *(Complete items 1-11)*

1. Application is made for an export certificate of airworthiness to cover the product(s) described below which is (are):
☐ NEW ☐ USED *(Aircraft)* ☐ NEWLY OVERHAULED

2. Name and address of exporter	3. Name and address of foreign purchaser	4. Country of destination

5. Description of product(s)

Type (a)	Make and model (b)	Identification No.	Serial Nos. (c)	FAA Spec. No. (d)	Operating time *(Hours)* (e) Since overhaul	Total
A. AIRCRAFT						
B. ENGINES						
C. PROPELLERS						

6. Does the product comply with all applicable Federal Aviation Regulations, Airworthiness Directives, and other FAA requirements?
☐ YES ☐ NO *(Explain in "Remarks")*

7. Have applicable special requirements of the importing country been complied with?
☐ YES ☐ NO *(Explain in "Remarks")*

8. Date title passed or is expected to pass to foreign purchaser:

9. For overseas shipment, preservation and packaging methods used to protect product(s) against corrosion and damage *(List Spec. No. or Title)*:

Effective duration of above methods:

10. Remarks

11. EXPORTER'S CERTIFICATION — The undersigned certifies that the above statements are true and that the product(s) described herein is (are) airworthy and in condition for safe operation except as may be noted under item 10 "Remarks," above.

Signature of applicant or authorized representative	Title	Date

FAA Form 8130-1 (11-88) Supersedes Previous Edition

FIGURE 5-2, FAA FORM 8130-1, APPLICATION FOR EXPORT AIRWORTHINESS APPROVAL (REVERSE SIDE) (CONTINUED)

PART II — APPLICATION FOR APPROVAL OF AERONAUTICAL PARTS *(Complete items 12-20)*

12. Name and address of exporter	13. Name and address of foreign purchaser	14. Country of destination

15. Parts are eligible for installation on →	Make and model Class I product	FAA Spec. No.

16. The parts are *(check one)* → ☐ NEW ☐ NEWLY OVERHAULED

17. The parts are described *(Check one)*
☐ Below by name, part number, and quantity
☐ On the attached invoice or packing sheet, by name, part number and quantity →
Invoice/packing sheet No.

Name (a)	Part number (b)	Quantity (c)

18. Have applicable special requirements of the importing country been complied with? ☐ YES ☐ NO *(Explain in item 10 "Remarks")*

19. Preservation and packaging methods used to protect parts against corrosion and damage *(List Spec. No. or Title)*:

Effective duration of above methods:

20. EXPORTER'S CERTIFICATION—I certify that the foregoing statements are true and that the parts described herein are airworthy, conform to FAA approved design data, and are in condition for safe operation except as may be noted in item 10 "Remarks."

Signature of applicant or authorized representative	Title	Date

Part III — APPROVAL *(FOR FAA USE ONLY)*

21. It is considered that the product(s) described in Part I or Part II is (are) airworthy and conform(s) to pertinent requirements except as noted in item 10. *(Check one)* → ☐ Part I ☐ Part II

Signature	Number	Date

(Check one) → ☐ DMIR ☐ DAR ■ DELEGATION OPTION MFR. ☐ FAA INSPECTOR

22. Give quantity of approval tags, FAA Form 8130-3, issued for the parts described in Part II. → Quantity

23. EXPORT FILE SPOT-CHECKED BY:

FAA Supervising Inspector	D.O. No.	Date

☆ U.S.G.P.O.: 1993-769-012/80004

FIGURE 5-3. AC FORM 8050-72, EXPORT CERTIFICATE NUMBER ASSIGNMENT CARD

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

EXPORT CERTIFICATE NUMBER ASSIGNMENT CARD

CERTIFICATE Nº E 244100

DATE ISSUED

PRODUCT	MANUFACTURER	EXPORT C OF A TYPE DESIGN CONFORMITY
MODEL	SERIAL NO.*	☐ EXCEPTIONS LISTED ☐ NO EXCEPTIONS CHECK ONE
EXPORTER		
FOREIGN PURCHASER		
ADDRESS		
IDENTIFICATION MARK DISPLAYED-U.S.	FOREIGN	

EXPORT PROCESSED BY	SIGNATURE-AUTHORIZED REP.	AGENCY REPRESENTED	AGENCY OR DESIGNEE NO.

SAMPLE

AC Form 8050-72 (10-78)

*Indicate additional serial numbers on reverse side.

CHAPTER 6. IMPORT PROCEDURES

SECTION 1. GENERAL INFORMATION

208. GENERAL. This chapter provides guidance and procedures relating to U.S. airworthiness certification and approval of imported products. This includes aircraft, aircraft engines, propellers, components, appliances, and materials imported from other countries with which the United States has a bilateral agreement.

a. Aircraft and their related products, manufactured outside the United States, that are being imported to the United States for FAA airworthiness acceptance must be accompanied by one of the following:

(1) An export certificate of airworthiness; or

(2) A certifying statement issued by the CAA of the country of manufacture, or by the CAA in the case of a "third country," as addressed in paragraph 213.

b. Any deviations from the FAA-approved design must be noted on the certifying statement. Any deviations must be resolved by the installer before the product is eligible for installation on any U.S.-registered aircraft or product thereof.

c. The importing document for Class II and III products issued from other countries should contain the same information as FAA Form 8130-3, preferably in the same format, and will be signed by persons or organizations authorized by the CAA of the exporting country.

d. FAA airworthiness approvals for civil aeronautical products imported into the United States are processed in the following manner.

(1) Issuance of U.S. airworthiness certificates for completed aircraft are processed in accordance with the procedures outlined in paragraph 211 of this order.

(2) Aircraft engines, propellers, materials, parts, and appliances are considered to meet the requirements of the FAR when the product is accompanied by a certification from the appropriate CAA, certifying the product conforms to the FAA approved design and is in a condition for safe operation as outlined in paragraph 218.

e. The FAA requirements for the approval of civil aeronautical production articles imported to the United States are set forth in the following regulations.

(1) FAR Part 21, Subpart H establishes the procedural requirements for U.S. airworthiness certification.

(a) Section 21.183(c) of the FAR is the basis for issuing a U.S. standard airworthiness certificate for imported aircraft which have been type certificated by the FAA under the provisions of FAR § 21.29. The regulatory basis for issuance of U.S. standard airworthiness certificates to all other aircraft imported to the United States is FAR § 21.183(d). An example is an aircraft type certificated under the provisions of FAR § 21.21, and manufactured abroad under a licensing agreement.

(b) Section 21.185(c) of the FAR is the basis for issuing a restricted category airworthiness certificate for aircraft imported to the United States which have been type certificated by the FAA under the provisions of FAR § 21.29.

(2) Federal Aviation Regulations, Part 21, Subpart N establishes the procedural requirements for airworthiness approval or acceptance of aircraft engines, propellers, materials, parts, and appliances manufactured outside the United States.

(3) Federal Aviation Regulations, Part 21, Subpart O establishes procedures for TSO products and FAR § 21.617 covers "letter of TSO design approval" for import.

f. An Export C of A or other certifying statements, issued by either the FAA or CAA, are to assist in airworthiness certification on behalf of the new country of registry. These export certificates do not constitute "airworthiness certificates" within the meaning of § 603(c) or § 610(a)(1) of the FA Act. However, issuance of an Export C of A does constitute original certification.

g. Modifications or repairs made to an aircraft or related product subsequent to export certification by the CAA may invalidate that certification unless the modifications or repairs are approved by the FAA.

209.-210. RESERVED.

SECTION 2. IMPORT AIRCRAFT

211. REQUIREMENTS FOR U.S. AIRWORTHINESS CERTIFICATION. The FAA regulations concerning issuance of airworthiness certificates for U.S.-registered aircraft (new or used) are contained in FAR Part 21, Subpart H. Most of the requirements apply equally to aircraft that were manufactured outside the United States. Any additional requirements called out in FAR Parts 36, 39, 45, 47, 49, and 91 must also be met before the aircraft can be certificated. These include:

a. United States Registration. A U.S. registration application must be completed, submitted, and nationality and registration markings must be applied, before a U.S. airworthiness certificate may be issued. Since these are statutory requirements, the FAA can not issue an exemption from this requirement. Evidence of de-registration from the exporting state and U.S. registration is required prior to the issuance of a U.S. airworthiness certificate. The requirements for U.S. registration are in FAR Part 47, recording of aircraft titles and security documents are covered in FAR Part 49, and aircraft nationality and registration marking requirements are contained in FAR Part 45, Subpart C.

b. Product Identification. Prior to the issuance of a U.S. airworthiness certificate, the aircraft must have an identification plate in accordance with FAR § 21.182, which meets the requirements of FAR Part 45, Subpart B.

c. Noise and Emissions Requirements. In addition to meeting the airworthiness standards, an aircraft must meet the noise standards of FAR §§ 21.93(b), 21.183(e), or 21.185(d), FAR Part 36, SFAR 41 (preface to FAR Part 21), or FAR Part 91, Subpart I, as applicable.

d. Approved Flight Manuals, Markings, and Placards. The aircraft must be accompanied by an approved flight manual in the English language as identified on the FAA TCDS. Also, the aircraft must have the appropriate markings and placards in the English language as specified in the FAA TCDS, flight manual, or other approved data as required by FAR § 91.9.

e. Logbooks and Maintenance Records. Aircraft must be accompanied by the logbooks and maintenance records as specified in FAR § 91.417 to determine the status of required inspections, life limits, and AD compliance for the airframe, engine, propeller, rotor, and appliance of an aircraft.

f. Aircraft Location. A U.S. airworthiness certificate will not be issued to an aircraft located outside the United States, unless the FAA finds no undue burden in administering the applicable regulations. Procedures have been established to use the services of the CAA of the country of manufacture. Applicants for airworthiness certification should consult with the FAA prior to making any firm commitments to determine if certification is possible.

212. APPLICATION.

a. Application for a U.S. airworthiness certificate should be made by the registered owner, or an agent who has a letter of authorization from the registered owner, on an FAA Form 8130-6.

b. When the applicant has completed and signed the application, it should be submitted to the Certification Office, along with the CAA Export C of A.

c. Approved flight manuals, logbooks, and maintenance records should be made available for examination by FAA, upon request.

213. AIRWORTHINESS DETERMINATION.

a. In all cases, the FAA is required by the FA Act to make a finding that the aircraft conforms to an FAA approved TC, and that it is in a condition for safe operation before the FAA issues an airworthiness certificate for that aircraft. The FAA may base its findings, wholly or partially, on a certification (e.g., an export C of A) issued by the CAA of another country, provided a BAA exists.

b. Sections 21.183(c) and 21.185(c) of the FAR provide that an import aircraft type certificated under the procedures of FAR § 21.29 is entitled to a U.S. airworthiness certificate (standard or special) if the CAA of the country of manufacture certifies, and the FAA finds, that the aircraft conforms to its approved TC and is found to be in a condition for safe operation.

c. The CAA certifications should be made by issuance of an Export C of A which contains the certification statement noted on the corresponding FAA TCDS or certifies that the aircraft meets its FAA-approved type design and is in a condition for safe operation.

d. The United States has BAA's with certain countries which provide for the import of products from a country other than the country of manufacture. In these instances, the applicant for a U.S. airworthiness certificate may show compliance with the requirements of FAR § 21.183(c) by submitting a statement from the exporting country which certifies that the aircraft conforms to the U.S TC and that it is in a condition for safe operation, together with the original or a certified copy of the C of A for export issued by the CAA of the country in which the aircraft was manufactured. Configuration variations, modifications, and major repairs that are not FAA-approved must be identified and approved or the differences resolved before the aircraft is accepted by the FAA. The application for a U.S. airworthiness certificate should cite FAR §§ 21.183(d) or 21.185(b) as the basis for certification. The procedures outlined in this paragraph may also apply where the BAA with the exporting country does not contain a "third country" provision and the Export C of A issued by the CAA is endorsed by the CAA of the country of manufacture.

e. Paragraph 208.a.(2) of this order may also be applied to U.S. manufactured aircraft being returned to the United States from a registry of another country, provided the BAA's between the United States and the last country of registry contain the "third country" provision.

f. The BAA's which include a "third country" provision are summarized in AC 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers and Related Products Imported to the United States, Appendix 4 (Note 7).

g. Applicants should be cautioned that it may be impractical to obtain a U.S. airworthiness certificate for an aircraft operated under the registry of another country subsequent to the issuance of an Export C of A by the CAA of the country of manufacture. This includes U.S. manufactured aircraft being returned to the U.S. registry. Applicants should be able to identify repairs and modifications, and document the equipment installed and any maintenance accomplished on the aircraft from the time the export certificate was issued and the date of application for the U.S. airworthiness certificate. The applicant must show that the aircraft has remained in or has been returned to its FAA-approved TC and is in a condition for safe operation. This may involve extensive inspections accomplished by designees, the CAA of the country of manufacture, the aircraft manufacturer, repair stations, etc., before a U.S. airworthiness certificate can be issued.

h. In instances where an aircraft manufactured outside the United States was originally exported to another country, and the CAA of the country of manufacture has issued an export C of A attesting conformance to a design not approved by the FAA, such certificates may be useful to establish a baseline for showing conformity to the U.S.-approved design after modification. In these cases, or when the Export C of A may not be available, it would be helpful if the applicant obtained a statement from the CAA of the country of manufacture. The statement certifies that when originally exported from that country, the aircraft met its FAA-approved design and/or identifies any differences between the configuration identified in their original export certification and the FAA-approved design. The applicant must obtain the necessary technical data needed to convert the aircraft to its FAA-approved design configuration. This method may involve extensive inspections to be accomplished by designees, the CAA of the country of manufacture, the aircraft manufacturer, persons authorized under FAR Part 43, etc., before the applicant can show conformity to the FAA approved design. Attempts to obtain a U.S. airworthiness certificate via this method may prove to be impracticable for the applicant; and in some instances the applicant may ultimately be unable to obtain the desired U.S. airworthiness certificate.

i. The FAA will not normally issue a U.S. airworthiness certificate for an aircraft manufactured outside the United States when no export certification is available. To be acceptable, aircraft manufactured outside the United States must be controlled

under BAA procedures with assurance of conformity and condition provided by the CAA in the country of manufacture. Without assurance in the form of an export certificate or a certifying statement from the CAA of the country of manufacture, there is no practical way for an applicant to show, or for the FAA to find conformance with the FAA-approved design and condition for safe operation.

j. Inspections by the FAA should be conducted to determine that no changes or modifications have been made, and that the condition of the aircraft has not deteriorated subsequent to export certification by the CAA. Flight testing may be required prior to issuance of a U.S. airworthiness certificate, if the aircraft has been disassembled and reassembled subsequent to export certification by the CAA.

214. CERTIFICATION PROCEDURES. The procedures identified above are generally common to issuance of all classifications of airworthiness certificates, and are consistent with any other procedures identified in chapter 3 and 4.

215.-217. RESERVED.

SECTION 3. AIRCRAFT ENGINES, PROPELLERS, MATERIALS, PARTS, AND APPLIANCES (FAR 21 Subpart N).

218. AIRWORTHINESS DETERMINATION.

a. Section 21.500 of the FAR provides for the airworthiness acceptance of aircraft engines or propellers manufactured outside the United States for which a U.S. T.C. has been issued. These products are considered approved for installation on a U.S.-registered aircraft when a current Export C of A has been issued by the CAA of the country of manufacture. The C of A certifies that the engine or propeller:

(1) Conforms to its U.S. T.C. and is found to be in a condition for safe operation; and

(2) Has been subjected to a final operational check by the manufacturer.

b. Section 21.502 of the FAR provides for the airworthiness acceptance of materials, parts, and appliances (essentially replacement/modification parts) manufactured outside the United States for which some form of FAA design approval has been granted. These products are considered approved for installation on U.S.-registered aircraft when a current Export C of A has been issued by the CAA of the country of manufacture which certifies conformity to the U.S.-approved design and is in condition for safe operation on the date the certification was issued.

c. Section 21.617(c) of the FAR addresses products that are covered by an FAA letter of TSO design approval for imports. Neither the FAA letter of TSO design approval, nor the Export C of A issued by the CAA of the country of manufacture, conveys installation approval. Installation approval for a TSO product must be obtained, in a manner acceptable to the FAA, at the time of installation if not already accomplished. Approval for return to service must be performed by a person authorized in FAR Part 43.

d. Various types of export certification documents are utilized by the CAA's. In some cases, these certifications may be in the form of an official CAA certificate or may be made on industry release notes or forms which may be signed by private persons, when so authorized by the CAA. The FAA will accept the various types of certifications, provided they represent a certification from the appropriate CAA attesting conformity to the U.S. type design and condition for safe operation of the product being exported and are appropriately endorsed by the CAA or a duly authorized designee. The CAA of the exporting country should confirm a designee's scope of authority when so requested by the FAA. These certifications serve to comply with the requirements for an Export C of A for the purpose of FAR § 21.500 or 21.502. In those instances where the certifying language differs from that stated in this paragraph, the FAA should request a letter from the CAA stating that the language used meets the intent of FAR §§ 21.500 or 21.502, as appropriate. The CAA

airworthiness certification documentation is essential for the FAA to determine that the product is acceptable for installation on U.S.-registered aircraft.

219. IDENTIFICATION AND MARKING.

a. Aircraft engines and propellers to be installed on U.S.-registered aircraft must be identified in a manner specified in FAR § 45.11 with the information specified in FAR § 45.13.

b. Critical components to be used as spare, replacement, or modification parts on U.S.-registered aircraft, or on engines or propellers to be installed on U.S.-registered aircraft, must be identified with a part number and serial number.

c. Appliances and articles approved by an FAA letter of TSO design approval must be marked in accordance with the requirements outlined in FAR Part 21, Subpart O, and any additional marking requirements specified in the particular TSO.

d. Parts and materials to be used as spare, replacement, or modification parts on U.S.-registered aircraft must be identified by a part number and the manufacturer's name or trademark. The CAA certification must contain information concerning the model designation of the FAA type certificated product for which the part or material is eligible for installation. Products produced pursuant to FAR Part 21, Subpart O, are not subject to this requirement, since model eligibility is established at the time of installation.

e. The products must be accompanied by maintenance records equivalent to those specified in FAR § 91.417 that reflect the status of required inspections, life limits, etc.

220. RETURN TO SERVICE. Regardless of the existence of an export certificate, it remains the responsibility of the person authorized to return the aircraft, airframe, engine, propeller, or appliance (on which the product has been installed) to service under FAR § 43.5, to determine that the imported product:

a. Has not been modified, changed, or damaged subsequent to the time of export certification.

b. Complies with all applicable FAA airworthiness directives issued under FAR Part 39.

c. Is installed in accordance with FAA-approved design data.

d. Is found to be in a condition for safe operation.

e. The necessary maintenance documentation is provided.

221. SPECIAL MAINTENANCE RECORDS CONSIDERATION. The information provided in paragraphs 190 through 193 of this order is intended for aircraft or related products to be used for operation under the

general operating regulations of FAR Part 91 only. United States operators, such as air carriers, air travel clubs, and operators for compensation and hire, certificated by the FAA for operation under FAR Parts 121, 125, and 135, will be required to have sufficient maintenance data on the aircraft or related product. This will enable the operator to integrate the aircraft or related product into its own FAA-approved maintenance program. United States operators will have difficulty doing this unless the records are complete and are in the English language, or can be translated into the English language. It is vitally important for operators and potential U.S. operators of imported aircraft, including U.S.-manufactured aircraft, to realize that an FAA airworthiness certificate does not automatically render the aircraft or product eligible for operation. Federal Aviation Administration operating requirements may specify the need for maintenance records, additional inspections, tests, and installation of instruments and equipment which are over and above the basic airworthiness certification requirements.

222.-223. RESERVED.

CHAPTER 7. SPECIAL FLIGHT AUTHORIZATIONS FOR NON-U.S. CIVIL AIRCRAFT

224. GENERAL.

a. The navigation of non-U.S. registered civil aircraft in the United States is permitted under Section 1108(b) of the FA Act. This section is implemented by DOT Regulations Part 375, Navigation of Foreign Civil Aircraft Within the United States, which sets forth the rules, conditions, and limitations governing the navigation of non-U.S. civil aircraft in the United States. Part 375 of the DOT Regulations also specifies that non-U.S. civil aircraft being operated in the United States shall carry a current and effective **airworthiness** and **registration** certificate issued or rendered valid by the country of registry. Part 375 of the DOT Regulations also allows the operation in U.S. airspace, subject in some cases to prior DOT approval, of aircraft that do not carry current airworthiness certificates, but that have been issued an SFA by the FAA.

NOTE: An SFA may be issued for any purpose, but should not be issued when there is any evidence of intent to circumvent any FAR provisions; e.g., FAR §§ 21.183(c), 21.185(c), or 129.1.

b. A non-U.S. civil aircraft that does not have a current airworthiness certificate issued by the country of registry requires an SFA issued by the FAA (FAR § 91.715(a)). An aircraft registered in a country that is not a member of the ICAO would IN ALL CASES require an authorization from the DOT and an SFA issued by the FAA to be navigated in the United States.

NOTE: A listing of ICAO member countries is contained in AC 21-2.

225. ELIGIBILITY.

a. General. Federal Aviation Regulations § 91.715 is applicable to non-U.S. civil aircraft which DO NOT have a current airworthiness certificate, equivalent to a U.S. standard airworthiness certificate, which indicates that the aircraft complies with a detailed and comprehensive airworthiness code as provided by ICAO Annex 8. An SFA is required for an aircraft carrying an airworthiness certificate, flight permit, or similar document issued by the country of registry that is equivalent to a U.S. special airworthiness certificate.

b. Basic Eligibility. An SFA will be issued when the following conditions exist:

(1) The aircraft is registered in an ICAO member country but does not have an airworthiness certificate attesting that the aircraft complies with ICAO Annex 8 requirements, or its airworthiness certificate is invalidated. Department of

Transportation Regulations Section 375.10 provides details concerning aircraft manufactured in a country prior to that country becoming a member of ICAO.

(2) The aircraft is registered in a non-ICAO member country regardless of the type of airworthiness certificate issued or its planned operation. An SFA is also required and may be issued for such aircraft; however, the issuing inspector should be aware that the airworthiness requirements of the country of registry may be unknown.

(3) An SFA will not be issued for an aircraft of foreign military registry (non-civil). If an SFA is requested, the applicant should be referred to the United States Department of State. Such aircraft may enter the U.S. only with a diplomatic clearance which would be issued solely on a government-to-government, non-commercial basis.

(4) Aircraft registered in certain countries have special overflight approval requirements under the nationally mandated Special Interest Flight (SIF) program. A list of the designated countries and requirements of the program are contained in FAA Order 7110.65, Air Traffic Control, Chapter 8, Section 2. For requests involving aircraft identified under the SIF program, the non-U.S. owner or operator, or U.S. individual or firm acting on behalf of the owner or operator, must request overflight clearance from the FAA office of International Aviation, AIA-101. The request must include the complete itinerary, schedule, and proposed routing through U.S. airspace. AIA-101 should be contacted at (202) 267-8115 for complete information.

(5) If a DOT authorization is required and is being obtained concurrently with the SFA, the SFA should include a limitation stating that a copy of the DOT authorization should be carried in the aircraft when operating under the SFA. Inquiries regarding DOT authorization should be referred to:

Department of Transportation
Office of International Aviation
Licensing Division
P-45 400 7th Street, S.W.
Washington, D.C. 20590.

226. BLANKET SPECIAL FLIGHT AUTHORIZATIONS. An SFA may be requested for an operation that will be conducted many times during a given period or for a number of aircraft engaged in the same operation (e.g., ferry flight). Therefore, a blanket SFA may be issued when deemed appropriate by the issuing office manager. If it appears the applicant is trying to circumvent U.S.-registration and certification requirements, i.e., experimental exhibition, the SFA should not be issued.

227. APPLICATION.

a. General. The application for an SFA may be in the form of a letter, telegram, or telephone facsimile from the non-U.S. owner or operator, or from a U.S. individual or firm authorized to act on behalf of the registered owner or operator. The application should be addressed to the Flight Standards Division Manager or Aircraft Certification Directorate Manager of the FAA region in which the applicant is located, or to the region within which the U.S. point of entry is located. If the aircraft is coming into the United States for original certification, the SFA should be issued by the supporting Aircraft Certification Service MIDO.

b. Individual Aircraft Authorizations. An application for an SFA should contain the following information, as applicable, and any other information deemed appropriate by the cognizant FAA field office.

(1) The name and address of the applicant, if different from that of the registered owner. If the applicant is not the registered owner, a letter from the owner appointing the applicant as agent will also be submitted.

(2) The name and address of the registered owner of the aircraft.

(3) The operating purpose for which the SFA is requested.

(4) The kind of airworthiness document, if any, issued for the aircraft by the country of registry.

(5) Information such as total aircraft time, maintenance status; date of last inspection, type of inspection, and the name and title of the person performing the inspection. This information is necessary to establish that the requested flight(s) will not adversely affect safety.

(6) The make, model, and serial number of the aircraft.

(7) The assigned non-U.S. nationality and registration marks, and a valid copy of the registration document issued by the country of registry and translated into the English language.

(8) The base of operations for the proposed flights and the areas where the flights will be conducted.

(9) The proposed U.S. port of entry and the itinerary while operating in the United States.

(10) For aircraft being exported, the route to the U.S. border and ultimate destination.

(11) Whether a U.S. STC approval of a modification is being sought.

(12) If a damaged aircraft is involved, the operating limitations, if any, assigned by the country of registry after its inspection.

(13) The duration for which the SFA is requested.

c. Blanket Authorizations. An application for a blanket SFA should normally contain the following information:

(1) The name and address of the promotion sponsor, or the manufacturer when the purpose is for export, as appropriate.

(2) The purpose(s) for which the blanket SFA is requested and the number of signed copies required to meet operating needs.

(3) Enough information to establish that the flights will not adversely affect safety.

(4) For air shows, etc., the name and address of registered owner, pilot if not the owner, make, model, serial number, registration number, type of airworthiness certificate carried, reason why the aircraft does not comply with standard airworthiness requirements, and aircraft maintenance provisions. The listing of owners, pilots, and aircraft participating may be provided separately.

(5) Any other information deemed appropriate by the certificating inspector.

228. ISSUANCE.

a. General. The Aircraft Certification Directorate or Flight Standards Division Managers may delegate authority for issuance of SFA's according to FAA Order 1100.5, FAA Organization-Field, Chapter 2, Section 3. If the applicant is a U.S. firm or individual acting on behalf of a non-U.S. applicant, the local office is responsible for processing the SFA. If the non-U.S. owner or operator is applying on its own behalf from its country, the Region or Directorate having jurisdiction over FAA matters in that country is the office responsible for processing the application.

b. Format. The various formats shown in figures 7-1 through 7-9 shall be followed during the preparation of an SFA.

c. Numbering. Each SFA issued will be assigned a number beginning with number one (1), and prefixed by the appropriate location identifier code of the FAA office, e.g., CE-39-01 or SW-41-01 as required by FAA Order 1370.66, Aviation Safety Analysis System: Location Identifier Codes. If an SFA is extended, based on valid reasons provided by the applicant, a new SFA should be issued using the number assigned to the original followed by the suffix letter "A." In some cases an SFA may require extension more than once. The second extension would still use the original number followed by the suffix letter "B."

d. Control. The FAA issuing office must establish a permanent file for record and must keep at least one copy of each SFA issued. This file serves as a control in assigning sequential numbers to new issuance's. An alternate system for control may be used at the Region's or Directorate's discretion. The transmittal letter should advise that the applicant is accountable for each signed copy. When authorized to make copies for export purposes, a file should be maintained containing the following information:

(1) Name and address of the aircraft owner.

(2) Nationality and registration marks displayed on the aircraft.

(3) Make, model, and serial number of the aircraft.

(4) Date the copy is issued for the aircraft.

(5) Signature of authorized representative.

e. Aircraft Inspection. The aircraft should be inspected prior to issuance of the SFA to ensure that it is capable of safe flight. The FAA inspector may make, or require the applicant to make, appropriate inspections or test considered necessary for safety.

229. DURATION.

Individual Aircraft Authorization. Discretion should be used by the issuing Directorate/Region when determining the duration of an SFA issued for an individual aircraft. For example, if the purpose is one where delays may be expected, such as in STC projects or extended ferry flights, the region or directorate may allow for possible delays by establishing a duration for the SFA longer than that requested by the applicant to preclude the need for extensions. Generally, the duration of the SFA would be as requested by the applicant.

230. OPERATING LIMITATIONS. Since an SFA is issued to cover operation of an aircraft which may not meet the airworthiness standards established by ICAO, appropriate limitations must be prescribed to minimize hazards to persons or property. Certain limitations would be applicable for all SFA's issued under FAR § 91.715(b). The special operating limitations for specific operations are not intended to be all inclusive and the issuing directorate/region may prescribe any additional limitations deemed necessary in the interest of safety. The following paragraphs provide examples of "standardized" and "special" limitations for specific operations.

a. Minimum Operating Limitations. The following are applicable to all SFA's issued unless otherwise noted. The phrase "An authorized representative of the administrator may prescribe

additional operating restrictions and limitations necessary for safe operation." should be stated on all SFA's before the following operating limitations.

(1) A copy of this authorization shall be displayed in the aircraft when operating under the terms of this SFA.

(2) The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

(3) Persons or property shall not be carried for compensation or hire.

(4) No person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight and has been advised of the content of this authorization and of the airworthiness status of the aircraft.

(5) This aircraft shall be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry. The pilot qualification limitation, paragraph 142.b.(8) of this order, should be prescribed for turbine-powered, piston-powered aircraft over 800 horsepower, aircraft over 12,500 pounds, rotorcraft, and any other aircraft when deemed necessary. The phrase "or equivalent issued or validated by the country of registry," should be added to the pilot qualification limitation referenced in paragraph 142.b.(8) of this order.

(6) All flights shall be conducted in compliance with the applicable general operating and flight rules of Part 91 of the FAR, in particular, FAR § 91.711.

(7) All flights shall be conducted under VFR, day only, unless otherwise authorized (e.g., IFR operations may be authorized for aircraft whose operating altitudes require IFR operations).

(8) Except when otherwise directed by Air Traffic Control, or in the event of an emergency, all flights shall be conducted to avoid areas having heavy air traffic, cities, towns, villages, congested areas, or any other area where flights might create hazardous exposure to persons or property.

(9) The operator of the aircraft shall advise Air Traffic Control of the nature of the flight when establishing communications.

(10) Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft from the CAA of that country.

(11) This authorization shall remain in effect until the expiration date unless superseded or rescinded.

b. Damaged Aircraft. The minimum operating limitations would apply to any aircraft operated under this section. Additional limitations may be prescribed as individual conditions warrant.

(1) Aircraft Located in the United States. The determination that the aircraft has been damaged to the extent that the airworthiness certificate is invalid is the responsibility of the country of registry. Under ICAO Annex 8, the country of registry may either prohibit further flights of the aircraft until it is restored to an airworthy condition, or may prescribe limitations under which the aircraft would be safe to fly to a base, either inside or outside the United States, where repairs can be made. The appropriate directorate or region should contact the CAA of the country of registry to determine the course of action to be pursued.

(a) Should the country of registry choose to inspect the aircraft, any limitations it prescribes should be considered special limitations and made part of the SFA in addition to all of the applicable U.S. limitations.

(b) In the event the country of registry requests the FAA to inspect the aircraft on its behalf, the Regional office or Directorate should arrange for inspection of the aircraft by personnel from the nearest MIDO or FSDO. Any limitations considered necessary as a result of the inspection should be prescribed as special limitations in addition to the minimum limitations.

(2) Aircraft Located Outside the United States. An applicant with a non-U.S. registered aircraft needing repair, who wants the repair to be accomplished at a manufacturer or repair facility in the United States, may do so regardless of the country in which the damage was sustained. The country of registry remains responsible for inspection of the aircraft and for establishing any necessary special operating conditions and limitations. The responsible FAA office would issue the SFA including any limitations provided by the country of registry. The applicant should be notified in writing that approval for flights over or into countries other than the United States must be obtained from the CAA of the countries involved.

c. Change in Nationality. This paragraph applies when the certificate of airworthiness for an aircraft has been invalidated by the new country of registry. If the aircraft complies with U.S. and/or ICAO airworthiness requirements, except for the invalidated airworthiness certificate, it may not be necessary to prescribe the limitations specified in paragraphs 230.a.(4), (7), (8), or (9) of this order, as individual circumstances warrant. The minimum number of operating limitations should be prescribed, including a limitation establishing a flight itinerary by the most practical direct route.

d. United States-Manufactured Aircraft. This paragraph applies whenever title to a U.S.-manufactured aircraft passes to a non-U.S. buyer for which no airworthiness certificate has been issued. It should be noted that a U.S. manufactured aircraft need not have a

registration certificate issued by the country of the non-U.S. buyer, but must bear the identification marks issued by the country of registry or intended registry. The procedures in this paragraph are also applicable to a non-U.S. civil aircraft of U.S.-manufacture which is brought to the United States for alterations which invalidate its non-U.S. airworthiness certificate. The various purposes are described below:

(1) Flight Testing. The Region or Directorate should carefully evaluate the reasons why the flight test must be conducted in the United States, the qualifications of the individual or company in the United States who will be primarily responsible for the flight test operations, and the nature of the flight tests. The conclusions reached from that evaluation are an important factor in determining the special operating limitations which should be prescribed in addition to the minimum limitations. The following special operating limitations would generally be applicable, but may be altered or added to as deemed appropriate.

(a) All flight tests shall be conducted in compliance with FAR § 91.305. If the flight tests involve dropping of materials, e.g., water drops to test a new forest fire suppression system, FAR § 91.15 should also be cited in this limitation.

(b) Prior to conducting any flight test, contact the MIDO or FSDO for any additional operating restrictions or limitations necessary for the protection of persons and property.

(c) All maintenance and inspection of the aircraft shall be conducted under the direct supervision of qualified personnel holding appropriate licenses issued or rendered valid by the (insert country of registry) CAA and according to (insert country of registry) aircraft maintenance requirements.

(d) Except for flight tests conducted according to the terms of this authorization, additional flights within the United States shall be limited to those necessary to proceed from (specify origin) to (insert the name of the airport or other area from which the flight test will be conducted), and return to (specify destination) by the most practical direct route except for deviations necessary to maintain VFR weather conditions.

(e) Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft from the CAA of that country.

(2) Training of non-U.S. buyers, employees, or designees. For operations under this purpose, all of the minimum operating limitations should be applied except the limitation under paragraph 230.a.(7) of this order. In most cases, an SFA issued for this purpose would be a "blanket" authorization issued to an aircraft manufacturer. The following special operating limitations, in addition to the required standard limitations, are worded in a manner

to indicate that more than one aircraft is involved. If an SFA under this paragraph is issued for a single aircraft, an appropriate change should be made.

(a) Each aircraft operated for customer crew training flights shall carry this SFA attached with a statement including the name and address of the aircraft owner, the aircraft's assigned nationality and registration marks, and the dates on which the customer crew training flights are scheduled to begin and end. This limitation applies only if a "blanket" authorization has been issued, and should replace the standard limitation covered under paragraph 230.a.(1) of this order when deemed appropriate.

(b) All customer crew training and aircraft maintenance shall be conducted under the direct supervision of (insert name of manufacturer) personnel.

(c) Customer crew training flights on any one aircraft shall be conducted during a time interval not to exceed 30 days.

(d) Before beginning customer crew training flights with any one aircraft, (insert name of manufacturer) shall submit to the local FAA Manufacturing Inspector the information specified in paragraph (a) pertaining to that aircraft.

(3) Ferrying an Aircraft for Export Delivery.

(a) Individual Aircraft Authorizations. All the minimum operating limitations should be prescribed for an aircraft operated for this purpose except that the limitations under paragraph 230.a.(4), (7), (8), and (9) of this order may be omitted if the aircraft has a valid FAA Form 8130-4, Export C of A, with no major exceptions listed, and/or is not carrying extra fuel or navigational equipment. If temporary fuel system(s)/equipment are installed and/or the aircraft is to be operated in excess of its maximum certificated takeoff weight, the limitations in paragraph 175 of this order should be included as applicable. The following special limitations should be applied in all cases:

1. Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft from the CAA of that country.

2. The aircraft shall be flown to the U.S. border from the point of departure by the most direct route not in conflict with other operating conditions and limitations of this authorization.

3. The aircraft shall not be operated with temporary fuel system(s) or temporary navigation equipment installed or at a weight in excess of its maximum certificated takeoff weight unless approved by the CAA of the country of registry in writing.

(b) Blanket Authorization. The limitations applicable to an individual aircraft authorization generally apply to a blanket authorization. Since the manufacturer is authorized to issue copies without individual FAA review, the blanket authorization should be worded in such a manner that any possible situation will be covered by each copy issued. A sample "Blanket Authorization for Delivering Aircraft for the Purpose of Export" has been developed to show all of the operating limitations which should be prescribed (Figure 7-6).

e. Non-U.S. Manufactured Aircraft. The procedures provided under paragraph 230.d. of this order are also applicable to a non-U.S. manufactured aircraft brought to the United States for alterations which invalidates its airworthiness certificate.

f. Demonstration or Test. The issuing Directorate should determine that the applicant for an SFA for demonstration has satisfied, as applicable, the items listed in FAR Part 91. Persons having an interest in the demonstration (e.g., customers) may be carried in an aircraft issued an SFA for demonstration and the operating limitations should be revised accordingly. Paragraph 230.d.(1) of this order applies to testing of the aircraft or part thereof.

g. Airshows. Application is made to the Directorate or Region in which the airshow located. Non-U.S. registered amateur-built experimental aircraft do not require DOT authorization when the purpose is for public demonstration at an airshow in the United States.

231. SPECIAL FLIGHT AUTHORIZATIONS FOR OPERATION OF CANADIAN REGISTERED AMATEUR-BUILT AIRCRAFT IN THE UNITED STATES.

a. Operation in the United States of Canadian registered amateur-built aircraft certificated under the provisions of Canadian Air Regulation 230 (3) and Airworthiness Manual, chapter 549, is permitted by the issuance of an SFA under FAR § 91.715.

b. Applications should be addressed to the Flight Standards Division Manager or Aircraft Certification Service Directorate Manager of the FAA region in which the applicant is located, or to the region within which the United States point of entry is located.

c. The FAA issuing office will prepare the SFA according to the procedures contained in this chapter. The duration of the authorization shall be limited to that requested by the applicant, not to exceed 180 days. Extension to the duration of the authorization may be granted by the issuing FAA office in 180 day increments.

232.-235. RESERVED.

FIGURE 7-1. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE FLIGHT OF AN AIRCRAFT TO A PLACE WHERE REPAIRS OR ALTERATIONS ARE TO BE MADE

Authorization No. NE-03-09

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CENTRAL REGION

NON-U.S. CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION

Aircraft Make: Cessna Model: 180H
Serial No.: 18051515
Nationality and Registration Marks: CF-ABC

Registered owner: Mr. Richard A. Roe
777 Quebec Street
Smithton, Ontario, Canada

Pursuant to Federal Aviation Regulations (FAR) § 91.715, Mr. Richard A. Roe is hereby authorized to operate the aircraft identified above for the purpose of flying it from Hartford, Connecticut, to Ontario, Canada, for permanent repair of damage incurred during a landing accident at Hartford. A representative of the Canadian Air Transport Administration has inspected the aircraft and found it safe for the intended flight provided that the airspeed does not exceed 130 knots and no passengers are carried aboard the aircraft. In consideration of the foregoing, all operations shall be in accordance with the following restrictions and limitations. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation.

1. A copy of this authorization shall be displayed in the aircraft at all times when operating under the terms of this authorization.

2. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

3. The aircraft shall be operated only by an airman holding an appropriate license or certificate issued or validated by the United States or the country of registry.

4. All flights shall be conducted in compliance with applicable general operating and flight rules of Part 91 of the FAR in particular, § 91.711.

FIGURE 7-1. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE FLIGHT OF AN AIRCRAFT TO A PLACE WHERE REPAIRS OR ALTERATIONS ARE TO BE MADE (CONTINUED)

5. All flights shall be conducted under visual flight rules (VFR), day only, unless otherwise authorized.

6. Except when otherwise directed by Air Traffic Control, or in the event of an emergency, all flights shall be conducted to avoid areas having heavy air traffic, cities, towns, villages, congested areas, or any other area where flights might create hazardous exposure to persons or property.

7. No passengers shall be carried aboard the aircraft during flight.

8. All flights shall be conducted at airspeeds not to exceed 130 knots.

9. Permission for flights over or into any country other than the United States must be obtained by the owner or operator of the aircraft.

10. Flights to the U.S. border from the point of departure shall be by the most direct route not in conflict with other operating limitations of this authorization.

11. The operator of the aircraft shall advise Air Traffic Control of the nature of the flight when establishing communications.

12. This authorization shall remain in effect until March 16, 19XX, or until the aircraft crosses the U.S. border, whichever occurs first.

J.A. Smith, Manager, Flight
Standards Division
New England Region

Issued in Burlington, Massachusetts, March 4, 19XX.

FIGURE 7-2. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE FLIGHT OF AN AIRCRAFT TO A NEW COUNTRY OF REGISTRY. THIS FORMAT IS GENERALLY APPLICABLE TO A SINGLE AIRCRAFT AUTHORIZATION FOR FERRY FLIGHTS

Authorization No. SO-11-01

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
SOUTHERN REGION

NON-U.S. CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION

Aircraft Make: Beech Model: D185

Serial No.: A-23456

Nationality and Registration Marks: HK-ABC

Registered Owner: Mr. Hernando Restrepo
22 Calle de Presidents
Fusagasuga, Colombia

Pursuant to Federal Aviation Regulations (FAR) § 91.715, Mr. Hernando Restrepo is hereby authorized to operate the aircraft identified above for the purpose of flying from Atlanta, Georgia, to Fusagasuga, Colombia. The aircraft identified above was under Canadian registry and held a current and valid Canadian airworthiness certificate before its sale to Mr. Restrepo. A current and valid Colombian airworthiness certificate will not be issued until after its entry into Colombia. In consideration of the foregoing, all operations of the aircraft shall be in accordance with the following restrictions and limitations. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation.

1. A copy of this authorization shall be displayed in the aircraft at all times when operating under the terms of this authorization.

2. The identification marking assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

3. Persons or property shall not be carried for compensation or hire.

4. The aircraft shall be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry.

FIGURE 7-2. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE FLIGHT OF AN AIRCRAFT TO A NEW COUNTRY OF REGISTRY. THIS FORMAT IS GENERALLY APPLICABLE TO A SINGLE AIRCRAFT AUTHORIZATION FOR FERRY FLIGHTS (CONTINUED)

5. All flights shall be conducted in compliance with the applicable general operating and flight rules of FAR Part 91, and in particular FAR § 91.711.

6. Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft.

7. Flights to the U.S. border from the point of departure shall be by the most practical direct route not in conflict with other operating limitations of this authorization.

8. This authorization shall remain in effect until March 15, 19XX, or until the aircraft crosses the U.S. border, whichever occurs first.

J.A. Smith, Manager Flight
Standards Division
Southern Region

Issued in Atlanta, Georgia, on March 2, 19XX.

FIGURE 7-3. SAMPLE SPECIAL AUTHORIZATION FOR THE PURPOSE OF FLIGHT TESTING

Authorization No. ASW-1

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
ROTORCRAFT DIRECTORATE

NON-U.S. CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION

Aircraft Make: McDonnell Douglas Model: DC-9-11

Serial No.: 12345

Nationality and Registration Marks: CF-POH

Name and address of Registered Owner: Canada Air, Montreal, Canada

Name and Address of Agent: John Doe Company,
21 Blackfoot Drive
San Antonio, Texas 78216

Pursuant to Federal Aviation Regulations (FAR) § 91.715, the John Doe Company is hereby authorized to operate the aircraft identified above for the purpose of conducting flight test(s) required to obtain a Supplemental Type Certificate (STC) covering the installation in the aircraft of General Electric CGY2 turbofan engines. All operations of the aircraft shall be in accordance with the following restrictions and limitations. An authorized representative of the Administrator may prescribe additional operating limitations necessary for safe operations.

1. A copy of this authorization shall be displayed in the aircraft at all times when operating under the terms of this authorization.

2. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

3. Persons or property shall not be carried for compensation or hire.

4. No person may be carried in the aircraft in flight unless that person is essential to the purpose of the flight and has been advised of the contents of this authorization and of the airworthiness status of the aircraft.

FIGURE 7-3. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE PURPOSE OF FLIGHT TESTING (CONTINUED)

5. The aircraft shall be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry. The pilot-in-command of this aircraft must hold an appropriate category/class rating, have an aircraft type rating, have a log book endorsement by a flight instructor or possess a letter of authorization issued by an FAA General Aviation or Air Carrier Operations Inspector, or equivalent issued or validated by the country of registry.

6. All flights shall be conducted in compliance with the applicable general operating and flight rules of Part 91 of the FAR, and in particular, § 91.711.

7. All flight tests shall be conducted in compliance with FAR § 91.305.

8. All flights shall be conducted under visual flight rules (VFR), day only, unless otherwise authorized.

9. Except when otherwise directed by Air Traffic Control, or in the event of an emergency, all flights shall be conducted to avoid areas having heavy air traffic and to avoid cities, towns, villages, and congested areas, or any other area where flights might create hazardous exposure to persons or property.

10. Contact the Manufacturing Inspection District Office, International Airport, San Antonio, Texas, telephone 555-XXXX, prior to conducting any flight test for any additional operating restrictions or limitations necessary for the protection of persons or property.

11. All maintenance and inspection of the aircraft shall be conducted under the direct supervision of qualified personnel holding appropriate licenses issued or rendered valid by the Canadian Department of Transportation and according to Canadian aircraft maintenance requirements.

12. Except for flight tests conducted according to the terms of this authorization, additional flights within the United States shall be limited to those necessary to proceed to Montreal, Canada, by the most practical direct route except for deviations necessary to maintain VFR weather conditions.

13. Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft.

FIGURE 7-3. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE PURPOSE OF FLIGHT TESTING (CONTINUED)

14. The operator of the aircraft shall advise Air Traffic Control of the nature of the flight when establishing communications.

15. This authorization shall remain in effect until October 4, 19XX, or until the aircraft crosses the U.S. border, unless superseded or rescinded.

J.A. Smith, Manager, Manufacturing
Inspection Office
Rotorcraft Directorate

Issued in Fort Worth, Texas, on September 29, 19XX.

FIGURE 7-4. SAMPLE SPECIAL "BLANKET" FLIGHT AUTHORIZATION FOR CUSTOMER CREW TRAINING

Authorization No. NE-02-43

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NEW ENGLAND REGION

NON-U.S. CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION

This authorization is issued pursuant to Federal Aviation Regulations (FAR) § 91.715, to the Yankee Airplane Company, John Hancock Airport, Boston, Massachusetts, 02111. This constitutes authority in lieu of an airworthiness certificate. For the purpose of giving customer crew training to the buyer, its employees, or designees in any aircraft manufactured by the Yankee Airplane Company when the aircraft has been placed under non-U.S. registry, each aircraft operated under this authorization must be operated according to the following restrictions and limitations. An authorized representative of the Administrator may prescribe operating restrictions and limitations necessary for safe operation.

1. Each aircraft operated for customer crew training shall carry a copy of this authorization affixed with an attachment stating the name and address of the aircraft owner, the aircraft's assigned nationality and registration marks, and the dates on which the customer crew training is to be conducted.

2. All customer crew training and aircraft maintenance shall be conducted under the direct supervision of qualified Yankee Airplane Company personnel.

3. Customer crew training with any one aircraft shall be conducted during an interval not to exceed 30 days.

4. Before beginning customer crew training with any one aircraft, the Yankee Airplane Company shall submit to the local FAA Manufacturing Inspector the information specified in paragraph 1 pertaining to that aircraft.

5. The identification marking assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

6. No person or property shall be carried for compensation or hire.

FIGURE 7-4. SAMPLE SPECIAL "BLANKET" FLIGHT AUTHORIZATION FOR CUSTOMER CREW TRAINING (CONTINUED)

7. No person may be carried in the aircraft in flight unless that person is essential to the purpose of the flight and has been advised of the contents of this authorization and of the airworthiness status of the aircraft.

8. The aircraft shall be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry.

9. All flights shall be conducted in compliance with the applicable general operating and flight rules of Part 91 of the FAR, and in particular, § 91.711.

10. Except when otherwise directed by Air Traffic Control, or in the event of an emergency, all flights shall be conducted to avoid areas having heavy air traffic and to avoid cities, towns, villages, and congested areas, or any other area where flights might create hazardous exposure to persons or property.

11. The operator of the aircraft shall advise Air Traffic Control of the nature of the flight when establishing communications.

12. Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft.

13. This authorization shall remain in effect indefinitely unless superseded or rescinded.

J.A. Smith, Manager, Flight
Standards Division
New England Region

Issued in Burlington, Massachusetts, on February 29, 19XX.

FIGURE 7-5. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR EXPORT DELIVERY

Authorization No. NE-03-59

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NEW ENGLAND REGION

NON-U.S. CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION

Aircraft Make: Piper Model: PA 84

Serial No.: 1334

Nationality and Registration Marks: I-JAB

Registered Owner: Joseph A. Banco, Via Banco, Rome, Italy

Pursuant to Federal Aviation Regulations (FAR) § 91.715, Mr. Joseph A. Banco is hereby authorized to operate the aircraft identified above for the purpose of export and delivery from Westfield, Massachusetts, to Rome, Italy. This aircraft is on Italian registry and an airworthiness certificate has not yet been issued. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation.

1. A copy of this authorization shall be displayed in the aircraft when operating under the terms of this authorization.

2. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

3. Occupancy of the aircraft during flight is limited to the minimum flight crew necessary for safe operation.

4. The aircraft shall not be operated with temporary fuel system(s), temporary navigation equipment, or at a weight in excess of its maximum certificated takeoff weight unless approved, in writing, by the civil aviation authority of the country of registry.

5. Contact the Aircraft Certification Office, Burlington, Massachusetts, telephone 555-XXXX for the runway to be used for overweight takeoff from Burlington, Massachusetts.

6. Except when otherwise directed by Air Traffic Control, or in the event of an emergency, all flights shall be conducted to avoid areas having heavy air traffic and to avoid cities, towns, villages, and congested areas, or any other areas where the flights might create hazardous exposure to persons or property.

FIGURE 7-5. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR EXPORT DELIVERY (CONTINUED)

7. The aircraft shall be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or country of registry.

8. All flights shall be conducted in compliance with the applicable general operating and flight rules of Part 91 of the FAR, and in particular, § 91.711.

9. All flights shall be conducted under visual flight rules (VFR), day only, unless otherwise authorized.

10. Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft.

11. The aircraft shall be flown to the U.S. border from the point of departure by the most practical direct route not in conflict with the other operating conditions and limitations of this authorization.

12. No persons or property shall be carried for compensation or hire.

13. The operator of the aircraft shall advise Air Traffic Control of the nature of the flight when establishing communications.

14. This authorization shall remain in effect until the aircraft crosses the U.S. border or May 30, 19XX, unless superseded or rescinded.

J.A. Smith, Manager, Flight
Standards Division
New England Region

Issued in Burlington, Massachusetts, on May 4, 19XX.

FIGURE 7-6. SAMPLE SPECIAL "BLANKET" FLIGHT AUTHORIZATION FOR DELIVERING AIRCRAFT FOR THE PURPOSE OF EXPORT

Authorization No. WP-26-22

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN-PACIFIC REGION

NON-U.S. CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION

This authorization is issued to the John Smith Airplane Company, 711 Water Boulevard, San Diego, California, 82101, pursuant to Federal Aviation Regulations (FAR) § 91.715. A copy of this authorization furnished by the above constitutes authority in lieu of an airworthiness certificate for the purpose of export delivery of aircraft manufactured by that Company. This authorization is applicable to aircraft which are on a non-U.S. registry and have no airworthiness certificate. When this authorization is in effect and carried aboard the particular aircraft undergoing export delivery it is subject to the following terms, conditions, and limitations:

1. No person may operate an aircraft using a copy of this authorization unless it is displayed in the aircraft, is in effect, and contains the following information:

a. _____
Name and address of the aircraft owner.

b. _____
Nationality and registration marks displayed on the aircraft.

c. _____
Make, model, and serial number of the aircraft.

d. _____
Date the copy is issued for the aircraft.

e. _____
Signature of authorized representative of John Smith Airplane Company.

2. No person(s) may operate an aircraft using a copy of this authorization contrary to the terms, conditions, and limitations set forth herein or any others specified in writing by an FAA inspector and made a part of this authorization.

FIGURE 7-6. SAMPLE SPECIAL "BLANKET" FLIGHT AUTHORIZATION FOR DELIVERING AIRCRAFT FOR THE PURPOSE OF EXPORT (CONTINUED)

3. The aircraft shall not be operated without the identification marks assigned to the aircraft by the country of registry and displayed on the aircraft according to that country's applicable requirements.

4. This aircraft shall not be operated with temporary fuel system(s), temporary equipment installations, or at a weight in excess of its maximum certificated takeoff weight unless coordinated with the civil aviation authority of country of registry.

5. This aircraft shall not be operated with temporary fuel system(s), temporary equipment installed, or operated at a weight in excess of its maximum certificated takeoff weight unless authorized in writing by an FAA inspector. When such operation is authorized, operating limitations deemed necessary for safety will be prescribed and made part of this authorization by the FAA inspector.

6. No persons or property may be carried in the aircraft for compensation or hire.

7. No person may act as a required flight crew member of the aircraft unless that person has a current and appropriate airman certificate issued or rendered valid by the United States or in the country of registry.

8. The aircraft shall be flown to the U.S. border from the point of departure by the most direct route not in conflict with the other operating conditions and limitations of this authorization.

9. Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft.

10. The aircraft shall be operated according to the applicable general operating and flight rules of Part 91 of the FAR, and in particular, § 91.711.

FIGURE 7-6. SAMPLE SPECIAL "BLANKET" FLIGHT AUTHORIZATION FOR DELIVERING AIRCRAFT FOR THE PURPOSE OF EXPORT (CONTINUED)

11. A copy of this authorization furnished by the John Smith Airplane Company remains in effect until the aircraft crosses the U.S. border or 14 days from the date of issuance, whichever occurs first, unless otherwise specified in writing by an FAA inspector. In no event does this authorization or a copy thereof remain in effect beyond December 31, 19XX.

J.A. Smith, Manager, Flight
Standards Division
Western-Pacific Region

Issued in Los Angeles, California, on January 4, 19XX.

(If the authorization is issued to remain in effect indefinitely (paragraph 229.b.) the last sentence of limitation number 11 should be deleted.)

FIGURE 7-7. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE PURPOSE OF DEMONSTRATION

Authorization No. NE-01-31

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NEW ENGLAND REGION

NON-US CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION

Aircraft Make: Hansa Model: HFB-320

Serial No.: 1024

Nationality and Registration Marks: D-CARO

Name and Address of Registered Owner:

Hamburger Flugzeubau
G.M.B.H. 2103 Hamburg
Finkenwerder Postfact 109, Germany

Pursuant to Federal Aviation Regulations (FAR) § 91.715, Hamburger Flugzeubau G.M.B.H. is hereby authorized to operate the aircraft identified above for the purpose of conducting demonstration flights in the United States. The aircraft has been issued a provisional certificate of airworthiness by the Luftfahrt-Bundesamt and has been shown to meet standards equivalent to those required for provisional certification of a U.S.-registered civil aircraft. All operations of the aircraft shall be in accordance with the following restrictions and limitations. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation.

1. A copy of this authorization shall be displayed in the aircraft at all times when operating under the terms of this authorization.

2. The identification marking assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

3. No persons or property shall be carried for compensation or hire.

4. No person may be carried in the aircraft in flight unless that person is essential to the purpose of the flight and has been advised of the content of this authorization and of the airworthiness status of the aircraft.

FIGURE 7-7. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE PURPOSE OF DEMONSTRATION (CONTINUED)

5. The aircraft shall be operated by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry. The pilot-in-command of this aircraft must hold an appropriate category/class rating, have an aircraft type rating, have a logbook endorsement by a flight instructor, or possess a Letter of Authorization issued by an FAA Flight Standards Operations Inspector or equivalent issued or validated by the country of registry.

6. All flights shall be conducted in compliance with the applicable general operating and flight rules of Part 91 of the FAR, and in particular, § 91.711.

7. All flights shall be conducted under visual flight rules (VFR), day only, unless otherwise authorized.

8. Except when otherwise directed by Air Traffic Control, or in the event of an emergency, all flights shall be conducted to avoid cities, towns, villages, and congested areas or any other area where flights might create hazardous exposure to persons or property.

9. Operation of the aircraft shall be in accordance with the limitations and performance information specified by the Luftfahrt-Bundesamt in the approved provisional flight manual, provided that nothing contained therein shall abrogate the terms, conditions, and limitations otherwise specified herein.

10. For operations in and out of airports where takeoffs and approaches are over populated areas, Hamburger Flugzeubau G.M.B.H. shall establish, and operate according to, FAA-approved procedures.

11. Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft.

12. The operator of the aircraft shall advise Air Traffic Control of the nature of the flight when establishing communications.

FIGURE 7-7. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE PURPOSE OF DEMONSTRATION (CONTINUED)

13. This authorization shall remain in effect until April 14, 19XX, or departure of the aircraft from the United States, whichever occurs first, unless superseded or rescinded.

J.A. Smith, Manager, Flight
Standards Division
New England Region

Issued in Burlington, Massachusetts, on February 16, 19XX.

FIGURE 7-8. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR CANADIAN AMATEUR-BUILT AIRCRAFT

EXAMPLE: AUTHORIZATION FOR THE PURPOSE OF ATTENDING AIRSHOWS

Authorization No. NE-26-75

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
ENGINE AND PROPELLER DIRECTORATE

NON-U.S. CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION

Aircraft Make: Taylor Model: 125

Serial No.: 560

Nationality and Registration Marks: CF-APB

Name and Address of Registered Owner:

John Doe
241 Blue Hill Road
Montreal, Canada

Name and Address of Agent:

Jack D. Jones
13 Water Street,
New York City, New York

Pursuant to Federal Aviation Regulations (FAR) § 91.715, Mr. John Doe of Montreal, Canada, is hereby authorized to operate the aircraft identified above for the purpose of attending the airshow at Seattle, Washington, July 3 through July 5, 19XX. The aircraft has been issued a Canadian flight permit. All operations of the aircraft shall be in accordance with the following restrictions and limitations. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation.

1. The currently effective Canadian flight permit and this authorization shall be carried on board the aircraft.

2. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

FIGURE 7-8. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR CANADIAN AMATEUR-BUILT AIRCRAFT (CONTINUED)

3. Persons or property may not be carried for compensation or hire on board the aircraft.

4. The aircraft shall be operated under visual flight rules (VFR), day only.

5. Except when otherwise directed by Air Traffic Control, or in the event of an emergency, all flights shall be conducted to avoid areas having heavy air traffic and to avoid cities, towns, villages, and congested areas, or any other area where the flights might create hazardous exposure to persons or property.

6. The operator of the aircraft shall advise Air Traffic Control of the nature of the flight when establishing communications.

7. The aircraft shall be operated according to restrictions imposed by Transport Canada Aviation provided those restrictions do not limit or change the conditions herein imposed.

8. Except when they have been waived by the Administrator for the purpose of the airshow, the aircraft shall be operated according to the air traffic and operating rules of Part 91 of the FAR, and in particular, § 91.711.

9. The local FAA inspector at the airshow may impose any additional conditions or limitations deemed necessary to ensure the protection of persons or property.

10. The aircraft shall be operated at the airport of entry, Bellingham Municipal Airport, Washington; at and in the vicinity of the airshow covered by this authorization; and along the most direct routes between Bellingham, Washington, and Canada via the airport of entry.

11. This authorization is effective July 1, 19XX, and terminates on July 7, 19XX, unless superseded or rescinded.

J.A. Smith, Manager, Manufacturing
Inspection Office
Engine and Propeller Directorate

Issued in Burlington, Massachusetts, on June 23, 19XX.

FIGURE 7-9. SAMPLE SPECIAL "BLANKET" FLIGHT AUTHORIZATION FOR GLIDER MEET

Authorization No. SW-42-55

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
ROTORCRAFT DIRECTORATE

NON-U.S. CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION

This authorization is issued pursuant to Federal Aviation Regulations (FAR) § 91.309, to the Soaring Society of America (SSA) and to each of the participants in the meet authorized by it to permit operation of non-U.S. registered aircraft in the United States subject to the following conditions:

1. Each participant authorized by the SSA and operating a non-U.S. registered aircraft requiring an SFA shall carry a copy of this authorization aboard the aircraft and provide the following:

a. _____
Name and address of the aircraft owner.

b. _____
Nationality and registration marks displayed on the aircraft.

c. _____
Make, model, and serial number of the aircraft.

2. A current airworthiness certificate issued by the country of registry must be carried on board each aircraft being operated under this authorization and must be produced upon request for inspection by the Federal Aviation Administration (FAA).

3. Occupancy of the aircraft shall be limited to glider meet participants, and persons and/or property must not be carried for compensation or hire on board the aircraft being operated under this authorization.

4. The operator of the aircraft shall advise Air Traffic Control of the nature of the flight when establishing communications.

5. Except when otherwise directed by Air Traffic Control, or in the case of emergency, the aircraft shall be operated so as to avoid congested areas or heavy air traffic.

FIGURE 7-9. SAMPLE SPECIAL "BLANKET" FLIGHT FOR GLIDER MEET (CONTINUED)

6. The aircraft shall be operated according to any limitations imposed by the country of registry, provided those limitations do not conflict with any U.S. limitations. The conditions in the authorization shall be observed when operating in the U.S. airspace.

7. All flights shall be conducted in compliance with the applicable general operating and flight rules of Part 91 of the FAR, and in particular, § 91.711.

8. The FAA Flight Standards District Office, Lubbock, Texas, telephone (806) 555-XXXX, may impose additional restrictions or limitations found necessary in the interest of safety.

9. A copy of the DOT Authorization for the non-U.S. civil aircraft participating in the meet shall be carried aboard each aircraft operating under this authorization.

10. This authorization expires on July 10, 19XX, unless superseded or rescinded.

J.A. Smith, Manager, Manufacturing
Inspection Office
Rotorcraft Directorate

Issued in Fort Worth, Texas, on June 10, 19XX.

(Limitation number 9 may be deleted when DOT authorization has been granted and a copy has been provided to the FAA office issuing the SFA.)

CHAPTER 8. PROCESSING FORMS, REPORTS, AND CERTIFICATION FILES

236. GENERAL.

a. This chapter describes the requirements for completion and processing of the various forms and certificates used for airworthiness certification. Information entered on these documents should be typewritten when possible. THE USE OF PENCIL, ERASURES, STRIKEOVERS, ETC., ON CERTIFICATES AND ASSOCIATED OPERATING LIMITATIONS, ARE NOT PERMITTED. Application forms may be corrected by the applicant or the FAA provided the person making the changes initials beside the area of correction.

b. The signature of the FAA inspector or designee on any FAA certificate or form shall be made in "**permanent type**" ink on the original and required copies. When the reverse side of the certificate is used, the statement "See Reverse Side" should be typed on the face of the certificate. Below the last line of information on a certificate there should be a line with the word "END" typed in caps in the center of the page.

237. APPLICATION FOR AIRWORTHINESS CERTIFICATE. The FAA Form 8130-6 is required whenever an airworthiness certificate is requested, including any request for amendment or modification to a current airworthiness certificate, including operating limitations. AC 21-12 also provides instructions for completion of FAA Form 8130-6.

a. Instructions for Completing FAA Form 8130-6. The applicant or authorized agent should complete Sections I through IV, as applicable for the type of airworthiness certificate being requested. If the application is for a Special Flight Permit only, Sections II and VI, or II and VII, as applicable should be filled out. The following instructions and explanations apply for entries that are **not** clearly self-explanatory.

(1) Section I. Aircraft Description. The FAA should verify the applicant's entries from the aircraft registration certificate and aircraft identification plate.

NOTE: This section is not completed when an application is being made for a Special Flight Permit.

(a) Registration Mark. Enter the U.S. nationality designator (letter "N") followed by the registration marks as shown on the aircraft registration certificate (FAR Part 45, Subpart C).

(b) Aircraft Builder's Name (Make). Enter the name of the builder or manufacturer as it appears on the aircraft identification plate (FAR § 45.13(a)(1)).

1. For amateur-built aircraft, the aircraft make is the name of the builder. When two or more persons are involved,

enter only the name of the individual that is listed first on the aircraft's identification plate.

2. For aircraft built from spare and surplus parts, the aircraft make is that of the TC holder (as it appears on the applicable aircraft listing, specification, or TCDS) together with the name of builder, e.g., Bell-Jackson.

3. For surplus military aircraft (not assembled from spare and surplus parts), the builder's name will be as listed on the aircraft identification plate.

(c) Aircraft Model Designation. Enter the model designation as shown on the aircraft identification plate. Trade names should not be used (FAR § 45.13(a)(2)).

1. If the application is for a military aircraft, enter the civil model designation along with the military model designation in parentheses. If the civil model designation is the same as the military enter only one designation without parentheses.

2. For aircraft built from spare and surplus parts, the model designation should be the civil model that is shown on the TCDS to which the applicant shows conformity. If the aircraft built from spare and surplus parts has a military model designation, place this designation in parentheses along with the civil designation.

3. For military aircraft type certificated in the restricted category under the provisions of FAR § 21.25(a)(2), only the military designation will be entered.

4. For amateur-built aircraft, the model may be any designation as selected by the builder. If the aircraft was purchased as a kit, the model designation assigned by the kit supplier should be used. However, it should agree with the identification plate and the aircraft registration certificate.

(d) Year of Manufacture. Enter the year of manufacture as shown on the aircraft identification plate or as reflected in the aircraft logbook.

1. For aircraft eligible for standard airworthiness certificates, the year of manufacture is the date (entered by the manufacturer) in the inspection records that reflects when the aircraft was completed and met the FAA-approved type design data.

2. For aircraft other than the above, the year of manufacture is the date entered by the builder in the inspection records or logbook establishing that the aircraft is airworthy and eligible for the certificate requested.

(e) Serial Number. Enter the serial number as shown on the aircraft identification plate per FAR § 45.13(a)(3).

1. For surplus military aircraft, enter the manufacturer's civil serial number. The military serial number should be placed in parentheses following the civil serial number. If no civil serial number exists, enter the military number.

2. For aircraft built from spare and surplus parts, enter the serial number assigned by the builder, providing it could not be confused with those assigned by an original manufacturer who builds the same type of aircraft under a production approval. It is suggested that a letter prefix or suffix, such as the builder's name or initials, be used with the number to provide for positive identification.

3. For amateur-built aircraft, the serial number may be any arbitrary number assigned by the builder, as shown on the ID plate.

(f) Engine Builder's Name (Make). The engine make is the name of the manufacturer as it appears on the engine identification plate (FAR § 45.13 (a)(1)). Abbreviations may be used, e.g., "P&W, G.E., CMC," etc. When no engines are installed, as in the case of the glider or balloon, enter "N/A."

(g) Engine Model Designation. When engine(s) are installed, enter the complete designation as shown on the engine identification plate; e.g., "R2800-99W," "TVO-435-AIA," "IO-470-R," etc. (FAR § 45.13(a)(2)).

(h) Number of Engines. When applicable, enter the number of engines installed on the aircraft.

(i) Propeller Builder's Name (Make). Enter the name of the manufacturer as shown on the propeller identification data. Enter "N/A" if propellers are not installed (FAR § 45.13(a)(1)).

(j) Propeller Model Designation. When applicable, enter the model designation as shown on the propeller identification data (FAR § 45.13(a)(2)).

(k) Aircraft is Import. This block should be checked only if the aircraft was manufactured in a country other than the United States and is being certified under the provisions of FAR § 21.183(c).

(2) Section II. Certification Requested. All entries in this section are generally self-explanatory, except as noted. The following paragraphs reference applicable regulations and other material to assist the applicant in the completion of FAA Form 8130-6 for each certification that may be requested. If the aircraft was type certificated prior to the adoption of "Categories," enter in the open space at the top of Section II above the standard category

blocks: Category N/A - Certification basis, enter e.g., CAR 04A, etc., as shown in aircraft specification or listing. See the applicable chapter of this order for examples of airworthiness applications.

(a) Standard Airworthiness Certificate.

1. Federal Aviation Regulations Section 21.175(a).

2. Advisory Circular 20-65, U.S. Airworthiness Certificates and Authorizations for Operation of Domestic and Foreign Aircraft.

3. If the FAA Form 8130-6 does not contain "Commuter" in Block A.1, Standard Airworthiness Certificate, and this category is desired, the word "Commuter" is typed or printed above the line, in the space to the right of the words "Application is Hereby Made For."

(b) Special Airworthiness Certificate. Federal Aviation Regulation Section 21.175(b). The applicant should check the appropriate block for class or purpose intended, in addition to the requested category.

1. Limited Airworthiness Certificate.

(aa) Federal Aviation Regulations Section 21.189.

(bb) Advisory Circular 20-65, U.S. Airworthiness Certificates and Authorizations for Operation of Domestic and Foreign Aircraft.

2. Provisional Airworthiness Certificate. Federal Aviation Regulations Part 21, Section 21.221 for a Class I certificate and Section 21.223 for a Class II certificate.

3. Restricted Airworthiness Certificate.

(aa) Federal Aviation Regulations Sections 21.25 and 21.185.

(bb) Advisory Circular 20-65, U.S. Airworthiness Certificates and Authorizations for Operation of Domestic and Foreign Aircraft.

4. Experimental Certificate.

(aa) Federal Aviation Regulations Sections 21.191, 21.193, and 21.195.

(bb) Advisory Circular 20-27, Certification and Operation of Amateur-Built Aircraft, and AC 20-65, U.S. Airworthiness Certificates and Authorizations for Operation of Domestic and Foreign Aircraft.

5. Special Flight Permit.

(aa) Federal Aviation Regulations Sections 21.197 and 21.199.

(bb) Advisory Circular 20-65, U.S. Airworthiness Certificates and Authorization for Operation of Domestic and Foreign Aircraft, and AC 21-4, Special Flight Permits for Operation of Overweight Aircraft.

(cc) When applying for a Special Flight Permit, the applicant should complete only Section II of the face side of the form, and either Section VI or VII on the reverse side. The FAA completes only Section V for issuance of a special flight permit. Section V is not completed when issued for the purpose of production flight testing.

6. Multiple Airworthiness Certificate, i.e., Standard/Restricted or Restricted/Limited.

(aa) Federal Aviation Regulations Section 21.187.

(bb) Advisory Circular 20-65, U.S. Airworthiness Certificates and Authorization for Operation of Domestic and Foreign Aircraft.

(3) Section III. Owner's Certification.

NOTE: Do not complete this section when application is being made for a special flight permit.

(a) Registered Owner. Enter this information exactly as it is shown on the aircraft registration certificate. Federal Aviation Regulations Part 47 prescribes the requirements for registering aircraft under Section 501 of the FA Act of 1958.

(b) If Dealer, Check Here. This block should be checked ONLY if the aircraft is registered under a dealer's aircraft registration certificate (FAR Part 47, Subpart C).

(c) Aircraft Certification Basis (Aircraft Specification or Type Certificate Data Sheet and/or Aircraft Listing Block). This item should be completed when application is being made for a standard, provisional, limited, restricted, or multiple airworthiness certificate.

1. When application is being made for a multiple airworthiness certificate, the certification basis for each certificate being requested should be entered.

2. If the TCDS or specification for a new aircraft or model has been approved, but not yet published, the date of approval, the TC or specification number, and the word "preliminary" should be entered.

3. Enter "N/A" when the application is being made for an experimental certificate.

(d) Airworthiness Directives. This block should be checked to indicate compliance with all applicable AD's, regardless of what type of airworthiness certificate is being requested. List the number of the last **AD supplement** available in the biweekly series, as of the date of the application, regardless of whether or not that AD supplement applies to the aircraft (FAR Part 39 and FAR § 21.99).

(e) Aircraft Listing. Enter N/A

(f) Supplemental Type Certificate. This block should be checked only when one or more STC's have been incorporated. The identification number of each STC installed should be shown. If more space is required, an attachment may be used. This block is applicable to all certification categories (FAR Part 21, Subpart E).

(g) Aircraft Operation and Maintenance Records.

1. Records in Compliance with FAR § 91.417. (FAR § 91.173 on FAA Form 8130-6, Rev. 11-86, must be changed to FAR § 91.417.) This block is applicable to all aircraft covered by this section and should be checked to indicate that the record-keeping requirements of FAR § 91.417 have been met. For example, FAR § 91.417(a)(2)(ii) requires a maintenance record of the current status of life-limited parts of each airframe, engine, propeller, rotor, and appliance, while compliance with FAR § 91.417(a)(2)(i) would require that total time in service be entered in the aircraft's maintenance records.

2. Total Airframe Hours. This block is applicable to all aircraft covered by this section. The total time in service of the aircraft, including production flight test time, should be entered.

3. Experimental Only. When application is being made for the renewal of an experimental certificate or change back to a standard certificate, the hours flown since the previous certificate was issued or renewed should be entered. If the application is for an original issuance of an experimental certificate, zero hours should be entered.

(h) Certification. If the signature is the owner's agent, a notarized letter from the registered owner authorizing the agent to act on the owner's behalf is required.

(4) Section IV. Inspection Agency Verification. This section should be completed only if application is being made for a standard airworthiness certificate in accordance with FAR § 21.183(d). This section should be left blank for all other certification actions.

NOTE: Federal Aviation Regulations § 21.183(d)(2) exempts an "experimentally certificated aircraft that had previously been issued a different airworthiness certificate under this section being returned to the standard airworthiness category, from the 100-hour inspection set forth in FAR § 43.15."

(5) Section V. FAA Representative Certification. This section will be completed by the **FAA INSPECTOR OR DESIGNEE** that inspects the aircraft and issues the certificate.

(a) Check all applicable blocks in Items A and B.

(b) District Office Designation. An FAA inspector should enter the appropriate district or regional office designation. Designees and DOA manufacturers should enter the designation of the district office responsible for monitoring their activities.

(c) Designee's Signature and No. For DOA manufacturers or DAS; the authorization number, preceded by "DOA" or "DAS" as applicable, should be entered. The DMIR, DAR, or DOA appointee signature will be signed in ink over the typed or printed name on the original and copy(s). The typed name and signature must be legible and should not obliterate preprinted information on FAA Form 8130-6.

(d) FAA Signature. The FAA inspector's name should be typed or printed in this box with the signature above.

(6) Section VI. Production Flight Testing. This section should be completed ONLY BY A MANUFACTURER applying for a special flight permit for the purpose of flight testing production aircraft (FAR § 21.197(a)(3)). All required entries are self-explanatory.

(7) Section VII. Special Flight Permit Purposes Other Than Production Flight Test.

(a) Item A. Description of Aircraft. The entries in this section should be the same as the corresponding data recorded on the aircraft's registration certificate and, as applicable, on the aircraft's identification plate.

(b) Item B. Description of Flight. Self-explanatory except that:

1. The "via" block should contain the name of an airport or city at some intermediate point in the flight to provide a general description of the route flown. For example, a flight from Kansas City, Missouri, to Dallas, Texas, may be via Wichita, Kansas, and Oklahoma City, Oklahoma (FAR § 21.199(a)(2)).

2. The "duration" entry should reflect the overall duration of the special flight permit and need not be the same as the planned duration of the actual flight. Factors such as fueling stops, weather conditions, overnight stops, or any other reasonable condition should be given consideration when establishing the duration.

(c) Item D. The Aircraft Does Not Meet the Applicable Airworthiness Requirements As Follows. This entry should specifically detail the conditions in which the aircraft does not comply with the applicable airworthiness requirements (FAR § 21.199(a)(4)).

(d) Item E. The Following Restrictions are Considered Necessary for Safe Operation. This entry should contain in detail the restrictions the applicant considers necessary for safe operation of the aircraft; e.g., reduced airspeed or weight, turbulence avoidance, crew limitations or qualifications, and the like. This item should be carefully reviewed by the FAA to determine that the restriction would ensure safe operation of the aircraft, and any deficiencies should be resolved prior to issuance of the special flight permit. The FAA may also prescribe additional conditions and limitations as deemed necessary for safe operation.

(8) Section VIII. Airworthiness Documentation. This section will be completed by the **FAA INSPECTOR OR DESIGNEE** who inspects the aircraft and issues the airworthiness certificate. However, this section is not applicable when a special flight permit is being issued.

(a) Item A. Operating Limitations and Markings in Compliance with FAR § 91.9 as applicable. (FAR § 91.31 on FAA Form 8130-6, Rev 11-86, must be changed to FAR § 91.9.) THIS BLOCK APPLIES TO ALL AIRCRAFT COVERED BY THIS SECTION. The FAA should check this block determined that an FAA-Approved Aircraft Flight Manual, listing of operation limitation, placards, etc., as applicable to the category of certificate requested, is in the aircraft in accordance with FAR § 91.9.

(b) Item B. Current Operating Limitations Attached. Check this block when operating limitations have been issued and a copy is attached for retention in the permanent record. (Applicable to aircraft certificated in categories other than standard.)

(c) Items C, D, and E. These items are self-explanatory.

(d) Item F. This Inspection Recorded in Aircraft Records. The following is considered a satisfactory statement for the aircraft record entry: "I find that the aircraft meets the requirements for the certification requested and have issued a (Standard) (Special) Airworthiness Certificate dated _____.

The next inspection is due _____."
Signed: John Smith, Aviation Safety Inspector, SW-41.

NOTE: 1. The next inspection date is not necessary when the aircraft is under a continuous maintenance program.

NOTE: 2. In the case of aircraft that had a previous due date, the date entered is the same. The aircraft gains no additional time because it was not in the standard category.

(e) Item G. Self-explanatory.

(f) Item H. Foreign Airworthiness Certification for Import Aircraft (attach when required). Check the block to indicate that certification of another country is required for the certification action and that a copy is attached for retention in the aircraft permanent records.

(g) Item I. Previous Airworthiness Certificate Issued in Accordance with FAR, CAR. If applicable, insert in the space the appropriate CAR or FAR under which the previous airworthiness certificate was issued, and check the block to indicate that the original of the certificate is attached. IF THE PREVIOUSLY ISSUED CERTIFICATE IS NOT AVAILABLE, THE FAA SHOULD STATE THE REASON ON AN ATTACHMENT.

(h) Item J. Current Airworthiness Certificate Issuance in Accordance with FAR. The applicable section of FAR Part 21 , Subpart H, should be entered, except that, a DOA manufacturer should:

1. Enter FAR § 21.183(a) or (b) for a standard airworthiness certificate, depending upon whether the aircraft had been added to the PC under FAR § 21.267, or FAR § 21.185 for a restricted category airworthiness certificate; and

2. Add "per FAR § 21.273," to indicate the delegation authority.

b. Instructions for Reviewing the Completed FAA Form 8130-6. The FAA should review the form to determine that all applicable entries have been made, and on issuance of the airworthiness certificate should complete Section V. In the event that an airworthiness certificate is denied, Sections V and VIII should **not** be completed. A letter of denial, or a statement of the reason for denial should be attached to the form and forwarded to the FAA Aircraft Registry as part of the aircraft records.

238. COMPLETION OF FAA FORM 8100-2, STANDARD AIRWORTHINESS CERTIFICATE. The blocks on this form are to be completed from the information obtained with the completed FAA Form 8130-6.

a. Nationality and Registration Marks. Insert the capital letter "N" followed by the registration number assigned to the aircraft.

b. Manufacturer and Model. Example: Beech-C33.

c. Aircraft Serial No. Self-explanatory.

d. Category. Enter the appropriate category as defined in paragraph 237 of this order. If there is no category, as in the case of aircraft certificated prior to adoption of the regulations which established categories, enter the aircraft specification, TCDS or listing number as applicable. For example, "CAR 4a" for a Bellanca 14-13; "ATC 614" for an Aeronca LC.

e. Authority and Basis for Issuance. Under "Exceptions" enter the exemption number and brief description of any exemptions from the applicable airworthiness standards (CAR 3, 4b, 5, 6, 7, or equivalent FAR) that has been granted for the aircraft (see aircraft specification or TCDS). If no such exemptions exist, enter "None."

f. Date of Issuance. Enter the date the certificate is issued. Enter the date of the original certificate and insert the letter "E" or "R." When the certificate is being amended enter "A" along with the current date of airworthiness certification.

g. Federal Aviation Administration Representative. The name of the FAA inspector or designee issuing the certificate should be typed under the signature. The signature should be in permanent type ink on the original and copies.

h. Designation Number. The following should be inserted as applicable to the person issuing the certificate.

(1) Federal Aviation Administration Inspector. The office identifier, e.g., SW-41.

(2) DMIR/DAR. The designee's number, e.g., ACE-1234.

(3) DOA. The letter "DOA," followed by the PC number or the authorization number if one has been assigned by the region.

(4) Designated Alteration Station. The letters "DAS" followed by the DAS number.

239. COMPLETION OF FAA FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE. The blocks on this form should be completed using all applicable information obtained from the completed FAA Form 8130-6.

a. Section A. This section is applicable to ALL categories of special airworthiness certificates.

(1) Category/Designation. Enter the category of special airworthiness certificate being issued, as outlined under paragraph 237 of this order, e.g., restricted, limited, etc. For experimentally certificated manned-free balloons or gliders the words "Manned-Free Balloon" or "Glider" are to be put in parenthesis behind the word, "Experimental," for the respective type of aircraft.

(2) Purpose. The operating purpose for which the special airworthiness certificate is issued, as shown by the blocks checked by the applicant under Section II, Block B on FAA Form 8130-6. If the application is for a "limited" category airworthiness certificate, the "purpose" entry should be "N/A."

b. Section B. The name and address of the manufacturer should be entered ONLY if the application is for a special flight permit for the purpose of PRODUCTION FLIGHT TESTING. In all other cases, the entry in both spaces under this section should be "N/A."

c. Section C.

(1) This section is applicable for a Special Flight Permit for purposes other than production flight testing. For production flight testing the entry in both spaces should be "N/A." For other purposes, the "Flight From" and "Flight To" spaces should be the same as that shown on FAA Form 8130-6, Section VII, Item B.

(2) When the aircraft is to be flown outside the United States, the following additional information should be entered in block "C" on the face side of the special airworthiness certificate: "Subject to paragraph D(2) on reverse side."

d. Section D. This section is applicable to all categories and purposes EXCEPT PRODUCTION FLIGHT TESTING. If the purpose is production flight testing, the entries in all spaces should be "N/A." For all other categories and purposes, information to complete the entries in this section would be contained in Section I of the application for airworthiness certificate.

e. Section E.

(1) Date of Issuance. Enter the date the certificate is issued. However, in those cases where a certificate is being exchanged or replaced, enter the date of the original certificate and insert the letter "E" or "R."

(2) Expiry. The date of expiry should be entered if the application is for "Experimental" or "Special Flight Permit." An experimental certificate for research and development, showing compliance with regulations, crew training, or market surveys is effective for one year after the date of issue or renewal, unless a shorter period is deemed necessary. The duration of amateur-built,

exhibition, and air-racing experimental certificates will be unlimited unless good cause exists to establish a specific period. For "provisional," the entry should be per FAR § 21.217.

(3) Operating Limitations Dated are a Part of this Certificate. The date of the operating limitations should be entered. DO NOT REPEAT OR PARAPHRASE LIMITATIONS PRINTED ON THE REVERSE SIDE OF THE CERTIFICATE. Enter "N/A" if the limitations on the reverse side of the certificate are adequate for the purpose.

(4) Federal Aviation Administration Representative Signature and Designation or Office Number. This space should be completed for ALL categories and purposes. Entries are the same as those explained in paragraph 238.g. and h.

240. RESERVED.

241. COMPLETION OF FAA FORM 8130-4.

a. This form should be filled out in duplicate. The original remains with the product and the duplicate is forwarded to the FAA Aircraft Registry.

b. Place the Export Certificate Number Assignment Card, AC 8050-72, number in the No. block at top right corner of form.

c. In the space provided in the certifying statement, enter the information identified per note (1) at the bottom of the FAA Form 8130-4.

d. Product, manufacturer, model, etc., items are self-explanatory.

e. The exceptions space should identify any non-compliance(s) to type design, importing country requirements and the addition of any temporary installations required for delivery. If none exist, then type in the word "NONE."

f. If other information is deemed necessary to be provided a statement may be typed in after the exceptions space and identified with the word "Additional Information." An example is some importing countries want a statement the product complies with a type design approved by their country's CAA.

g. The rest of the items are self-explanatory.

h. LOST FAA FORM 8130-4.

(1) When an FAA Form 8130-4 has been declared lost, the following information is required:

(a) A written statement from the importer stating the tag has been lost; and

(b) Evidence of previous export, traceable through invoice to model and serial number from the exporter.

(2) When these actions have been taken, a copy of the original form can be provided, if available. The replacement approval or a copy of the original lost approval must have an original signature and the same data as the lost FAA Form 8130-4.

242. COMPLETION OF FAA FORM 8130-1, APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS. Part I of the application should be completed for Class I products and Part II for Class II products. For completing the application, all items are self-explanatory except as noted. Items in Part I and II are for applicant completion, Part III, for FAA use only. Instructions for completion of Part I and II are used to aid the FAA in review of the form as submitted by the applicant. The completed FAA Form 8130-1 should be filed in the district office and retained for a minimum of 2 years, then destroyed in accordance with standard agency procedures. Chapter 5 contains further information on the usage of this form.

a. Export Certificate No. This block is left blank by the applicant. The FAA will enter the serial number from Aeronautical Center Form 8050-72, Export Certificate Number Assignment Card.

b. Part I (For Class I Products).

(1) Items 1 through 4 - Self-explanatory.

(2) Item 5. Description of product(s) - Self-explanatory, except as follows:

(a) For an aircraft not under U.S. registry, insert in the "Identification No." block the nationality and registration marks supplied by the country of registry or intended registry and which are displayed on the aircraft. For U.S.-registered aircraft, insert the identification marks as assigned under FAR Part 47. Any questions concerning the marking requirements of the importing country should be resolved between the exporter/importer and the CAA of that country.

(b) Under "FAA Spec. No.," insert the pertinent specification number or the type certificate data sheet number, whichever is applicable.

(c) For new and used aircraft, insert the operating hours since the annual type inspection required by FAR § 21.329, and the total time in service. Since used aircraft engines and propellers must have been newly overhauled under FAR § 21.329(e), the operating time since overhaul would reflect only run-in time as required to complete the overhaul process.

(d) For aircraft, the blocks for engine(s) and propeller(s) should be completed to reflect the required information, as applicable.

(3) Items 6 and 7. These items are self-explanatory; however, if the "No" box is checked, explain the deviations in item 10 and attach the original or true copy of documents stating that the product will be acceptable with the deviations listed, as received from the CAA of the importing country.

(4) Item 8. This item provides a means of establishing the date the ownership of the stated Class I product is expected to pass to the purchaser.

(5) Item 9. This item provides a means of documenting the preservation and packaging methods used to protect against corrosion and damage. It is recommended that all products be appropriately treated for corrosion and damage prevention.

(6) Item 10. This space should be used to convey the information required under Items 6 and 7. This space may also be used by the exporter to convey any other information pertinent to the issuance of the export airworthiness approval. Additional sheets may be attached, as necessary, and appropriately cross-referenced. In addition, list the documentation required by the regulation to be submitted with the application (FAR § 21.327). After review by the FAA, those documents which are required to be furnished to the importing country under FAR § 21.335 will be returned to the applicant.

(7) Item 11. This certification is to be dated and signed in ink over the printed or typed name of the authorized representative of the exporter. The representative's title should be typed or printed in the space provided.

c. Part II (For Class II Products).

(1) Items 12 through 14 are self-explanatory.

(2) Item 15. Insert the make and model of the aircraft, aircraft engine, or propeller on which the Class II products (parts) are eligible for installation, and the FAA specifications or type certificate data sheets applicable to such aircraft, aircraft engine, or propeller.

(3) Item 16. Self-explanatory.

(4) Item 17. This item provides for the description and listing of the Class II products (parts) being exported. If the quantity and variety of the parts are too numerous to list in the space provided, check the second block and, on the line provided, specifically identify (and attach) a copy of the exporter's shipping document covering the parts concerned. Otherwise, check the first block and list the parts in the space provided. In either case, if more than one type of Class II product is involved, they are to be listed according to the Class I product for which they are eligible. List serial numbers, or equivalent means of identifying each physical product, and quantities in the space provided.

(5) Item 18. This item is self-explanatory. If the "No" box is checked, explain the noncompliance in Item 10 and attach the original, or a true copy, of the documents stating that the product will be acceptable with the deviation(s) listed, as received from the CAA of the importing country.

(6) Item 19. This item provides a means of documenting the preservation and packaging methods used to protect against corrosion and damage. It is recommended that all products be appropriately treated for corrosion and damage prevention.

(7) Item 20. This certification is to be dated and signed in ink over the printed or typed name of the authorized representative of the exporter. The representative's title should be typed or printed in the space provided.

d. Part III. Approval (For FAA Use Only)

(1) Item 21. Signature of the FAA inspector or designee should be in permanent ink over the typed name. The number should be the office identifier or designee designation number. The DOA manufacturers would use their authorization number as assigned by the FAA.

(2) Item 23. Spot check of the file will be indicated by signature of the supervising inspector in permanent ink over the typed name with the district or regional office and date. If the file is not spot checked, omit the name and signature but enter the district or regional office number and date.

243. EXAMINATION, REVIEW, AND ROUTING OF CERTIFICATION FILES.

a. It is the responsibility of all FAA inspectors and designees to examine in detail each certification file processed, to ensure accuracy, completeness, legibility, and compliance with applicable requirements, including all necessary attachments. The following list represents the primary data which is required for retention in the permanent files. These documents should be submitted to FAA Aircraft Registry as applicable to the certification action. Do not include any documentation that is not required in support of the certification action.

(1) Airworthiness Certificates.

(a) The original of FAA Form 8130-6, Application of Airworthiness Certificate.

(b) Applications for Special Flight Permits for operation of overweight aircraft only (FAR § 21.197(b)).

(c) Applications for an Experimental Airworthiness Certificate should include the data required by FAR § 21.193, as applicable.

(d) The original of FAA Form 8130-9, Statement of Conformity (when applicable).

(e) A copy of FAA Form 8130-2, Conformity Certificate, Military Aircraft, or any other data, drawings, photographs, etc.(when applicable).

(f) Copy of Major Repair and Alteration, FAA Form 337 (when applicable). Do not include referenced data forming the basis for approval of the repair or alteration.

(g) Copy of FAA Form 8100-2, Standard Airworthiness Certificate, or FAA Form 8130-7, Special Airworthiness Certificate, as applicable. When FAA Form 8130-7 is issued as a special flight permit, submit only those copies which permit operation of overweight aircraft (FAR § 21.197(b)). Superseded, terminated, or canceled airworthiness certificates should be included if recurrent certificate is issued.

(h) A copy of operating limitations, if issued.

(i) A copy of the checklist and inspection record for aircraft built from spare and surplus parts.

(j) The Foreign Airworthiness Certificate for aircraft imported (if applicable).

(2) Export for Class I product.

(a) The original of FAA Form 8130-1, Application for Export Certificate of Airworthiness.

(b) The statement of acceptance from an importing country listing the specific noncompliance(s) (if applicable).

(c) A copy of FAA Form 8130-4, Export Certificate of Airworthiness.

(d) The original of AC Form 8050-72, Export Certificate Number Assignment Card.

(3) Export of Class II and III Products. Retain the following in the district or regional office. DMIRs and DOA/ODAR designees may retain the records at their facility as long as their authorization is valid.

(a) The original Application for Export Certificate of Airworthiness, as applicable, along with any data showing acceptance of deviations from the CAA of the country of import (for Class II only).

(b) A copy of the Airworthiness Approval Tag, FAA Form 8130-3.

(c) Conformity Inspection Record, FAA Form 8100-1.

(4) Import of a Class I product manufactured outside of United States. Retain the following in the district or regional office:

(a) Aircraft. A certificate of airworthiness issued by the country the aircraft was manufactured in which states the aircraft conforms to its type design and is in a condition for safe operation.

(b) Aircraft Engine and Propeller. A certification from the country of manufacture for engines and propellers is required to be submitted when they are a part of, or are to be installed on, an aircraft.

NOTE: A certification may be accepted from a third party country when the acceptance is permitted by the bilateral agreement.

(c) The applicable documents listed in paragraph 243(1) of this order.

b. In addition to the above mentioned data, the district or regional offices should maintain copies of any other data they deem appropriate to substantiate the certification of the product. This includes Conformity Inspection Records, FAA Form 8100-1, Eligibility statements, program letters, etc.

c. The appropriate district or regional office should ensure that all airworthiness actions processed by FAA Designees are submitted to the district or regional office for review and transmittal to the FAA Aircraft Registry.

244.-250. RESERVED.

FIGURE 8-1. FORMS LISTING AND AVAILABILITY

1. The following forms are available through normal distribution channels:

FORM NUMBER, TITLE, NATIONAL STOCK NUMBER, AND UNIT OF ISSUE

FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, or Appliance, 0052-00-025-8001, Hundred.

FAA Form 8000-5, Certificate of Designation, 0052-00-055-0501, Sheet.

FAA Form 8100-1, Conformity Inspection Record, 0052-00-039-3000, Sheet.

FAA Form 8100-2, Standard Airworthiness Certificate, 0052-00-0-040-8001, Pad

FAA Form 8110-14, Statement of Qualifications, (DAR-DMIR-DER-DPRE-DME), 0052-00-047-2003, Sheet.

FAA Form 8130-1, Application for Export Certificate of Airworthiness, 0052-00-024-9004, Sheet.

FAA Form 8130-2, Conformity Certificate Military Aircraft, 0052-00-037-1001, Hundred.

FAA Form 8130-3, Airworthiness Approval/Conformity Certification Tag, 0052-00-012-9005, Pad.

FAA Form 8130-6, Application for Airworthiness Certificate, 0052-00-024-7004, Sheet.

FAA Form 8130-4, Export Certificate of Airworthiness, 0052-00-010-3001, Hundred.

FAA Form 8130-7, Special Airworthiness Certificate, 0052-693-4000, Pad.

FAA Form 8130-9, Statement of Conformity, 0052-00-025-3002, Sheet.

FAA Form 8130-10, Surplus Military Record, 0052-00-851-9000, Sheet.

FAA Form 8130-12, Eligibility Statement Amateur-Built Aircraft, 0052-00889-9001, Sheet.

FAA Form 8430-9, Certificate of Authority, 0052-00-041-8001, Pad.

FIGURE 8-1. FORMS LISTING AND AVAILABILITY (CONTINUED)

2. The following forms are not available through normal distribution channels:

AC Form 8050-64, Assignment of Special Registration Numbers, is available from the FAA Aircraft Registry.

AC Form 8050-72, Export Certificate Number Assignment Card, is available from the FAA Aircraft Registry.

AC Form 4100 series, Non-certificated Public Aircraft Document, is available from the Aircraft Maintenance and Engineering Division, Oklahoma City, Oklahoma.

CHAPTER 9. DESIGNATED MANUFACTURING INSPECTION REPRESENTATIVES

251. GENERAL.

a. This chapter provides policy and guidance concerning the selection, appointment, responsibility, supervision, monitoring, training, and authority of DMIR.

b. There are a variety of functions performed by FAA ASI's (manufacturing) which may be accomplished by private persons having expertise in a particular specialty. All DMIR appointments will be in accordance with the guidance contained in this section.

c. Federal Aviation Regulations Part 183 allows the appointment of qualified employees of a manufacturer or their authorized supplier to represent the FAA as DMIR for the purpose of performing certain duties as described herein.

d. Only a manufacturer with a PC, APIS, PMA, TSOA, or their authorized supplier(s) is eligible to have employees designated as DMIR.

e. Sample authorization forms are contained at the end of this section (Figures 9-1 and 9-2).

252. QUALIFICATIONS/CRITERIA. To qualify for appointment as a DMIR, a candidate:

a. Shall be an employee of a PAH or its approved supplier(s) and be recommended by the PAH. The supplier shall provide a copy of the recommendation letter from the PAH showing the PAH has requested such appointments. This letter shall be submitted along with the completed FAA Form(s) 8110-14 signed by the suppliers candidate to the geographical MIDO.

b. Shall have a good working knowledge of the pertinent FAR and related material.

c. Shall have been in a responsible position for a reasonable period of time (usually one year) in connection with the type of work to be covered by the designation.

d. Must have sufficient knowledge in the technical and administrative functions associated with the appointment and must demonstrate this to the satisfaction of the FAA prior to appointment.

e. Shall possess unquestionable integrity, sound judgment, and a cooperative attitude.

f. While discharging the duties of a DMIR, must report to a level of management in the employer's organization high enough to enable the designee to administer duties for the FAA without undue pressure or influence from other organizational segments.

g. Shall have a minimum of five years experience in connection with the inspection or production of products similar to the type and/or complexity being produced by the employer. At least two years of such experience must have been in a supervisory capacity or a position of equal responsibility.

h. A designee must be familiar with the manufacturer's facilities, procedures, and techniques needed to perform the authorized functions.

253. APPLICATION.

a. The PAH should only request the number of designees as necessary for the services to be rendered, i.e., original airworthiness certification, export certification, and type certification programs. The number of designees appointed in a facility shall be limited, by the appointing office, to the actual needs.

b. Requests for a DMIR appointment are initiated by a written letter from a responsible person or representative of the PAH or their authorized supplier. The request should be forwarded to the Manufacturing Inspection Office Manager or their delegate. The request should indicate any special recommendations or limitations considered appropriate by the PAH with respect to the desired authority for the nominee. The letter shall be submitted with two original FAA Form 8110-14, Statement of Qualifications (DAR-DMIR-DER-DPRE-DME), completed by the nominee (Figure 9-3) and signed by the supplier to the PAH when authorized. The assigned FAA PI shall review the submitted information, contact the PAH managing office when the applicant is a supplier, interview the nominee, gather any additional information deemed appropriate, and forward to the MIO Manager or their delegate copies of the following:

(1) Letter of request from the PAH for the DMIR; or the supplier(s).

(2) Two completed FAA Form(s) 8110-14 (signed by the employer of the DMIR applicant).

(3) The MIDO transmittal containing the recommendations concerning the approval of the nominee.

254. SELECTION AND APPOINTMENT.

a. The MIO Manager or delegate will review the material provided under paragraph 253 and, if found satisfactory, will issue an FAA Form 8430-9, Certification of Authority, to the nominee. Based on recommendations contained in the MIDO transmittal and the manufacturer's/supplier letter of request, the MIO Manager or delegate will indicate the approved limitations on FAA Form 8430-9. The appointment and renewal of a DMIR will be recorded utilizing Designee Management System (DMS). All data required by DMS will be entered by the appointing office or geographic MIDO, as appropriate.

b. In some cases, it will be necessary to restrict the authority of the designee because of the limited scope of the individual's knowledge and responsibilities within the manufacturer's organization. The limitations listed upon the FAA Form 8430-9 may restrict the designee to activities within a specific department and for the purpose of accomplishing one function. For example, the FAA Form 8430-9 may restrict the DMIR to the inspection of parts and issuance of FAA Form 8130-3, for export purposes only.

c. It is important that the designee and the manufacturer be aware of and avoid potential conflicts of interest between the role of the DMIR acting for the FAA and the role as an employee of the manufacturer. For example, the possibility exists for the manufacturer to ask the DMIR to use the designation improperly, i.e., outside the scope of the DMIR's designated authority. It is the manufacturer's responsibility to avoid such situations; failure to do so may result in forfeiture of the DMIR designation.

(1) DMIRs are not authorized to perform evaluation, surveillance or investigations of quality control systems, data, procedures, methods, or service difficulty reports on behalf of the FAA.

(2) The limitations of a DMIR's authority for original airworthiness certification and type certification activities will be specified on FAA Form 8430-9.

d. The PAH or its authorized supplier letter referenced in paragraph 253(b)(1) will be acknowledged by the appropriate MIO or delegate. This acknowledgment shall include a statement regarding the limitations prescribed with respect to the authority delegated to the newly appointed designee. The FAA Form 8430-9 will be prepared by the MIO or delegate and transmitted directly to the MIDO. The responsible MIDO personnel will add the appropriate endorsements on the reverse side of the FAA Form 8430-9, and sign the card in the space provided. The completed FAA Form 8430-9 shall be presented to the designee by the most appropriate means. Whenever possible the certificate shall be presented personally. The designee shall sign the appropriate block on the face side of the FAA Form 8430-9.

e. An FAA Form 8000-5, Certificate of Designation, suitable for framing and display, will be prepared by the MIO or delegate and forwarded directly to the MIDO for presentation to the new designee. This certificate **WILL NOT** indicate the limitations or restrictions which have been prescribed and listed on the FAA Form 8430-9.

f. A complete file on each DMIR appointed, including all pertinent information will be maintained. All supervision, monitoring, and training functions will be entered into DMS as required.

255. DURATION AND RENEWAL OF DESIGNATIONS.

a. The DMIR designations are effective until January 31st following the date they were issued. Renewals are at the option of the FAA and may be renewed for additional periods of one year provided the designee's performance has been satisfactory. Designations may be renewed at any time prior to the expiration date. The manufacturer or authorized supplier will be informed by DMS of the expiration of the designee appointment and will be encouraged to request the re-appointment of all DMIRs whose performance has been satisfactory to the FAA, provided such designees are still deemed necessary. The manufacturer's and/or authorized supplier's letter requesting renewal of a designation should be routed to the Principal Manufacturing Inspector that has the supervisory responsibility of the DMIR. The Manufacturing Inspector, with concurrence from the MIDO manager, will request FAA Form 8430-9 from the DMIR, note in the expiration date space of the form "See Reverse," and utilizing the reverse side of the certificate, print the office identification, and word **"RENEWED"** with expiration date of January 31 of the following year, followed by the inspector's signature. The form may be used for renewal until the reverse side has no space remaining. The inspector's signature renewing the form will indicate that the designee has again received all pertinent instructions relative to the designee's authority and responsibility.

b. Renewals requiring the issuance of a new FAA Form 8430-9 will be completed by the MIO, unless the MIDO manager has been authorized to sign the new FAA Form 8430-9.

NOTE: If the MIDO Manager is authorized to issue and sign the new FAA Form 8430-9, the MIO should be advised by memorandum of the renewal action.

c. The original designation number will be retained in DMS. The procedures to be followed for renewal are the same as those for an original appointment with the exception that a new FAA Form 8110-14 is not required.

d. The FAA Form 8000-5 will not be reissued upon renewal of designations. Upon expiration or cancellation of a designation, the FAA Form 8000-5 must be returned to the FAA, if the designee requests to retain the FAA Form 8000-5, may do so, provided that it is first returned to the FAA to be marked **"CANCELED."**

e. It should be understood by FAA designees that the DMIR program exists to assist the FAA in accomplishing its certification responsibilities at the PAH or supplier. If the designation is terminated or not renewed, FAA Order 8130.24 will be used as required for termination or denial.

256. AUTHORITY AND RESPONSIBILITY. Subject to any limitations prescribed, a DMIR may be authorized to perform the following duties for products produced under the employer's production approval system. The DMIRs are responsible for carrying out their duties as

delegated by the FAA and in accordance with the FAA procedures and guidance material. Manufacturers must be made aware that DMIRs will require time to perform their authorized tasks.

a. Issue original standard or special airworthiness certificates for eligible aircraft and airworthiness approvals for engines, propellers and product parts at the manufacturer's facility only when it has been determined that the product(s) presented for such certification are in conformity with its type design data, and are in condition for safe operation.

b. Issue special airworthiness certificates in the experimental classification for the purpose of showing compliance with the regulations, if the employer holds the TC and the aircraft has undergone changes to the type design which requires a flight test. The designee shall contact the FAA managing office to obtain any special instructions prior to issuing an experimental certificate.

c. Issue FAA Form 8130-4, for Class I products.

d. Issue FAA Form 8130-3, for Class II and III products and any product inspected for conformity to approved design data.

e. Prior to the issuance of all export approvals including special flight permits to export aircraft, DMIR's must determine that all parts or products presented by the applicant, comply with the appropriate requirements of FAR Part 21, Subpart L, and are identified on the applicant's approved production listing on file with the FAA.

f. DMIRs should be utilized in the area of type certification to assist the applicant in planning and expediting inspections leading to FAA approval. Type certification activity by the designee shall be requested, monitored, and supervised by the assigned PI. Designee authority and responsibility in such cases shall be authorized on an individual basis and after it has been determined the designee has acquired the specialized training essential to the performance of these activities. The designee may be delegated to perform the following tasks during type certification:

(1) Determine that the materials, parts, assemblies and installation for the finished product are in conformity with the FAA approved data forming the basis for type certification approval, and that the workmanship meets approved standards.

(2) Verify the calibration of test equipment, monitor teardown inspections of test and prototype articles, and assist in the completion of the Type Inspection Report, Part I.

NOTE:

a. FAA supervising inspectors may not authorize any privilege that is not included in FAR § 183.31.

b. All authorized functions must appear on the FAA Form 8430-9, Certificate of Authority.

257. TRAINING AND SUPERVISION.

a. The Principal FAA inspector will be responsible for the indoctrination training of newly appointed designees and will continue training activities as necessary throughout the duration of the appointment. The PAH and/or supplier(s) must be informed that the designees are expected to attend pertinent FAA sponsored seminars relative to their designation (i.e., the DMIR/DOA/DAS Standardization training Program) every two years.

NOTE: Formal standardization seminars will be offered by the FAA Flight Standards Regulatory Support Division at pre-selected locations on an ongoing 2-year cycle. Managing offices shall notify and encourage each DMIR to attend when it is offered in their area. Since the FAA requires that a designee applicant have the necessary technical expertise as a prerequisite to appointment, the standardization seminar is focused on administrative procedures, methods, and practices. Although this training is not mandated by the FAR, it is essential that designees remain cognizant of current FAA procedures, methods, and practices. Designees who are unable to participate in such training should not be re-appointed unless equivalent informal training can be provided by the FAA managing office. Those designees refusing training should not be re-appointed. It is also encouraged that the PI for the designees attend the same conference when possible.

b. The FAA inspector is required to supervise each designee to determine that the designee is actually performing the assigned duties in accordance with the regulations and related policies and procedures. It is also the responsibility of the inspector to ensure that the designee has access to all of the regulations, associated policies and procedures, and FAA forms, required in the performance of their assigned duties. Designees will be provided an original kit of the required regulations and guidance material at the time of appointment by the appointing office. Changes will be supplied by the DMS.

c. In general, the designee will be supplied with and guided by the same requirements and instructions as FAA inspectors in the performance of similar duties. The PI shall advise the DMIR's employer that it will be necessary to allow the DMIR sufficient time to study the material relating to the assigned duties and to prepare the necessary reports and related forms.

d. As part of the certificate management responsibility, the FAA PI will review each DMIR's work records, i.e., FAA Form 8130-1, Application for Export Certificate of Airworthiness; FAA Form 8100-1, Conformity Inspection Record; etc., on a systematic sampling basis, in proportion with the DMIR's FAA-related activity. The sample size

should be such to ensure that the DMIR is properly completing work records. The reviews may be conducted at either the MIDO/MISO or at the manufacturer's facility.

e. The PI should, at least annually, accompany each DMIR during the inspection of a completed product, part or article to ensure that satisfactory inspection techniques are being used.

f. All official documents and paperwork initiated by the DMIR should be handled in accordance with the applicable portions of this order and the guidance established by the PI. It is the responsibility of the PI to monitor the designee activities to whatever extent deemed necessary and to discuss the results of the monitoring periodically with the designee.

258. REPORT OF ACTIVITY.

a. The assigned PI will coordinate with the manufacturer to provide either monthly, bimonthly, or quarterly information of the designee's activity.

b. The designee should seek the help of the PI relative to any unsatisfactory conditions and noncompliance with the FAR in connection with the assigned area of responsibility. Reports containing information and requests for assistance should be treated with the utmost discretion by the FAA Inspector, during any investigation. Any information supplied by the designee which could result in possible enforcement action against the designee's employer should also be handled discretely.

259. PUBLICATIONS. To ensure that DMIRs and certain individuals at ODARS, DOA manufacturers, and DAS are provided with kits of FAA orders, directives, and regulations, the following general procedures should be adhered to:

a. The MIO or delegate, at the time of issuing the FAA Form 8430-9 and FAA Form 8000-5, will provide the FDR-1D designee kit from their stockroom. DMS will distribute changes as they occur. It is of the utmost importance that any changes to a DMIR's address be immediately entered into DMS to ensure receipt of publication updates.

b. Requests from the MIDO/MISO for a supply of the initial FDR-1D kits should be addressed to:

DEPARTMENT OF TRANSPORTATION (DOT) WAREHOUSE
GENERAL SERVICES,
M-443.2
WASHINGTON, DC 20590

260. ASSIGNMENT OF DMIR NUMBERS. Assignment of designee numbers for newly appointed DMIRs is now a function of DMS. Upon application, DMS will generate a unique six digit number, the DMS ID, which will be used in the development of the designee's number. The managing office will create the designee number by adding the Directorate

designation and designation type to the DMS ID. (Refer to Order 8130.26 for further details on using DMS). Both the designee number and the DMS ID will be tracked within DMS. Previously appointed designees may retain their original numbers if their managing offices choose to do so.

261. USE OF DMIR AT PC, APIS, TSO, PMA, AND SUPPLIER FACILITIES.

a. An Aircraft Certification Directorate may appoint a DMIR for manufacturers identified above if:

(1) The Aircraft Certification Directorate in which the manufacturer or the supplier is located considers that the DMIR is essential to the completion of their programmed certification responsibilities; and

(2) All of the requirements and procedures in this order are complied with.

b. A DMIR must be an employee of either the PAH or its supplier.

c. The MIO or appointing office in which the supplier is located may approve and appoint DMIRs when prior concurrence has been obtained through the PAH managing office and the supplier's geographic MIDO. The supplier's geographic MIDO would forward the application and concurrence record, with a list of recommended duties for which the DMIR is to be authorized, to the geographic MIO and/or appointing office for processing. When a manufacturer is a supplier to several PAH's, only one FAA Form 8430-9 will be issued. A supplemental page will be added to list each PAH and duties the DMIR is authorized to perform. The applicant and supplier are required to sign the application and provide a letter of recommendation from the PAH to the supplier's geographic MIDO.

d. A DMIR in the employ of a manufacturer holding a Production Approval or their authorized supplier may be authorized to conduct conformity inspections and issue airworthiness approvals at a location other than the manufacturer's main facility. This authorization, however, can only be granted when the location at which this activity will be accomplished is considered to be an extension of the manufacturer's facility, or;

(1) Those suppliers, authorized by a PAH to ship finished products manufactured by the supplier and marked with the PAH part number, may submit to their local FAA office a recommendation and application for DMIRs based on:

(a) A letter of recommendation routed through the PAH managing office.

(b) A list of suppliers approved by the PAH and routed through the PAH's managing office.

(2) After the responsible FAA offices concur, then the supplier's DMIR's would be allowed to conduct conformity inspections and issue export certifications for the PAH.

e. The FAA may appoint DMIRs, employed by a PAH, to perform conformity inspections or test on behalf of the CAA at suppliers outside their regional boundaries when the PAH is supplying kits that require some fitting or assembly work by the supplier to complete the kit. The designee should not approve these parts for the FAA if he has previously approved them for the PAH.

f. When applicable, the appointing MIO should provide to the MIO having certificate management responsibility, the name, number, and functions authorized for each DMIR appointed.

g. Designees are FAA Representatives and must receive a completed FAA Form 8130-9 from the applicant before performing their designee functions.

262. TERMINATION OF DESIGNEE APPOINTMENT. Any actions to terminate a designee in accordance with FAA Order 8130.24, Procedures for Termination/Nonrenewal of Aircraft Certification Service Designations and Delegations, will be entered in DMS as appropriate.

263.-265. RESERVED.

FIGURE 9-1. FAA FORM 8430-9, SAMPLE CERTIFICATE OF AUTHORITY - DESIGNATED MANUFACTURING INSPECTION REPRESENTATIVE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CERTIFICATE OF AUTHORITY

DESIGNATION NO.
ANM1001

NAME
JANICE C. WHITE

DESIGNATION EXPIRES
See Reverse
June 30, 1986

is authorized to act in the capacity of a Designated Manufacturing Inspection Representative Per FAR 183.31 (b) (1), (2) and (c).

AT FIXED BASE OF OPERATION
BCAA Aircraft Corporation
Palomar, California 92060

DESIGNEE'S SIGNATURE
Janice C. White

for the Administrator
06/06/85 (DATE)
Paul R. Brown, Manager (SIGNATURE)
Manufacturing Inspection Branch

FAA FORM 8430-9 (1-70) FORMERLY FAA FORM 1382

(a) Approval of Parts Only.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CERTIFICATE OF AUTHORITY

DESIGNATION NO.
ANM1002

NAME
ROGER R. RAIL

DESIGNATION EXPIRES
See Reverse
June 30, 1986

is authorized to act in the capacity of a Designated Manufacturing Inspection Representative Per FAR 183.31 (a) (2)

AT FIXED BASE OF OPERATION
ABC Aircraft Company
Palomar, California 92060

DESIGNEE'S SIGNATURE
Roger R. Rail

for the Administrator
06/17/85 (DATE)
Paul R. Brown, Manager (SIGNATURE)
Manufacturing Inspection Branch

FAA FORM 8430-9 (1-70) FORMERLY FAA FORM 1382

(b) Original Airworthiness Certification - Unrestricted

The bearer has received all pertinent instructions and is authorized to act in the capacity set forth on this Certificate of Authority while under the supervision of the following district office or offices:

Office	Date	Inspector's signature
NM MIDO-03 ISSUED 06/06/85	EXPIRES 06/30/86	William Dunderback William Dunderback
NM MIDO-03 RENEWED 06/15/86	EXPIRES 06/30/87	William Dunderback William Dunderback
NM MIDO-03 RENEWED 06/21/87	EXPIRES 06/30/88	William Dunderback William Dunderback

(c) District Office Renewal Endorsement.

FIGURE 9-2. FAA FORM 8000-5, SAMPLE CERTIFICATE OF DESIGNATION

U.S. Department of Transportation
Federal Aviation Administration

Certificate of Designation

Reposing special trust and confidence in the integrity, diligence, and discretion of

who has been found to have the necessary knowledge, skill, experience, interest, and impartial judgment to merit special public responsibility, I hereby designate as

with authorization to act in accordance with the regulations and procedures prescribed by the Federal Aviation Administration relating to this designation.

Issued at *By Direction of the Administrator*

Dated _____

Certificate No. _____

FAA FORM 8000-5 (4-84)

FIGURE 9-3. FAA FORM 8110-14, STATEMENT OF QUALIFICATIONS (DAR-DMIR-DER-DPRE-DME) (FACE SIDE)

Organizations complete only the applicable blocks and attach separate resumes with the names, signatures, titles and qualifications of those persons who would actually perform the authorized functions.

US Department of Transportation
Federal Aviation Administration

STATEMENT OF QUALIFICATIONS (DAR—DMIR—DER—DPRE—DME)

Form Approved OMB-2120-0035

INSTRUCTIONS: *Print or type all entries except signatures.*

3. U.S. CITIZEN ☐ Yes ☐ No

1. NAME *(Last, first, middle)* **OR ORGANIZATION** | **PHONE NUMBER** | **4. SOCIAL SECURITY NO.**

2. ADDRESS *(Number, street, city, state, and ZIP code)* | **5. DATE OF BIRTH**

6. DESIGNATION SOUGHT

☐ Designated Manufacturing Inspection Representative (DMIR)

☐ Designated Mechanic Examiner (DME) ☐ Airframe Rating ☐ Powerplant Rating

☐ Designated Parachute Rigger Examiner (DPRE) ☐ Seat ☐ Back ☐ Chest ☐ Other

☐ Designated Engineering Representative (DER)
- ☐ Structural Engineering
- ☐ Powerplant Engineering
- ☐ Systems and Equipment Engineering
- ☐ Acoustical Engineering
- ☐ Engine Engineering
- ☐ Propeller Engineering
- ☐ Flight Analyst
- ☐ Flight Test Pilot

☐ Designated Airworthiness Representative (DAR)
- ☐ Manufacturing Function(s)
- ☐ Engineering Function(s)
- ☐ Maintenance Function(s)

NOTE: A separate application must be submitted for each discipline, i.e. manufacturing, engineering, maintenance.

DAR applicants shall identify specific function(s), currently authorized in AC 183-33, for which appointment is sought:

7. EXPERIENCE RESUME FOR NUMBER OF YEARS, AS APPROPRIATE, PERTINENT TO DESIGNATION SOUGHT. *(Use additional sheets if necessary)*

Dates From	Dates To	Employer's Name	Position Title and Duties

8. EDUCATION AND TRAINING HIGH SCHOOL LEVEL AND ABOVE PERTINENT TO DESIGNATION SOUGHT

Dates From	Dates To	Name of School	Curriculum or Study Program	Degrees Received

9. FAA CERTIFICATES NOW HELD PERTINENT TO DESIGNATION SOUGHT

Type	Certificate No.	Rating	Date Each Rating Issued

10. EMPLOYER'S RECOMMENDATION *(To be completed for DER and DMIR only)*

I recommend the person identified above be appointed as: ☐ Designated Engineering Representative ☐ Designated Manufacturing Inspection Representative

Date | Primary Business | Signature

11. LOCATION WHERE DESIGNEE FUNCTIONS WILL BE PERFORMED *(To be completed for DAR, DME and DPRE only)*

Address | Telephone No.

12. CERTIFICATION: I certify that the above statements are true to the best of my knowledge and that I am familiar with the Federal Aviation Regulations pertinent to the designation sought.

Date | Signature

FAA Form 8110-14 (3-83) SUPERSEDES PREVIOUS EDITION

FIGURE 9-3. FAA FORM 8110-14, STATEMENT OF QUALIFICATIONS (DAR-DMIR-DER-DPRE-DME) (REVERSE SIDE)

13. ACTION RECORD *(For FAA Use Only)*

Designee's Name/Organization Name	**Designation Number**
Date Applicant Interviewed	**Date Certificate of Authority Expires**
Date References Verified	
Date Applicant Notified ☐ Accepted ☐ Denied	**Signature of Approving Authority**

14. RECORD OF APPROVAL

☐ Designated Manufacturing Inspection Representative (DMIR)

☐ Designated Mechanic Examiner (DME) ☐ Airframe Rating ☐ Powerplant Rating

☐ Designated Parachute Rigger Examiner (DPRE) ☐ Seat ☐ Back ☐ Chest ☐ Other

☐ Designated Engineering Representative (DER)
- ☐ Structural Engineering
- ☐ Powerplant Engineering
- ☐ Systems and Equipment Engineering
- ☐ Acoustical Engineering
- ☐ Engine Engineering
- ☐ Propeller Engineering
- ☐ Flight Analyst
- ☐ Flight Test Pilot

☐ Designated Airworthiness Representative (DAR)
- ☐ Manufacturing Function(s)
- ☐ Engineering Function(s)
- ☐ Maintenance Function(s)

NOTE:
A separate approval is required for each discipline.

Function(s) Authorized *(Identify specific functions authorized including any limitations)*

15. RECORD OF SUBSEQUENT ACTIONS

Type			New Address and Telephone No. *(If changed)*	Date Status of Designee Amended	FAA Official
Annual Renewal	Change of Address	Cancellation			

U.S. Department
of Transportation

**Federal Aviation
Administration**

Directive Feedback Information

Please submit any written comments or recommendations for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: Order 8130.2C

To: Directive Management Officer, AIR-520

(Please check all appropriate line items)

☐ An error (procedural or typographical) has been noted in paragraph _____ on page _____.

☐ Recommend paragraph _____ on page _____ be changed as follows:
(attach separate sheet if necessary)

☐ In a future change to this directive, please include coverage on the folowing subject
(briefly describe what you want added):

☐ Other comments:

☐ I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

FTS Telephone Number: _____ Routing Symbol: _____

FAA Form 1320—19 (8-89)