

1. Document No.: AC 21-XX, Experimental A/W Cert of Certain Former Military Aircraft	2. Project Manager: Richard Posey	3. Reviewing Office: Reviewer's Name & phone #:	4. Date of Review:	5. Date of Disposition: July 1, 2014
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Instructions for Completing the Document Review Log

Blocks 1 & 2: To be completed by project manager prior to sending out for comments.

Blocks 3 & 4: To be completed by reviewing office. Enter office symbol, reviewers name and phone number.

Block 5: To be completed by project manager after receiving comments from reviewing office. Enter date of disposition.

The below columns are to be completed by the reviewing office, except for the "Disposition" column.

Project manager's disposition in comments in the last column below. Enter the reasons for non-incorporated comments. Identify each disposition as:

- Adopted;
- Partially Adopted;
- Non-Concur;
- Concur but Outside of Scope (Will be considered in next change/revision); or
- Answer to Question or Statement.

Item No:	Page and Paragraph No:	Comment:	Reason:	Recommendation:	Disposition:
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ANE-100

1.	Appendix A, Sample Program Letter for a Special Airworthiness Certificate	This is a sample of a Program Letter. Order 8130.2 is also going through a revision that is proposed to include the same Program Letter format.	If one or the other documents, this AC21-XX or ORDER 8130.2, has a reason to change the Program Letter format, there exists the possibility that there will then be 2 versions of the same document. It is an audit trap, as well as potentially creating an ASI or industry confusion point.	Remove the sample from this document and have this document reference ORDER 8130.2.	Non-Concur. Orders are direction for the FAA. An advisory circular (AC) is guidance for the public. This is only a sample and need not be followed verbatim. Including a Program Letter sample in the AC was a management request.
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2.	Page 4, Para 9.c	The first sentence states that the FAA airworthiness certificate only signifies that the applicant has met the applicable requirements. This should be changed.	The FAA airworthiness certificate is issued to aircraft, not the applicant.	Change the word “applicant” in the first sentence to “aircraft.”	Adopted.
ASW-100					
3.	Page 3, Para 8.a.	U.S. military services are prohibited from surplus aircraft for civil use unless the military weapons and mission related equipment are removed from the aircraft prior to surplus. However, paragraph 8a implies that some military related weapon and mission equipment (targeting and countermeasures) could be used in research and development flight programs, provided the operational risks are mitigated.	DoD Manual 4160.21-M, “Defense Demilitarization Manual,” requires that aircraft surplus for civil use by a U.S. military service undergo a demilitarization process to remove any military related weapon and mission equipment (e.g., guns, rockets, cannons, electronic countermeasure equipment, targeting systems, enemy detection equipment, etc.).	Revise paragraph 8.a to read as follows: “U.S. military services require that aircraft surplus for civil aviation use operation undergo a demilitarization process to remove any military related weapon and mission equipment (e.g., guns, rockets, cannons, electronic countermeasure equipment, targeting systems, enemy detection equipment, etc.). These aircraft must remain demilitarized and as civil use aircraft may not have military weapons or special military mission equipment installed.” Delete paragraph 8.b.	Non-Concur. The U.S. government does make combat or tactical aircraft available for civil operations. These aircraft are made available by foreign governments. Due to the fact that aircraft subject to Department of Defense demilitarization requirements are not eligible for sale to the public, it is unnecessary to incorporate this comment.
ACE-100					
4.	Appendix C, Para 3.c	Link does not work. If intent is to provide information for additional orders and advisory circulars, then the Regulatory and Guidance website would be useful.	Clarification	Change link to http://rgl.faa.gov .	Adopted. The purpose of this link is to provide information on aircraft certification not provide link to RGL. Link was corrected and now reads: http://www.faa.gov/aircraft/air_cert/

ANM-100					
5.	Page 5, para. 11a. M. Thompson, ANM-113, (425) 227-1157	“general” should be “generally.”	The word is not spelled correctly.	Replace “general” with “generally.”	Non-Concur. Reference is the title of 14 CFR § 21.193.
AGC-200					
6.	AGC-200 comments were incorporated during a line by line review meeting between R.Posey and P.Greer. A copy of the AC with AGC comments incorporated shown by “Track Changes” is attached.				
AIR-500					
7.	Global	All comments/edit marks need to be removed in the final version.			Adopted.
8.	Page 1 Subject line	Incorrect font		Use Arial or Times New Roman, 12pt.	Adopted. All editorial comments will be corrected by the AIR-100 writer/editor or contractor.
9.	Page 1, Subject line	Incorrect format		Insert a solid line underneath the Subject in accordance with the template.	Adopted. All editorial comments will be corrected by the AIR-100 writer/editor or contractor.
10.	Page 1 <i>Paragraphs 2 and 5</i>	Combine paragraphs 2 and 5 as both deal with applicability		Expand paragraph 2	Non-Concur. While both paragraphs may deal with applicability, it is an OPR decision to include both an “Audience” and “Applicability” paragraph.
11.	Title Page, Paragraph 3, <i>Effective Date.</i>	Only include this paragraph if the effective date is different from the date the document is signed.		Delete paragraph if appropriate.	Adopted. Effective date is TBD.

12.	Title Page, Paragraph 5, <i>Applicability.</i>	Edit. Plural needed.		Rewrite to read: “...more than 9,000 lbs.” & “...with more than 3,000 lbs.”	Adopted.
13.	Page 2 to end, Header, Center of page	Incorrect header		Remove “DRAFT xx/xx/2014” in final version of the document.	Non-Concur. Normal publication sequence will remove “Draft” wording.
14.	Page 2 to end, Header, Right-hand side of page	Incorrect header		Rewrite to read: “ AC 21-XX”	Adopted. Corrected when document is transferred from - Final: Show Mark up – to – Final in Track Changes.
15.	Page 2, Paragraph 7b, <i>Caution.</i> 6 th sentence	Extra space		Delete the extra space between “by” and “1.”	Paragraph previously deleted.
16.	Page 3, Paragraph 8a, <i>Demilitarization.</i> 2 nd sentence	Commas needed		Rewrite to read: “...devices may not be feasible under, or consistent with, ...”	Adopted.
17.	Global	The title should extend the width of the page	For example, see paragraphs 9 and 10	Remove the hard return (or de- couple words) throughout document	Non-Concur. No reason for change provided.
18.	Global	Remove the forced coupling of words unless absolutely necessary	For example, see paragraph 9c at the end of the 2 nd sentence.	Remove hard return and coupling throughout document	Non-Concur. No reason for change provided.
19.	Page 4, Paragraph 10a and b,	Clarity needed	Should the references to the “local FAA office” be more specific? i.e., FSDO?	Clarify as appropriate	Adopted.
20.	Page 4, Paragraph 10b, 1 st sentence	Should the word be “certified” or “certificated”?		Update as appropriate	Answer to question: Either is correct.

21.	Page 5, Paragraph 11a, “ <i>Program Letters</i> ”, last sentence	Typo		Rewrite “appendixes” as “appendices.”	Adopted.
22.	Page 5, Paragraph 11 (b), “ <i>Purpose</i> ”, last sentence	Typo. Singular needed.		Rewrite “certificates” as “certificate.”	Adopted.
23.	Page 6, Paragraph 11b(3), “ <i>Amendment</i> ”, 2 nd sentence	Incorrect capitalization	Capitals aren’t needed.	Rewrite to read: “...geographic flight standards district office (FSDO).”	Non-Concur. Conflicts with direction provided in the AIR-100 Style Guide.
24.	Page 8 Paragraph 11g(4),	Since CAA is used later in the document, insert CAA upon first usage		Rewrite to read “...civil aviation authority (CAA)...”	Adopted.
25.	Page 8, Paragraph 11g(7).	Break paragraph into two sentences to improve readability		Rewrite to read: “...to civil status. For example...”	Adopted.
26.	Page 9, Paragraph 11h(3)	Typo		Rewrite “appendixes” as “appendices.”	Adopted.
27.	Page 9, Bottom	Page break not appropriate		Remove page break.	Adopted. All editorial comments will be corrected by the AIR-100 writer/editor or contractor.
28.	Page 10, Paragraph 12, “ <i>Airworthiness Assessments.</i> ” 4 th sentence	Missing comma		Insert a comma between “encouraged” and “but.”	Paragraph previously deleted.
29.	Page 11, Paragraph 14a.	Acronym defined earlier		Delete “civil aviation authority (CAA)” and replace with “CAA”.	Adopted.

30.	Page 11, Paragraph 15, “ <i>Location of this AC.</i> ”	Is this necessary? If they’re already reading the AC, then they have found it.	Suggest you expand the information to Appendix C so that information on all references used in this AC can be found in one location. This includes the papers referenced	Delete 15 and expand information in Appendix C	Non-Concur. Standard practice to include this paragraph.
31.	Page 11, Signature Block	Incorrect format		Add “Aircraft Certification Service” as the 3 rd line of the signature block	Non-Concur.
32.	Page A-1 and B-1, Title	Incorrect Format		Center the title of the Appendices	Adopted.
33.	Page C-1, Paragraphs 1 and 2	Acronym already defined		Replace “Federal Aviation Administration” with “FAA”	Adopted.
34.	Page C-1, Paragraph 2f <i>AC-43-209</i>	Incorrect punctuation		Insert a period after “Aircraft.”	Adopted.
35.	Page C-1, Paragraph 3a	Acronym already defined		Replace “Title 14 of the Code of Federal Regulations” with “14 CFR”	Adopted.
36.	Page D-1, Appendix D	Missing word	Agree with comment JAH24.	Add “it” to the sentence	Non-Concur. No missing words.
37.	Page D-1, Appendix D	Provide a narrative paragraph in the main text that introduces Appendix D		Add paragraph to text.	Adopted.
AMA-220: No comments received.					
AFS-300					

38.	Page 3 Paragraph 8	Guns on the aircraft and the word may is not handled by the FAA.	ATF and other government entities handle this issue before FAA issue a certificates to the Aircraft.	Replace the first two sentences of this paragraph with these two. "Unless used for an approved civil research and development (R&D) project former military aircraft owners/operators must permanently demilitarize their aircraft prior to FAA certification. Safe operation of guns, cannons, targeting radars, electronic jammers, jettisonable stores, or explosive devices are not feasible under non approved R&D experimental purposes"	Adopted.
39.	Page 4 Paragraph 10(b)	Need to make it easy for the public to find the FSDO.	They will contact the person at Headquarter who is listed as responsible for the Form like they do with our FAA Form 8610-2.	Make another sentence at the end of this paragraph that states; "To find the contact information for a FSDO near you go to the following link: http://www.faa.gov/about/office_org/field_offices/fsdo/	Adopted. Included MIDO contact information.
40.	Page 10 Paragraph 12	This link either does not work or no longer exist. http://www.faa.gov/aircraft/air_cert/airworthiness_certification/former_military/	Tried it and searched it.	Delete it throughout the document. Also on paragraph 7 e and Appendix C paragraph 3 b.	Answer to question:Paragraph/link removed.
AFS-800					
41.	Page 1	Para 5, Section 5 Applicability, add words "turbine-powered" before "military aircraft," and delete thereafter in that sentence.			Adopted.

42.	Page 2	First paragraph, add last sentence to read " However, in many cases, these aircraft have reached their operational life limits and necessary documentation (e.g. manuals) is lacking."			Adopted.
43.	Page 2	Second paragraph, minor edits to aircraft names and classifications.			Concur. Some changes made previously. No recommended change specified by commenter.
44.	Page 2	Third paragraph, last sentence, insert "civil service condition" before "is often significant."			Concur. Partially adopted. Sentence re-written. Sentence now reads "Aircraft found not to be in condition for safe operation will not be eligible for airworthiness certification."

45.	Page 2	Fourth paragraph; add third sentence to read "It is not uncommon for certain aircraft to have features that although necessary to accomplish the military mission, are inherently unsafe in civil use." Add last sentence to that same paragraph to read " In the case of the Lightning, the UK CAA prohibits its operation on the grounds that it cannot be safely operated as a civil aircraft, and the manufacturer supported this position. In the case of the F7U, the US Navy retired the aircraft in large part because it found it very difficult to operate safely."			Paragraph previously deleted.
46.	Page 2	Last paragraph, add second sentence to read: " For example, in the case of a F-4 Phantom II, the number of maintenance hours per flight hour can easily exceed 100, and this excluding military equipment."			Paragraph previously deleted.
47.	Page 3	Second paragraph, remove reference to AIR's research paper.			Paragraph previously deleted.

48.	Page 3	Paragraph entitled Demilitarization, 4th sentence, replace "your aircraft" by "the aircraft."			Non Concur. Previously changed to "their" aircraft.
49.	Page 3	Add second sentence to read: "For example, for USAF aircraft, the "-34" Technical Order (T.O.) manuals will provide detailed information on what the weapon systems are."			Adopted.
50.	Page 5	Contract maybe contrary to 91.319 9a) (2).			Non-Concur. No recommended change specified by commenter.
51.	Page 5	Under (b) Purpose (1) Note 12 add comment: Still can violate 91.319 (a) (2).			Adopted.
52.	Page 5	Second paragraph, section 11 entitled Program Letters, comment: "§21.191 lists 9 purposes for an experimental aircraft. But you only list 3 (NOTE: Amendment is not a purpose under §21.191). If by policy a program letter is not required for those other purposes, then this section should state so."			Adopted. Wording added to changes paragraph on page 10.
53.	page 6	First paragraph, under Note, last sentence, add "may" after "This."			Previously revised.

54.	Page 6	Second paragraph, comment: Amendment is not a purpose under §21.191. Remove last sentence reading "At a minimum, resubmit your program letter on an annual basis to provide the names and dates of the events at which you will exhibit the aircraft during the following year."			Adopted. See comment 52 above.
55.	Page 6	Second to last paragraph, entitle "Note 2," replace date by "as amended," and remove "F" reference in FAA-S-8081-5.			Adopted.
56.	Page 7	In paragraph entitled "Area of Operation," add comment: FAA cannot authorize use of outside US airspace.			Adopted.
57.	Page 7	Bottom paragraph "g," clarify difference between non-civil (non US) and public aircraft (US).			Non-Concur. Further explained in paragraph g(4). (4) For international operations, specify the applicable authorization for operations—a permit to fly from the applicable civil aviation authority (CAA) and/or a diplomatic clearance from the applicable foreign government entity.

58.	Page 8	Numbered bullets (6) through (9), comment: "This appears to be three separate requirements, so this should be broken up into three separate sub-paragraphs."			AFS-800 contacted. No reply received.
59.	Page 9	Last paragraph, add comment: The problem is not addressed, which is that exhibition are unlimited duration and R&D is limited to 1 year. A multiple purpose cert. should have the most restrictive duration (1 year).			Adopted. Add the following sentence to page 10, paragraph h(2). "Multipurpose certificate durations should be issued for the most restrictive purpose."
60.	Page 10	Second paragraph, second and third sentence to read: "The FAA may conduct research to identify these hazards, assessed the findings to determine applicability to civil operations. Such research would provide information to support the safe certification, maintenance, inspection, and operation of these aircraft."			Paragraph previously deleted.
61.	Page 11	Second paragraph, add comment: This is close but needs rewording to match what we say in the DPER limits.			AFS-800 contacted. No reply received.

62.	Page C-1	Appendix C, remove (b), making reference to AIR's research document.			Paragraph previously deleted.
AIR-100/111					
63.	Para 5, Applicability (also Para 6, Background; and Para 7, Cautions)	The discussion in the Background and Caution sections focuses on high performance (fighter and trainer aircraft?) but the Applicability section does not reference high performance. As written, the applicability includes transport airplanes (such as C130 and P3) and rotorcraft. Is this what is intended?	It is unclear if this AC is intended to include other military surplus aircraft or only "high-performance" military surplus aircraft. Also, what is meant by "high performance".	Clarify applicability. If not limited to "high performance" aircraft, suggest adding discussion on other aircraft to the Background and Caution sections. Explain what is meant by "high-performance".	Non-Concur. Examples of high-performance aircraft are provided.
64.	Para 6	This paragraph discusses the transfer of military aircraft to U.S. citizens directly from the U.S. military or from foreign militaries. No discussion is included on sourcing military surplus aircraft from non-military U.S. Gov't entities, such as USFS, DOI, GSA, etc.	I'm not sure that the statement in Para 6a, "surplus U.S. military aircraft are not sold directly to private U.S. operators without congressional approval" is true. Non-military U.S. Gov't agencies are a common source for the acquisition of military surplus aircraft. Other sources include third parties such as museums.	Suggest adding the acquisition of aircraft via other sources to the discussion. In Para 6a, delete the statement about aircraft not being sold to private U.S. operators. In Para 6b change "foreign government entities are <u>the typical source</u> of former military aircraft..." to <u>are a common source</u> "	Concur. Previously added "typical." Department of Defense documents obtained that explain limitation. Congressional approval is required.

65.	Paragraphs 7a, 8a, 9a, 11g, etc.	Clarify the usage of “civil”. In some paragraphs, civil is used to mean “non-military.” In other places, such as Para 11g, civil is used to mean “non-public.”	14 CFR Part 1 defines civil as “non-public”.	Use civil to mean “non-public” when that is the intended meaning. Replace civil with “non-military” when intended to mean “non-military”	Non-Concur. AC addresses civil, public, and non-civil. Non civil ops include those performed by a foreign government or foreign military.
66.	Para 7a	Current text: “Accordingly, the cost to return them to service is often significant.”	Is “return to service” appropriate for aircraft that have not yet been certificated?	Suggest: “Accordingly, the cost to <u>bring them into a safe operating condition</u> is often significant.”	Concur.
67.	Para 7b, 1 st sentence	Current text: “Many models incorporate technology that may have been unproven when those models originally entered into service.”	I think it would be better to say it was not well-proven than to say it was unproven.	Suggest: “Many models incorporate technology that <u>was not well-proven</u> when those models originally entered into service.	Concur. Sentence previously re-written.
68.	Para 7b, 4 th sentence	Current text: “earlier lots or blocks may have safety risks ...”	Add models to the list.	Change to: “earlier <u>models</u> , lots or blocks <u>of aircraft</u> might have safety risks...”	Concur. Paragraph previously revised.
69.	Para 7b, final sentence	Current text: “Aircraft such as the English Electric Lightning or Vought F7U Cutlass may have high risk factors that cannot be mitigated and, consequently, may not be eligible for an airworthiness certificate.”	Has the decision already been made that the EE Lightning and F7U Cutlass are not eligible for an EXP a/w certificate? If so, then we should say they are NOT eligible. If not, then perhaps better to not reference specific aircraft types in this sentence.	Suggest replacing this sentence with: “ <u>Other aircraft might have high risk factors that cannot be mitigated and consequently the aircraft might not be eligible for an airworthiness certificate.</u> ”	Concur. Paragraph previously revised.

70.	Para 7d	“Aircraft in disrepair and found not to be in condition for safe operation will not be eligible for airworthiness certification.”	Is this true? Can’t the owner repair the aircraft to bring it into a condition for safe operation? (In which case it retains its <u>eligibility</u> even if it does not currently meet the standard?)	Correct if needed.	Concur. Paragraph previously revised.
71.	Para 7e and Para 12	Is this FAA research paper an official publication of the FAA?	Shouldn’t this information be issued as an AC or Handbook or policy memo or policy statement if it is being used as guidance material?	Suggest issuing the information/guidance material as an AC, Handbook, policy memo, policy statement, or other acceptable FAA document.	Answer to question: Reference to research paper has been removed.
72.	Para 8c	“Former military aircraft imported from any other country require ...”	What does this mean by “any other country”?	Suggest changing to: “The importation of former military aircraft requires ...”	Adopted.
73.	Para 8c	Are the ATF permits required if the former military surplus aircraft do not require demilitarization (for example if they are transport aircraft)?	Clarification needed.	Add Clarification on ATF permits.	Adopted. Added note 3.
74.	Para 8, Note 2	What is meant by a “museum piece”?	Some aircraft museums fly their “museum pieces” (aircraft). How do they do this if EXP is not available to them?	Clarify as needed.	Adopted. Added “static display” clarification.
75.	Para 11b(3)	This appears to be a subparagraph on amending a/w certificates, placed in the middle of a list of experimental purposes (R&D, Exhibition, Crew Training, Air Racing)?	Readability.	Suggest moving 11b(3) to a new subparagraph.	Concur. Paragraph previously revised.

76.	Para 11b(4)	This paragraph refers to a special situation for crew training “when an aircraft of the same model with a standard airworthiness certificate is available.” What is meant by “same model”?	Does this mean the exact same model? Or a civil counterpart to a military model (for example, Bell 205 and a UH-1H)? Or a similar model (for example, C130A and C130H)?	Clarify what is meant by “same model”	Answer to question: It does not mean exact. Flight Standards determination would be required.
77.	Para 11b(4)(a) and 11b(4)(b)	As written, these subparagraphs on crew training apply only to the experimental purpose of Crew Training. Is this the intent? Or do they also apply to crew training for other experimental purposes?	Clarification might be needed.	Clarify or relocate subparagraphs as needed for appropriate applicability.	Answer to question: They would apply to the purposes of the certificate issued. If flight crews require training under the certificate, they could be trained.
78.	Para 11c and 11d	I don’t understand the use of the word “experiment” in these paragraphs.	What experiments are the aircraft conducting?	Clarify as needed.	Answer to question: Experiments as permitted by 14 CFR § 21.191(a): <i>“Research and development. Testing new aircraft design concepts, new aircraft equipment, new aircraft installations, new aircraft operating techniques, or new uses for aircraft.”</i> And as stated in § 21.193(d): <i>“In the case of an aircraft to be used for experimental purposes-- (1) The purpose of the experiment; (2) The estimated time or number of flights required for the experiment; (3) The areas over which the experiment will be conducted; and...”</i>

79.	Para 11e	<p>What is meant by “except for aircraft converted from a previously certificated type”? What are the aircraft being converted for?</p> <p>How are “appreciable changes to external configuration” and “significant changes” defined?</p>	<p>It is unclear what the aircraft is being converted for.</p> <p>Also what does “a previously certificated type” mean? Does it mean previously type certificated?</p>	<p>Add explanation of the aircraft conversion and “previously certificated type”.</p> <p>Add explanation of (or a reference for) appreciable external configuration changes and significant changes.</p>	<p>Answer to question:</p> <p>Aircraft are converted for any reason. It depends on the applicant’s need and intent.</p> <p>“Appreciable changes to external configuration and “significant changes” are defined by “Webster.” Every term cannot be defined.</p> <p>Its reason for conversion is not important.</p> <p>Previously type certificated means just that. Although many former military aircraft do not have TCs.</p>
80.	Para 11e, Note	Current text: “Major modifications will require Phase 1 flight testing”	Is a major modification the same as a major alteration? Also need explanation of Phase 1 flight testing.	<p>Explain major modification.</p> <p>Add reference for Phase 1 flight testing.</p>	<p>Answer to question:</p> <p>The AC addresses modifications not alterations. Modifications are to experimental aircraft are not approved by the FAA.</p> <p>Concur. Add explanation for Phase 1 flight testing.</p>
81.	Para 11g	The title “Non-Civil Aircraft Operations” can be confusing. Also, there is a separate Para 14 that already addresses operations outside U.S.	Suggest focusing this subparagraph 11g on public aircraft operations, and move the “outside U.S.” stuff to Para 14.	<p>Change title of 11g to “Public Aircraft Operations” and change “non-civil operations” to “public aircraft operations” in this subparagraph.</p> <p>Move outside U.S. guidance to Para 14.</p>	<p>Non-Concur.</p> <p>Aircraft routinely perform aerial work for foreign governments and foreign militaries. These are non-civil operations.</p>

82.	Para 14	Operations outside the U.S. include (i) ops over international waters and (ii) ops over foreign countries. Each have their own requirements. Operations over international waters must meet the appropriate ICAO requirements.	Suggest adding a new subparagraph to address operations over international waters (which includes transit flights from the U.S. to a foreign country). State Dept approval (i.e., designation as a State Aircraft) might be required to perform operations over international waters.	Add a subparagraph that addresses ICAO requirements for operations over international waters. Add guidance on State Dept approval/ designation, that might be required for operations over international waters.	Non-Concur. Out of scope for this AC.
AIR-100/131					
83.	Page 2, 7., a.	Part of the approval process should include a top level of the aircraft history, airframe and power plant.	This will help identify any safety concerns that may place the public in jeopardy.	Add a couple of sentences requiring review of the aircraft's airframe, power plant and maintenance programs for safety concerns.	Non-Concur. This is an advisory circular for the public. Advisory circulars are not mandatory.
84.	Page 2, 7., a.	As an additional part of the approval process, a review of the aircraft maintenance programs should be required.	This will help identify any safety concerns that may place the public in jeopardy.	Add a couple of sentences requiring review of the aircraft's airframe, power plant and maintenance programs for safety concerns.	Non-Concur. This is an advisory circular for the public. Advisory circulars are not mandatory.
AIR-100/Legal					
85.	Page 1; Para 1.a.	Be succinct and identify all applicable 14 CFR sections.	This will help the reader by putting them on notice as to what section of the regulations will apply.	Change the paragraph to read: "... (14 CFR) §§21.191(a), (c), (d), (e); and 21.193.	Adopted.
86.	Page 1; Para 1.b.	Suggest revising the second sentence to be in harmony w/ the AC's title.		Suggest: "... obtaining an experimental airworthiness"	Adopted.

87.	Page 1; Para 2.	This paragraph references a “special” airworthiness certificate in the experimental category.		We suggest identifying the form by number: “FAA Form 8130-7.”	Adopted.
88.	Page 2; Para 6.b. and c., and Para 7.b.	There is no consistency in the way the airplanes are identified.	Consistency of like items in a document helps the reader and helps the document’s contents flow better.	We suggest that the airplanes be identified as follow: Douglas Model A-4 Skyhawk; North American Model F-100 Super Sabre, etc.	Adopted. Changes made previously. It does not seem necessary to insert “Model” into each title.
89.	Page 3; Para 8. b.	Correction needed in first sentence.		Suggest change the sentence to read: “... the components and aircraft’s”	Adopted.
90.	Page 5; Para 11. a.	Suggest correcting the first sentence.		Because “general” is part of the title for §21.193, suggest placing a period of colon after it and start the next word thusly “Applicants.”	Adopted.
91.	Page 5; Para 11. b.(1)	We suggest changing the paragraph so that it is a wee bit more succinct.		We suggest: (1) spelling out R&D as this is the first time usage, and (2) include the CFR citation. “Research and Development (R&D) (§21.191(a)): For each”	Adopted.
92.	Page 5; Para 11. b.(1) Note 2.	We suggest revising the next to last sentence so that it is ambiguous.		We suggest: “... an existing certificate, submit a new or amended program letter.”	Adopted.
93.	Page 5; Para 11.b.(2)	We suggest including the associated rule citation.		We suggest: “(2) Exhibition. (§21.191(d)) The program”	Adopted.
94.	Pages 5 and 6; Para 11.b.(2), (3), and (4)	We suggest rearranging those sub-paragraphs so that they appear in order of their citation number.		Because (4) Crew Training §21.191(c) is listed before (2) Exhibition. (§21.191(d), we suggest that (4) become (2), and (2) become (3), and (3) become (4).	Adopted.
95.	Page 6; Para 11.(4)(a)1, 2, and 3.	Suggest punctuation corrections.		We suggest ending each item with a semicolon.	Adopted.

96.	Page 7; Para 11.b.(5)			Suggest revising to read: “(5) Air Racing. (§21.191(e)) The program letter”	Adopted.
97.	Page 7; Para 11.e. Note			Do we need to explain/define “Phase 1 flight testing?”	Adopted.
98.	Page 8; Para 11.g.(7)	In this instance we suggest being a wee bit more succinct.		We suggest revising the instructions as follows: “... for example, under civil status, no external pylons, stores”	Adopted.
99.	Page 9; Para 11.h.(1)	In the second sentence, we suggest that §91.319(b) be labeled.		To be consistent w/ the preceding text we suggest the following: “... compliant with § 91.319(b), Aircraft having experimental certificates: Operating Limitations, the aircraft”	Adopted.
100.	Page 10; Para 13.c.	For consistency reasons we suggest labeling the FAA Form referenced in the last sentence.		We suggest: “ FAA Form 8130.7, Special Airworthiness Certificate.”	Concur. Previously incorporated.
AFS-40: No comments received.					