

CHANGE**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

8130.2E CHG 3

8/30/2004

SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED PRODUCTS

- 1. PURPOSE.** This change is issued to clarify certain language in Federal Aviation Administration (FAA) Order 8130.2E, Airworthiness Certification of Aircraft and Related Products.
- 2. DISTRIBUTION.** This order is distributed to the Washington headquarters branch levels of the Aircraft Certification Service, Flight Standards Service, and the Regulatory Support Division; to the Aviation System Standards office; to the branch level in the Aircraft Certification Service directorates and regional Flight Standards Service divisions; to all aircraft certification offices; to all manufacturing inspection district offices and manufacturing inspection satellite offices; to all flight standards district offices; to the Aircraft Certification Branch and Flight Standards Branch at the FAA Academy; to the Brussels Aircraft Certification staff and Flight Standards staff; to applicable representatives of the Administrator; and to all international field offices.
- 3. EXPLANATION OF CHANGES.** Changes to paragraphs 16c(1), 59, 62d(1)(c), 63c(14), 121, 121c, 128d, 134b(19), 146, 173b, 177, 178, 184a, 190, 198, 208e(1), 213k, 215, 218b, 237a(1)(b)(1), 237a(1)(j), 237a(3)(f), and 242d were made to clarify, correct, and incorporate new text based on policy changes. New appendix 2, Acceptance of an Export Certificate of Airworthiness for Used Aircraft Under a Bilateral Agreement, was added to introduce the concept of a 100-hour inspection requirement under an export certificate of airworthiness. Several forms were corrected or revised to update text and/or revision dates.
- 4. DISPOSITION OF TRANSMITTAL.** Retain this transmittal sheet until the directive is canceled by a new directive.
- 5. PAGE CONTROL CHART.** See attached page control chart.

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Initiated By: AIR-200

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vii	1/23/2003	vii	1/23/2003
viii	1/23/2003	viii	8/30/2004
xi	1/23/2003	xi	1/23/2003
xii	1/23/2003	xii	8/30/2004
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213 through 214	1/23/2003	213 through 214	8/30/2004
217 through 222	1/23/2003	217 through 222-2	8/30/2004
251	1/23/2003	251	8/30/2004
252	7/22/2003	252	7/22/2003
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/s/

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

a. Registration Numbers. 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. For 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 “O” and “I” are never used as alphabetical suffixes.

b. Reservation of Registration Numbers.

(1) A person may reserve a registration number of his or her choice, if available, for 1 year by sending a written request and the appropriate fee for each number to be reserved to the following address:

**FAA Aircraft Registration Branch, AFS-750
Mike Monroney Aeronautical Center
P.O. Box 25504
Oklahoma City, OK 73125-0504**

(2) 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 before the end of the 1-year period, reservation of the special registration number will expire.

NOTE: Once AFS-750 has been notified that the numbers have been permanently affixed to the aircraft and the airworthiness certificate has been issued, no subsequent fees apply.

c. Special Registration Numbers.

(1) Aircraft owners must apply for a special registration number in writing to AFS-750 and describe the aircraft. Permission to place the special number on the aircraft will be given on Aeronautical Center Form 8050-64, Assignment of Special Registration Numbers. The owner must complete, sign, and return the original form to AFS-750 within 5 days after the special registration number is affixed to the aircraft. The duplicate of Form 8050-64 and the present airworthiness certificate must be presented to the FAA representative, who will issue a replacement airworthiness certificate showing the new registration number. The old Certificate of Aircraft Registration and the duplicate Form 8050-64 must be carried in the aircraft until the new Certificate of Aircraft Registration is received (see § 47.15(f) and figure 2-1).

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

d. Size of Registration Numbers.

(1) All nationality and registration marks displayed on all aircraft must be at least 12 inches high in accordance with 14 CFR part 45, Identification and Registration Marking, § 45.29. However, certain aircraft may display smaller registration marks as identified in § 45.29(b)(1)(i) and (b)(3) until the aircraft are repainted, restored, or changed. Once these aircraft are repainted or the marks are repainted, restored, or changed, 12-inch-high registration numbers must be displayed.

(2) FAA inspectors should be alert for newly repainted aircraft registration marks and ensure the marking is consistent with § 45.29. An enforcement action should be initiated against the aircraft owner/operator whenever an FAA inspector finds that an aircraft has not been marked with 12-inch-high registration numbers in accordance with § 45.29(b)(1)(i) or (b)(3).

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

a. Section 45.22(b)(1)(ii) provides, in pertinent part, that small U.S.-registered aircraft at least 30 years old, or aircraft that have been issued an experimental certificate for the purpose of exhibition or operating an amateur-built aircraft and that have the same exterior configuration as a 30-year-old aircraft, may display marks consisting of the Roman capital letter “N” followed by the U.S. registration number or the symbol appropriate to the airworthiness certificate of the aircraft (for example, “C,” standard; “R,” restricted; “L,” limited; or “X,” experimental) followed by the U.S. registration number. The symbol used must be appropriate for the airworthiness certificate of the aircraft being certificated, NOT the aircraft being replicated.

EXAMPLE 1. A Great Lakes 2T-1A aircraft manufactured in 1929 is registered in the United States and has been issued nationality and registration mark N1234. The aircraft has been issued a standard airworthiness certificate. The owner/operator may display the mark NC1234 if so desired.

EXAMPLE 2. An aircraft that has the same exterior configuration as the Great Lakes 2T-1A is registered in the United States and has been issued nationality and registration mark N5678. An experimental airworthiness certificate has been issued under § 21.191(d) or § 21.191(g). The owner/operator may display the mark NX5678 if so desired.

b. When aircraft are marked as described in § 45.22(b)(1)(ii), the airworthiness and registration certificates will NOT include the inserted symbol. In example 1 above, the aircraft could be marked NC1234, but the registration and airworthiness certificates would reflect only the N1234.

c. When making a query of the FAA Civil Aviation Registry (FAA Aircraft Registry) computer database, the inserted symbol must be omitted in order to obtain accurate information concerning the aircraft.

SECTION 3. OTHER AIRCRAFT

58. GENERAL.

a. Section 21.183(d) is generally applicable to used aircraft. Its provisions also are applied to airworthiness certification of aircraft built from spare and/or 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 of the regulatory requirements for operating an aircraft in the United States. Operations under part 121 or part 135 may require additional inspections, tests, or the installation of additional instruments and/or equipment before operation.

59. CERTIFICATION PROCEDURES. The FAA must follow the appropriate procedures listed in paragraph 46 of this order, along with the guidance and procedures contained in paragraphs 60 through 63 of this order. See appendix 2 for additional guidance on used aircraft. *

60. CONFORMITY DETERMINATION—OTHER AIRCRAFT.

a. Under § 21.183(d), an applicant is entitled to a standard airworthiness certificate for aircraft that are used (to include § 21.29 aircraft), surplus military, or built from spare and/or surplus parts. The applicant must present acceptable evidence to substantiate conformance to the FAA-approved type design, including any modifications, for example, an STC or Form 337, and that the aircraft has been inspected in accordance with the performance rules for 100-hour inspections as set forth in § 43.15 and found to be airworthy by one of the following persons:

- (1) The manufacturer;
- (2) The holder of an appropriately rated repair station certificate issued under 14 CFR part 145, Repair Stations;
- (3) The holder of a mechanic certificate issued under 14 CFR part 65, Certification: Airmen Other than Crewmembers; or
- (4) The holder of a certificate issued under part 121 and having a maintenance and inspection organization appropriately rated for the type of aircraft involved.

b. Under the provisions of § 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 must 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" in accordance with § 21.183(d)(3), which consists of a review of the applicant's evidence showing how conformity was determined. Sufficient conformity checks must be made on the aircraft and the applicant's evidence for the ASI 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 aircraft inspected in accordance with the performance rules for 100-hour inspections set forth in § 43.15(c)(1).

(2) The FAA may accept a recent 100-hour inspection, whether performed in the United States or in any other country where the aircraft previously was located while the aircraft was on the U.S. registry:

(a) When the inspection was performed within 30 days before the date of application for a standard airworthiness certificate.

(b) When the inspection was accomplished by a repair station appropriately certificated by the CAA of a country with which the United States has a bilateral maintenance agreement and which meets the requirements as defined in § 21.183(d)(2). Reference AC 21-23, appendix 4, Summary of Importing Bilateral Agreements.

NOTE: Section 21.183(d)(2) exempts experimentally certificated aircraft that previously had been issued a different airworthiness certificate under § 21.183 from the 100-hour inspection set forth in § 43.15.

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

e. If the application is for an original airworthiness certificate, the maintenance rules of part 43 are not applicable. An example of this situation is when a new aircraft is delivered WITHOUT an Export C of A and later returns to the United States for certification. Approval of major and minor changes to type design, which includes repairs, comes under the applicable provisions of §§ 21.95 and 21.97. All changes in type design and their approval must be appropriately documented and made part of the original airworthiness certification file. This approval must be documented in an attachment to Form 8130-6.

(3) Applicants must 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. Applicants should be able to (1) identify repairs and modifications, and any maintenance accomplished, and (2) document the equipment installed on the aircraft from the time the Export C of A was issued to the date of application for a U.S. airworthiness certificate. The applicant must show that the aircraft has remained in or has been returned to its FAA-approved type design 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, and repair stations, before a U.S. airworthiness certificate may be issued.

(4) In cases where an aircraft manufactured outside the United States originally was exported to another country and the CAA of the country of manufacture has issued an Export C of A attesting conformance to a design other than that approved by the FAA, the Export C of A may be useful to the applicant for establishing a configuration baseline for showing conformity to the FAA-approved design after modification. In these cases, or when the Export C of A may not be available, the applicant should obtain a statement from the CAA of the country of manufacture that (1) certifies that when originally exported from that country the aircraft met its FAA-approved design, or (2) identifies any differences between the configuration identified in the 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, or persons authorized under part 43, before the applicant is able to show conformity to the FAA-approved design. Attempts to obtain a U.S. airworthiness certificate by this method may prove to be impracticable for the applicant; in some instances, the applicant ultimately may be unable to obtain the desired U.S. airworthiness certificate.

(5) The FAA normally will not 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 bilateral agreement procedures with assurance of conformity and condition provided by the CAA in the country of manufacture. Without assurance in the form of an Export C of A 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, that the aircraft conforms to the FAA-approved type design and is in a condition for safe operation.

(6) 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 since its export certification by the CAA. Flight testing in accordance with chapter 4 and/or paragraph 61 of this order may be required before a U.S. airworthiness certificate is issued if the aircraft has been disassembled and reassembled since its export certification by the CAA.

(7) Note that other CAAs will probably charge a fee for their services. The applicant must be prepared to pay any such fee if the services of a CAA are requested. 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 meeting the certification requirements of section 1 of this chapter, the applicant must do the following:

(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 originally was exported from the United States. This provides a baseline for the inspection to determine whether the aircraft meets its FAA TC and is used to determine whether there were any deviations to the type design as annotated on the Export C of A when the aircraft originally was exported. For example, equipment inconsistent with the CFR 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 or repaired while the aircraft was operating under non-U.S. registry was accomplished in accordance with methods acceptable to the FAA and that the component conforms to its type design. When this cannot be shown, the component must be removed.

(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 and that the * aircraft conforms to its type design requirements. Under certain BASA Implementation Procedures for Airworthiness and/or accompanying special arrangements (for example, with the United Kingdom, Germany, and Canada), the FAA has determined that the bilateral aviation authority may approve design data associated with major alterations, modifications, or repairs that do not rise to the level of an amended TC or STC on certain categories of aircraft for which either country is the state of design. When these data are approved directly by authority, or by a delegated individual or organization, they would then be subsequently recognized as FAA-approved data under the bilateral provisions. FAA ASIs and designees should not require the applicant to seek additional FAA approval(s) for data so identified unless there is clear evidence that the data are specifically erroneous or otherwise unreliable. In all other situations, use of an FAA DER to expedite the design approval process should be * encouraged for any major alteration or repair that may have been incorporated without FAA approval. Persons authorized under § 43.7 must record in the maintenance records that the major alterations, modifications, or repairs conform to FAA-approved data.

* **NOTE: Current special arrangement for the United Kingdom, Germany, and Canada are located in Flight Standards Handbook Bulletin 03-05, Acceptance of Data Approved by the Civil Aviation Authority of the United Kingdom or Luftfahrt-Bundesamt of the Federal Republic of Germany for U.S. State of Design Transport Category Airplanes of Order 8110.88, Reciprocal Acceptance of Repair Design Approvals Between FAA and TCCA.** *

(d) Obtain FAA approval for or resolve any deviation from 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 that the aircraft conforms to its approved type design or properly altered condition.

(f) The applicant for an airworthiness certificate whose aircraft has been maintained, modified, or repaired while under foreign registry must ensure that all records required by § 91.417(b) are translated into the English language.

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

(a) Furnish a certifying statement from the CAA of the country of manufacture or a certifying statement from the CAA with whom the United States has a third party bilateral agreement, attesting that the aircraft conforms to its type design and is in a condition for safe operation.

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

(c) Obtain FAA approval for or resolve any deviations from the type design, for example, those annotated on the CAA's Export C of A.

63. AIRCRAFT BUILT FROM SPARE AND/OR SURPLUS PARTS.

a. General. This section provides guidance and instructions on issuing a standard airworthiness certificate (under § 21.183(d)) for an aircraft assembled from spare and/or surplus parts when the aircraft has a TC issued under § 21.21, § 21.27, or § 21.29. The FAA will discuss the following items with the applicant, each of which applies to each aircraft to be certificated:

(1) This policy is not intended for serial production of aircraft as identified in § 21.183(a) or (b). If an applicant intends to assemble multiple aircraft under the guidance of this paragraph and is not the TC holder, the Aircraft Certification Service directorate manager will be informed and concur before the ASI takes any actions in regard to multiple aircraft assembly and certification.

(2) If an applicant contacts the MIDO/MISO/CMO/CMU or FSDO prior to purchasing or building an aircraft assembled from spare and/or surplus parts, the applicant should be advised that it might be difficult or impossible to satisfy all the requirements for an airworthiness certificate. Establishing conformity of completed aircraft, subassemblies, and detail parts to a type design may be difficult or impossible. A prospective applicant should review the type design or aircraft specifications and any other records that will be used to substantiate conformity to a type design.

(3) Building aircraft from spare and/or surplus parts does not include the repair of destroyed aircraft. However, parts obtained from a destroyed aircraft may be used provided the parts are inspected and tested as required to ensure they are acceptable for installation and conform to the type design used to substantiate conformity. For such parts, the applicant must ensure all applicable requirements of part 43 are complied with.

(4) For any STC the applicant intends to incorporate into the aircraft during assembly, the applicant must own or have written permission from the STC holder/owner permitting the use of the STC.

(5) If an applicant intends to assemble multiple aircraft, the ASI will initially perform the airworthiness functions, such as the conformity inspections of subassemblies and detail parts. The ASI will always perform the final airworthiness certification of the aircraft.

(6) Section 21.303(b)(2) does not provide authority to produce parts needed for the assembly of a new aircraft built from spare and/or surplus parts.

b. Applicant Responsibilities. An applicant must show that the products, parts, components, and individual assemblies meet the airworthiness and environmental standards that are the basis for their individual approvals. In addition, the collectively assembled aircraft will satisfy the certification basis identified on the referenced type certificate and meet the applicable requirements of § 21.183(d) and any special conditions prescribed by the FAA. The applicant begins by submitting a design package to the cognizant (local) FAA ACO.

(1) The applicant will deliver to the local ACO a compatibility document/matrix to show what STCs are proposed for installation on each aircraft. The matrix should show that the applicant has reviewed the STCs and determined that there are no compatibility issues. The local ACO review is an evaluation as to how the applicant made the determination of compatibility. The compatibility document will be submitted to and accepted by the local ACO and certificate management ACO (CMACO) (the ACO that manages the current TC) prior to certifying the aircraft.

(2) The applicant will submit to its local ACO a complete design package for each aircraft. The design package used for one aircraft will not automatically grant approval for the next aircraft. The type design data must meet the requirements in § 21.183(d) (as defined in FAA Order 8110.4, Type Certification) and be complete enough to allow the FAA to verify that any PMA parts or TSO articles/appliances meet the TC requirements. Only FAA-approved design data will be submitted. Field repair manuals or illustrated parts breakdowns will not be submitted; they are FAA-accepted data, not FAA-approved data. Military manuals or drawings will not be submitted; they are not FAA-accepted or -approved data. In addition, the requirements of §§ 21.5, 21.50, and 21.99 need to be complied with as applicable. The following are items that should be included in the design package. However, the ACO/CMACO may request additional documentation as needed.

(a) A master drawing list, which will consist of a complete description of each aircraft type design configuration, including all STCs and a list of the PMA parts, TSO articles/appliances, and owner/operator-produced parts, which make up the configuration of each aircraft. The master drawing list will be the basis for determining conformity to a TC for each aircraft.

NOTE: This list should include installation instructions, process specifications, the drawing or document number, revision level, engineering change orders in effect, the date prepared, and the approval dates of all material.

(b) The aircraft assembly plan, so that the ASI is able to determine when different assembly processes will take place.

(c) The proposed weight and balance process.

(d) The proposed flight test procedure. The applicant must flight test each aircraft in accordance with an FAA-approved production flight test procedure and flight check-off format as prescribed by § 21.127. An FAA flight test engineer will approve the flight test procedure.

(3) The local ACO will verify the design package is complete and then forward it to the CMACO that manages the current/original type certificate project. The CMACO and local ACO will perform a review and validation of the design data to ensure the data are approved and current. A DER will not perform this approval/review process. Order 8110.4 contains more detailed requirements for adequacy of a design package.

(4) The applicant will maintain and make available to the FAA when requested all supporting documents such as manufacturers' invoices, suppliers' affidavits, packing lists, parts lists, material certification sheets, and other acceptable records to provide traceability of raw stock and parts to their origin and to provide a basis of approval.

(5) The applicant will submit to the FAA a complete conformity folder for each aircraft and Form 8130-9 certifying that the completed aircraft conforms to the FAA-approved data for this project at the time an application for an airworthiness certificate is submitted. In addition to the design package and STC compatibility documents, the conformity folder will include all STCs, inspection checklists, flight test records, and documentation for the specific aircraft being certificated. The build/inspection checklists will include the initials/stamp of the individuals who performed the work and/or inspections and, upon completion, the typed and/or printed name and signature of the applicant.

c. FAA Responsibilities. The ASI needs to explain to the applicant that because the applicant is not required to have a quality control system the same as a PAH, it is the applicant's responsibility to demonstrate to the FAA that each aircraft conforms to the TC and is in condition for safe operation. However, subsequent to presenting anything to the FAA, the applicant must ensure compliance with all airworthiness requirements in place at the time of presentation. In addition to the requirements of section 1 of this chapter, the FAA will use the following guidance to establish that the aircraft conforms to its type design as approved by the ACO/CMACO:

(1) FAA Form 8130-11, Checklist and Inspection Record, Aircraft Built from Spare and Surplus Parts (figure 3-7 is a reproducible sample), will be used during the conformity process. The completed checklist will be included in the permanent airworthiness certification record package forwarded to AFS-750.

(2) The ASI must verify the aircraft is assembled from approved materials, parts, and assemblies that conform to the FAA-approved type design for that particular model. The ASI must review the appropriate documents as presented by the applicant, substantiating FAA production approval status of these parts available.

(3) The ASI must verify that any major changes to the approved design package have been approved by the appropriate ACO/CMACO.

(4) Used parts and assemblies with established service life-limited parts must be proven airworthy and accompanied by appropriate historical records to substantiate time in service. Such evidence, together with other maintenance records, should be returned to the applicant and made part of the aircraft historical records. Life-limited items without historical records substantiating their eligibility cannot be accepted for certification on aircraft.

(5) The serial number of the aircraft does not have to appear on the aircraft specification, TCDS, or aircraft listing to be eligible for a standard airworthiness certificate. The aircraft serial number is used primarily for the purpose of individual identification of an aircraft. Under 49 U.S.C. § 44704, it need only be shown that the aircraft conforms to its FAA-approved TC and is in a condition for safe operation for the aircraft to be eligible for a standard airworthiness certificate.

(6) The ASI must ensure the applicant provides parts catalogs, assembly and/or maintenance manuals (as may be produced by the original equipment manufacturer), or the equivalent, for use as a guide by the FAA during all phases of the aircraft assembly inspections.

(7) After the product CMACO reviews the design package and finds it to be acceptable, the ASI uses the package and any other relevant information to develop a conformity inspection plan. The ASI reviews the plan with the applicant and the ACO and/or MIDO to determine the following:

(a) What processes, if any, are to be considered critical and require ASI mandatory inspection acceptance points.

(b) Where mandatory FAA conformity inspection points will be placed. At this point, the assembly plan can be used to forecast when these inspections will be accomplished. These inspections will not be bypassed by the applicant and may require a work stoppage if anything requiring inspection could be covered by further assembly.

(c) That the applicant's incoming parts and raw stock meet all TC requirements and are free of shipping and handling damage. Supporting documents such as manufacturers' invoices, suppliers' affidavits, packing lists, parts lists, material certification sheets, and other acceptable records will be maintained and made available to the FAA.

(d) That the applicant has a process in place to ensure any special tooling meets all needed calibration requirements (for example, torque wrenches, assembly jigs, any equipment used to calibrate flight instrumentation). This process must be traceable to the National Institute of Standards and Technology.

(e) That all parts and material are in compliance with approved design data. The following guidance will establish compliance:

1 FAA-approved parts obtained from a PAH, and eligible for installation on this make and model, will be free of shipping and handling damage and meet applicable type design data.

2 New parts fabricated will be properly manufactured, meet all applicable type design data requirements, and meet the airworthiness requirements of the FAA regulations applicable to the product on which the part is to be installed.

3 Used parts meet all applicable requirements of part 43. These parts will possess an airworthiness approval tag (Form 8130-3) documenting they are airworthy and approved for return to service.

4 The applicant will make available all purchase orders and documentation to provide traceability of parts to their origin and to provide the basis of approval for the part. These documents will be available at the time of certification and used to verify the accuracy of the part information contained in the master drawing list. The ASI will review the part traceability (origin) information at the time of certification.

(f) That the aircraft identification and registration marking is correct and has been properly processed through AFS-750.

(g) That there is a process to ensure the reporting of failures, malfunctions, and defects for continued airworthiness will be accomplished.

(8) The ASI will perform all initial conformity inspections. However, with the MIO manager's approval and if the applicant intends to assemble multiple aircraft, the ASI may turn over to the designee the conformity inspection for each aircraft after the initial aircraft. The designee must not change the conformity inspection plan.

(9) The ASI will witness the applicant weigh the aircraft to determine empty weight and center of gravity. A weight and balance report will be submitted at the time of airworthiness certification. FAA-H-8083-1, Aircraft Weight and Balance Handbook, is a good source of guidance to use during this operation.

(10) The ASI will review the completed FAA-approved flight check-off form to verify flight test completion. The aircraft must be flight tested by the applicant in accordance with an FAA-approved production flight test procedure and flight check-off format as prescribed by § 21.127. A DER will not perform this approval/review process.

(11) The ASI will review the Form 8130-9 certifying the completed aircraft conforms to the applicable FAA-approved data for this project. Any major deviations to the TC must be described on the statement of conformity and approved by FAA engineering. When submitting Form 8130-9 for an aircraft built from spare and/or surplus parts, cross out the phrase in section IV, item B, "produced under type certificate only (FAR 21 subpart F)" (see figure 3-8) and enter below that item the TC, specification, or listing numbers as applicable.

(12) A new ID plate will be reviewed by the FAA before installation on the aircraft to verify it meets the requirements of §§ 45.11 and 45.13. The builder's name would be that of the person who assembled the aircraft and not the name of the TC owner/manufacturer who builds the same model of aircraft (see figure 3-2). The model designation is that of the aircraft type design to which conformity is determined. The serial number selected by the builder should be clearly distinguishable from the TC holder's serial numbers, for example, the serial number could be the builder's name or initials together with a number.

(13) The FAA should list supporting documents such as manufacturers' invoices, suppliers' affidavits, packing lists, parts lists, material certification sheets, and other acceptable records submitted by the applicant on Form 8100-1, which becomes part of the checklist and inspection record. The basis for determining conformity with the FAA-approved data for this project will be established and become a matter of record for future reference.

(14) The MIDO/MISO/CMO/CMU or FSDO issuing the standard airworthiness certificate will
* ensure a copy of Form 8100-2 and Form 8130-6 are forwarded to the CMACO. *

**FIGURE 3-2. SAMPLE 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 N54321	2 MANUFACTURER AND MODEL Jackson 47G-4	3 AIRCRAFT SERIAL NUMBER 3191HG	4 CATEGORY 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 therefore, 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 01/20/00	FAA REPRESENTATIVE E.J. Smith <i>E.J. Smith</i>		DESIGNATION NUMBER 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)			

*

FIGURE 3-3. SAMPLE FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, VLA UNDER § 21.183(a) (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 attachment. For special flight permits complete Sections II, VI, and VII as applicable.																																																																																																																																																																																																																																																																																																																																																				
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**FIGURE 3-3. SAMPLE FORM 8130-6, APPLICATION FOR
AIRWORTHINESS CERTIFICATE, VLA UNDER § 21.183(a)
(REVERSE SIDE)**

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER			
	NAME		ADDRESS	
	B. PRODUCTION BASIS <i>(Check applicable item)</i>			
	PRODUCTION CERTIFICATE <i>(Give production certificate number)</i>			
	TYPE CERTIFICATE ONLY			
APPROVED PRODUCTION INSPECTION SYSTEM				
C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →				
DATE OF APPLICATION	NAME AND TITLE <i>(Print or type)</i>	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 <input type="checkbox"/> <i>(Check if applicable)</i>			
	FROM		TO	
	VIA	DEPARTURE DATE	DURATION	
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT			
		PILOT	CO-PILOT	FLIGHT ENGINEER
		OTHER <i>(Specify)</i>		
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:			
E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: <i>(Use attachment if necessary)</i>				
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 Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.				
DATE	NAME AND TITLE <i>(Print or type)</i>	SIGNATURE		
VIII. AIRWORTHINESS DOCUMENTATION <small>(FAA/DESIGNEE use only)</small>	A. Operating Limitations and Markings in Compliance with 14 CFR section 91.9, as Applicable		G. Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>	
	<input checked="" type="checkbox"/>	B. Current Operating Limitations Attached	H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>	
		C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i>	<input checked="" type="checkbox"/>	I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section <u>21.183(a) or (b)</u> CAR ___ <i>(Original attached)</i>
	<input checked="" type="checkbox"/>	D. Current Weight and Balance Information Available in Aircraft		J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section <u>21.183(a) or (b)</u> <i>(Copy attached)</i>
		E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>	<input checked="" type="checkbox"/>	
	<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records		

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**FIGURE 3-4. SAMPLE FORM 8100-2, STANDARD AIRWORTHINESS CERTIFICATE,
VLA UNDER § 21.183(a)
(FACE SIDE)**

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION			
STANDARD AIRWORTHINESS CERTIFICATE			
1 NATIONALITY AND REGISTRATION MARKS N18CE	2 MANUFACTURER AND MODEL Lite-Flight LF-1-A	3 AIRCRAFT SERIAL NUMBER LF010	4 CATEGORY 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 therefore, 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 01/28/01	FAA REPRESENTATIVE A.J. Kool <i>A.J. Kool</i>	DESIGNATION NUMBER 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)			

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FIGURE 3-5. SAMPLE FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, JAR/VLA UNDER § 21.183(c) (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 attachment. For special flight permits complete Sections II, VI, and VII as applicable.																																																																																																																																																																									
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N7569K		2. AIRCRAFT BUILDER'S NAME (Make) Aero-K		3. AIRCRAFT MODEL DESIGNATION AK-1-A		4. YR. MFR. 1989	FAA CODING																																																																																																																																																																						
	5. AIRCRAFT SERIAL NO. AK901		6. ENGINE BUILDER'S NAME (Make) Rotax		7. ENGINE MODEL DESIGNATION 912																																																																																																																																																																									
	8. NUMBER OF ENGINES One		9. PROPELLER BUILDER'S NAME (Make) Goodprop		10. PROPELLER MODEL DESIGNATION 1-GP-008		11. AIRCRAFT IS (Check if applicable) <input checked="" type="checkbox"/> IMPORT																																																																																																																																																																							
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3	RESTRICTED (Indicate operation(s) to be conducted)	1	AGRICULTURE AND PEST CONTROL		2	AERIAL SURVEY		3	AERIAL ADVERTISING																																																																																																																																																																					
		4	FOREST (Wildlife conservation)		5	PATROLLING		6	WEATHER CONTROL																																																																																																																																																																					
		0	OTHER (Specify)																																																																																																																																																																											
4	EXPERIMENTAL (Indicate operation(s) to be conducted)	1	RESEARCH AND DEVELOPMENT			2	AMATEUR BUILT		3	EXHIBITION																																																																																																																																																																				
		4	AIR RACING			5	CREW TRAINING		6	MARKET SURVEY																																																																																																																																																																				
		0	TO SHOW COMPLIANCE WITH THE CFR			7	OPERATING (Primary Category) 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 EXPORTING			5	PRODUCTION FLIGHT TESTING																																																																																																																																																																							
		6	CUSTOMER DEMONSTRATION FLIGHTS																																																																																																																																																																											
C <input checked="" type="checkbox"/> 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 I.R. Applicant					ADDRESS 14 David Rd., Wichita KS 67209																																																																																																																																																																									
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)																																																																																																																																																																														
<input checked="" type="checkbox"/>	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) A2EU Rev. 1				<input checked="" type="checkbox"/>	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) 2001-01																																																																																																																																																																								
	AIRCRAFT LISTING (Give page number(s)) N/A				<input checked="" type="checkbox"/>	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) A89NE																																																																																																																																																																								
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS																																																																																																																																																																														
<input checked="" type="checkbox"/>	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 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 Title 49 of the United States Code 44101 et seq. 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 01/23/2001			NAME AND TITLE (Print or type) J.B. Wright, Director			SIGNATURE J.B. Wright																																																																																																																																																																								
IV. INSPECTION AGENCY VERIFICATION																																																																																																																																																																														
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies)																																																																																																																																																																														
2	14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.)		3	CERTIFICATED MECHANIC (Give Certificate No.)		6	CERTIFICATED REPAIR STATION (Give Certificate No.)																																																																																																																																																																							
5	AIRCRAFT MANUFACTURER (Give name or firm)																																																																																																																																																																													
DATE			TITLE			SIGNATURE																																																																																																																																																																								
V. FAA REPRESENTATIVE VERIFICATION																																																																																																																																																																														
(Check ALL applicable block items A and B)																																																																																																																																																																														
A. I find that the aircraft described in Section I or VII meets requirements for				<input checked="" type="checkbox"/>	THE CERTIFICATE REQUESTED																																																																																																																																																																									
B. Inspection for a special flight permit under Section VII was conducted by:				<input type="checkbox"/>	AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE																																																																																																																																																																									
			FAA INSPECTOR		FAA DESIGNEE																																																																																																																																																																									
			CERTIFICATE HOLDER UNDER		14 CFR part 65		14 CFR part 121 OR 135		14 CFR part 145																																																																																																																																																																					
DATE 01/23/2001		DISTRICT OFFICE NW78		4	DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE Joe Mendez																																																																																																																																																																							
							1		Joe Mendez																																																																																																																																																																					

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**FIGURE 3-5. SAMPLE FORM 8130-6, APPLICATION FOR
AIRWORTHINESS CERTIFICATE, JAR/VLA UNDER § 21.183(c)
(REVERSE SIDE)**

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER				
	NAME		ADDRESS		
	B. PRODUCTION BASIS <i>(Check applicable item)</i>				
	<input type="checkbox"/> PRODUCTION CERTIFICATE <i>(Give production certificate number)</i> <input type="checkbox"/> TYPE CERTIFICATE ONLY <input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM				
	C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS —————▶				
DATE OF APPLICATION		NAME AND TITLE <i>(Print or type)</i>	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 <input type="checkbox"/> <i>(Check if applicable)</i> FROM _____ TO _____ VIA _____ DEPARTURE DATE _____ DURATION _____				
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT				
	<input type="checkbox"/>	PILOT	<input type="checkbox"/> CO-PILOT	<input type="checkbox"/> FLIGHT ENGINEER	<input type="checkbox"/> OTHER <i>(Specify)</i>
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:				
E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: <i>(Use attachment if necessary)</i>					
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 Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.					
DATE		NAME AND TITLE <i>(Print or type)</i>	SIGNATURE		
VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)	<input checked="" type="checkbox"/>	A. Operating Limitations and Markings in Compliance with 14 CFR section 91.9, as Applicable	<input checked="" type="checkbox"/>	G. Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>	
	<input type="checkbox"/>	B. Current Operating Limitations Attached	<input checked="" type="checkbox"/>	H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>	
	<input type="checkbox"/>	C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i>	<input type="checkbox"/>	I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ <i>(Original attached)</i>	
	<input checked="" type="checkbox"/>	D. Current Weight and Balance Information Available in Aircraft	<input type="checkbox"/>	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section <u>21.183(c)</u> <i>(Copy attached)</i>	
	<input type="checkbox"/>	E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>	<input type="checkbox"/>		
	<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records	<input type="checkbox"/>		

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**FIGURE 3-7. SAMPLE 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 check-off form completed by the FAA flight test representative.

FIGURE 3-13. SAMPLE 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

 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 attachment. For special flight permits complete Sections II, VI, and VII as applicable.								
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N12345		2. AIRCRAFT BUILDER'S NAME (Make) Douglas		3. AIRCRAFT MODEL DESIGNATION DC-6A		4. YR. MFR. 1952	FAA CODING					
	5. AIRCRAFT SERIAL NO. 43218		6. ENGINE BUILDER'S NAME (Make) Pratt & Whitney		7. ENGINE MODEL DESIGNATION CB-16								
	8. NUMBER OF ENGINES 4		9. PROPELLER BUILDER'S NAME (Make) Hamilton Standard		10. PROPELLER MODEL DESIGNATION 43E60-300		11. AIRCRAFT IS (Check if applicable) 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	COMMUTER	BALLOON	OTHER	
	B	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)											
		7		PRIMARY									
		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 SURVEY	3	AERIAL ADVERTISING			
					4	FOREST (Wildlife conservation)	5	PATROLLING	6	WEATHER CONTROL			
					0	OTHER (Specify)							
	4		EXPERIMENTAL (Indicate operation(s) to be conducted)	1	RESEARCH AND DEVELOPMENT	2	AMATEUR BUILT	3	EXHIBITION				
				4	AIR RACING	5	CREW TRAINING	6	MARKET SURVEY				
				0	TO SHOW COMPLIANCE WITH THE CFR	7	OPERATING (Primary Category) 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 EXPORTING	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 <input type="checkbox"/>								
	NAME Tiger Aviation Corp.				ADDRESS 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	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) 2001-01							
		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												
X	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417		TOTAL AIRFRAME HOURS 12,347.0		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 Title 49 of the United States Code 44101 et seq. 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 01/31/2001			NAME AND TITLE (Print or type) John Doe, President			SIGNATURE John Doe							
IV. INSPECTION AGENCY VERIFICATION	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies)												
	2	14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.)		3	CERTIFICATED MECHANIC (Give Certificate No.)		6	CERTIFICATED REPAIR STATION (Give Certificate No.)					
	5	AIRCRAFT MANUFACTURER (Give name or firm)											
DATE			TITLE			SIGNATURE							
V. FAA REPRESENTATIVE CERTIFICATION	(Check ALL applicable block 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		14 CFR part 65							
						14 CFR part 121 OR 135							
						14 CFR part 145							
DATE 01/31/2001		DISTRICT OFFICE CE45		4	DESIGNEE'S SIGNATURE AND NO.		1	FAA INSPECTOR'S SIGNATURE James Jones					

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

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER			
	NAME	ADDRESS		
	B. PRODUCTION BASIS <i>(Check applicable item)</i>			
	<input type="checkbox"/>	PRODUCTION CERTIFICATE <i>(Give production certificate number)</i>		
	<input type="checkbox"/>	TYPE CERTIFICATE ONLY		
	APPROVED PRODUCTION INSPECTION SYSTEM			
	C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS \longrightarrow			
	DATE OF APPLICATION	SIGNATURE		
	NAME AND TITLE <i>(Print or type)</i>			
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 <input type="checkbox"/> <i>(Check if applicable)</i>			
	FROM	TO		
	VIA	DEPARTURE DATE		
		DURATION		
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT			
	<input type="checkbox"/>	PILOT		
	<input type="checkbox"/>	CO-PILOT		
	<input type="checkbox"/>	FLIGHT ENGINEER		
	<input type="checkbox"/>	OTHER <i>(Specify)</i>		
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:			
E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: <i>(Use attachment if necessary)</i>				
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 Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.				
DATE	SIGNATURE			
	NAME AND TITLE <i>(Print or type)</i>			
VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)	<input checked="" type="checkbox"/>	A. Operating Limitations and Markings in Compliance with 14 CFR section 91.9, as Applicable	<input checked="" type="checkbox"/>	G. Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>
	<input type="checkbox"/>	B. Current Operating Limitations Attached	<input type="checkbox"/>	H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>
	<input type="checkbox"/>	C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i>	<input type="checkbox"/>	I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ <i>(Original attached)</i>
	<input checked="" type="checkbox"/>	D. Current Weight and Balance Information Available in Aircraft	<input type="checkbox"/>	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section <u>21.183 (d)</u> <i>(Copy attached)</i>
	<input type="checkbox"/>	E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>		
	<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records		

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FIGURE 3-14. SAMPLE 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

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 attachment. For special flight permits complete Sections II, VI, and VII as applicable.																
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N12345		2. AIRCRAFT BUILDER'S NAME (Make) Boeing		3. AIRCRAFT MODEL DESIGNATION 737-200		4. YR. MFR. 1968	FAA CODING													
	5. AIRCRAFT SERIAL NO. 19714		6. ENGINE BUILDER'S NAME (Make) Pratt & Whitney		7. ENGINE MODEL DESIGNATION JT8D-9																
	8. NUMBER OF ENGINES 2		9. PROPELLER BUILDER'S NAME (Make) N/A		10. PROPELLER MODEL DESIGNATION N/A		11. AIRCRAFT IS (Check if applicable) 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	COMMUTER	BALLOON	OTHER					
	B		SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)																		
			7		PRIMARY																
			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 SURVEY		3		AERIAL ADVERTISING				
							4		FOREST (Wildlife conservation)		5		PATROLLING		6		WEATHER CONTROL				
							0		OTHER (Specify)												
			4		EXPERIMENTAL (Indicate operation(s) to be conducted)		1		RESEARCH AND DEVELOPMENT		2		AMATEUR BUILT		3		EXHIBITION				
							4		AIR RACING		5		CREW TRAINING		6		MARKET SURVEY				
							0		TO SHOW COMPLIANCE WITH THE CFR						7		OPERATING (Primary Category) 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 EXPORTING		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 Shorthaul Airlines, Inc.				ADDRESS 111 Airport Way, St. Louis MO 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 are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) 2001-01														
			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 14 CFR section 91.417		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 Title 49 of the United States Code 44101 et seq. 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 02/23/2001		NAME AND TITLE (Print or type) John Doe, Vice President				SIGNATURE John Doe															
IV. INSPECTION AGENCY VERIFICATION	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies)																				
	2		14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.)		3		CERTIFICATED MECHANIC (Give Certificate No.)		6		CERTIFICATED REPAIR STATION (Give Certificate No.)										
	5		AIRCRAFT MANUFACTURER (Give name or firm)																		
DATE		TITLE				SIGNATURE															
V. FAA REPRESENTATIVE CERTIFICATION	(Check ALL applicable block items A and B)																				
	A		I find that the aircraft described in Section I or VII meets requirements for		4		X		THE CERTIFICATE REQUESTED		AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE										
	B		Inspection for a special flight permit under Section VII was conducted by:		FAA INSPECTOR		FAA DESIGNEE		14 CFR part 65		14 CFR part 121 OR 135		14 CFR part 145								
	DATE 03/15/2001		DISTRICT OFFICE WE404346		4		DESIGNEE'S SIGNATURE AND NO. G.E. Smith G.E. Smith, DMIR 1234		1		FAA INSPECTOR'S SIGNATURE										

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FIGURE 3-14. SAMPLE 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)				
	<input type="checkbox"/>	PRODUCTION CERTIFICATE (Give production certificate number)			
	<input type="checkbox"/>	TYPE CERTIFICATE ONLY			
	<input type="checkbox"/> 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 <input type="checkbox"/> (Check if applicable)				
	FROM		TO		
	VIA	DEPARTURE DATE	DURATION		
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT				
	<input type="checkbox"/>	PILOT	<input type="checkbox"/> CO-PILOT	<input type="checkbox"/> FLIGHT ENGINEER	<input type="checkbox"/> 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 Title 49 of the United States Code 44101 <u>et seq.</u> 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/DESIGNEE use only)	<input checked="" type="checkbox"/>	A. Operating Limitations and Markings in Compliance with 14 CFR section 91.9, as Applicable	<input type="checkbox"/>	G. Statement of Conformity, FAA Form 8130-9 (Attach when required)	
	<input type="checkbox"/>	B. Current Operating Limitations Attached	<input type="checkbox"/>	H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)	
	<input type="checkbox"/>	C. Data, Drawings, Photographs, etc. (Attach when required)	<input type="checkbox"/>	I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ (Original attached)	
	<input checked="" type="checkbox"/>	D. Current Weight and Balance Information Available in Aircraft	<input type="checkbox"/>	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section <u>21.183(a) or (b)</u> (Copy attached)	
	<input type="checkbox"/>	E. Major Repair and Alteration, FAA Form 337 (Attach when required)	<input type="checkbox"/>		
	<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records	<input checked="" type="checkbox"/>		

*

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FIGURE 3-15. SAMPLE 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 attachment. For special flight permits complete Sections II, VI, and VII as applicable.					
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N34562	2. AIRCRAFT BUILDER'S NAME (Make) Hughes	3. AIRCRAFT MODEL DESIGNATION 369A	4. YR. MFR. 1966	FAA CODING		
	5. AIRCRAFT SERIAL NO. 1332	6. ENGINE BUILDER'S NAME (Make) Allison	7. ENGINE MODEL DESIGNATION 250-C10B				
	8. NUMBER OF ENGINES 1	9. PROPELLER BUILDER'S NAME (Make) N/A	10. PROPELLER MODEL DESIGNATION N/A	11. AIRCRAFT IS (Check if applicable) IMPORT			
II. CERTIFICATION REQUESTED	APPLICATION IS HEREBY MADE FOR: (Check applicable items)						
	A	1	<input checked="" type="checkbox"/>	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)			
	B			SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)			
		7		PRIMARY			
		2		LIMITED			
		5		1	CLASS I		
				2	CLASS II		
		3		1	AGRICULTURE AND PEST CONTROL		
				2	AERIAL SURVEY		
				3	AERIAL ADVERTISING		
			4	FOREST (Wildlife conservation)			
			5	PATROLLING			
			6	WEATHER CONTROL			
			0	OTHER (Specify)			
	4		1	RESEARCH AND DEVELOPMENT			
			2	AMATEUR BUILT			
			3	EXHIBITION			
			4	AIR RACING			
			5	CREW TRAINING			
			6	MARKET SURVEY			
			0	TO SHOW COMPLIANCE WITH THE CFR			
			7	OPERATING (Primary Category) KIT BUILT AIRCRAFT			
			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 EXPORTING			
			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 <input type="checkbox"/>				
	NAME Helicopter Operators, Inc.		ADDRESS 234 Perimeter Drive, Stackton CA 94044				
	B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)						
	<input checked="" type="checkbox"/>	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) H3 WE Rev. 2		<input checked="" type="checkbox"/>	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) 2001-01		
		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						
<input checked="" type="checkbox"/>	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417	TOTAL AIRFRAME HOURS 2852.0	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 Title 49 of the United States Code 44101 et seq. 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 01/31/2001		NAME AND TITLE (Print or type) James J. Jones, General Manager			SIGNATURE James Jones		
IV. INSPECTION AGENCY VERIFICATION	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies)						
	2	14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.)	3	CERTIFICATED MECHANIC (Give Certificate No.)	6	CERTIFICATED REPAIR STATION (Give Certificate No.)	
	5	<input checked="" type="checkbox"/> AIRCRAFT MANUFACTURER (Give name or firm)					
DATE 02/23/2001		TITLE Manager, Quality Assurance			SIGNATURE Richard Martin		
V. FAA REPRESENTATIVE VERIFICATION	(Check ALL applicable block items A and B)						
	A. I find that the aircraft described in Section I or VII meets requirements for			<input checked="" type="checkbox"/>	THE CERTIFICATE REQUESTED		
	B. Inspection for a special flight permit under Section VII was conducted by:			<input type="checkbox"/>	AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE		
	FAA INSPECTOR		FAA DESIGNEE				
	CERTIFICATE HOLDER UNDER		14 CFR part 65	14 CFR part 121 OR 135	14 CFR part 145		
DATE 03/10/2001	DISTRICT OFFICE NM-XX	4	DESIGNEE'S SIGNATURE AND NO.		1	FAA INSPECTOR'S SIGNATURE Ben Porter	
						Ben Porter	

*

FIGURE 3-15. SAMPLE FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, SURPLUS MILITARY AIRCRAFT (REVERSE SIDE)

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER			
	NAME		ADDRESS	
	B. PRODUCTION BASIS <i>(Check applicable item)</i>			
	<input type="checkbox"/>	PRODUCTION CERTIFICATE <i>(Give production certificate number)</i>		
	<input type="checkbox"/>	TYPE CERTIFICATE ONLY		
	<input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM			
	C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →			
	DATE OF APPLICATION	NAME AND TITLE <i>(Print or type)</i>	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			
	FROM		TO	
	CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> <i>(Check if applicable)</i>			
	VIA	DEPARTURE DATE	DURATION	
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT			
	<input type="checkbox"/>	PILOT	<input type="checkbox"/>	CO-PILOT
	<input type="checkbox"/>	FLIGHT ENGINEER	<input type="checkbox"/>	OTHER <i>(Specify)</i>
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:			
E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: <i>(Use attachment if necessary)</i>				
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 Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.				
DATE	NAME AND TITLE <i>(Print or type)</i>	SIGNATURE		
VIII. AIRWORTHINESS DOCUMENTATION <small>(FAA/DESIGNEE use only)</small>	<input checked="" type="checkbox"/>	A. Operating Limitations and Markings in Compliance with 14 CFR section 91.9, as Applicable	<input checked="" type="checkbox"/>	G. Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>
	<input type="checkbox"/>	B. Current Operating Limitations Attached	<input type="checkbox"/>	H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>
	<input type="checkbox"/>	C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i>	<input type="checkbox"/>	I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ <i>(Original attached)</i>
	<input checked="" type="checkbox"/>	D. Current Weight and Balance Information Available in Aircraft	<input type="checkbox"/>	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section <u>21.183 (d)</u> <i>(Copy attached)</i>
	<input type="checkbox"/>	E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>		
	<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records		

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FIGURE 3-16. SAMPLE FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (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 attachment. For special flight permits complete Sections II, VI, and VII as applicable.																					
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N54321		2. AIRCRAFT BUILDER'S NAME (Make) Jackson		3. AIRCRAFT MODEL DESIGNATION 47G-4		4. YR. MFR. 1968	FAA CODING																		
	5. AIRCRAFT SERIAL NO. 3191 HT		6. ENGINE BUILDER'S NAME (Make) Lycoming		7. ENGINE MODEL DESIGNATION V0540-B1B																					
	8. NUMBER OF ENGINES 1		9. PROPELLER BUILDER'S NAME (Make) N/A		10. PROPELLER MODEL DESIGNATION N/A		11. AIRCRAFT IS (Check if applicable) IMPORT																			
APPLICATION IS HEREBY MADE FOR: (Check applicable items)																										
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%; text-align: center;">A</td> <td style="width: 5%; text-align: center;">1</td> <td style="width: 5%; text-align: center;"><input checked="" type="checkbox"/></td> <td style="width: 45%;">STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)</td> <td style="width: 5%; text-align: center;"><input checked="" type="checkbox"/></td> <td style="width: 5%;">NORMAL</td> <td style="width: 5%; text-align: center;"><input type="checkbox"/></td> <td style="width: 5%;">UTILITY</td> <td style="width: 5%; text-align: center;"><input type="checkbox"/></td> <td style="width: 5%;">ACROBATIC</td> <td style="width: 5%; text-align: center;"><input type="checkbox"/></td> <td style="width: 5%;">TRANSPORT</td> <td style="width: 5%; text-align: center;"><input type="checkbox"/></td> <td style="width: 5%;">COMMUTER</td> <td style="width: 5%; text-align: center;"><input type="checkbox"/></td> <td style="width: 5%;">BALLOON</td> <td style="width: 5%; text-align: center;"><input type="checkbox"/></td> <td style="width: 5%;">OTHER</td> </tr> </table>									A	1	<input checked="" type="checkbox"/>	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)	<input checked="" type="checkbox"/>	NORMAL	<input type="checkbox"/>	UTILITY	<input type="checkbox"/>	ACROBATIC	<input type="checkbox"/>	TRANSPORT	<input type="checkbox"/>	COMMUTER	<input type="checkbox"/>	BALLOON	<input type="checkbox"/>	OTHER
A	1	<input checked="" type="checkbox"/>	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)	<input checked="" type="checkbox"/>	NORMAL	<input type="checkbox"/>	UTILITY	<input type="checkbox"/>	ACROBATIC	<input type="checkbox"/>	TRANSPORT	<input type="checkbox"/>	COMMUTER	<input type="checkbox"/>	BALLOON	<input type="checkbox"/>	OTHER									
B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)																										
7 PRIMARY																										
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 SURVEY																										
3 AERIAL ADVERTISING																										
4 FOREST (Wildlife conservation)																										
5 PATROLLING																										
6 WEATHER CONTROL																										
0 OTHER (Specify)																										
4 EXPERIMENTAL (Indicate operation(s) to be conducted)																										
1 RESEARCH AND DEVELOPMENT																										
2 AMATEUR BUILT																										
3 EXHIBITION																										
4 AIR RACING																										
5 CREW TRAINING																										
6 MARKET SURVEY																										
0 TO SHOW COMPLIANCE WITH THE CFR																										
7 OPERATING (Primary Category) 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 EXPORTING																										
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 <input type="checkbox"/>																										
NAME Henry L. Jackson					ADDRESS Municipal Airport, Cranberry NJ 33033																					
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)																										
<input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) 2H3 Rev. 8			<input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVES (Check if all applicable AD's are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) 2001-01																							
AIRCRAFT LISTING (Give page number(s)) N/A			<input checked="" type="checkbox"/> SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) SH165EA; SH252SW																							
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS																										
<input checked="" type="checkbox"/> CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417			TOTAL AIRFRAME HOURS 11.3			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 Title 49 of the United States Code 44101 et seq. 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 01/31/2001			NAME AND TITLE (Print or type) Henry L. Jackson, Owner			SIGNATURE Henry L. Jackson																				
IV. INSPECTION AGENCY VERIFICATION																										
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies)																										
2		14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.)		3		CERTIFICATED MECHANIC (Give Certificate No.)		6		CERTIFICATED REPAIR STATION (Give Certificate No.)																
5		<input checked="" type="checkbox"/> AIRCRAFT MANUFACTURER (Give name or firm) Bell Helicopter																								
DATE 02/23/2001			TITLE Manager, Quality Assurance			SIGNATURE David S. Jones																				
V. FAA REPRESENTATIVE CERTIFICATION																										
(Check ALL applicable block items A and B)																										
A. I find that the aircraft described in Section I or VII meets requirements for				<input checked="" type="checkbox"/> THE CERTIFICATE REQUESTED																						
				<input type="checkbox"/> 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		14 CFR part 65		14 CFR part 121 OR 135	14 CFR part 145																	
DATE 03/10/2001		DISTRICT OFFICE NE-XX		4		DESIGNEE'S SIGNATURE AND NO.		1	FAA INSPECTOR'S SIGNATURE E.J. Smith																	
									E.J. Smith																	

*

FIGURE 3-16. SAMPLE FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (REVERSE SIDE)

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER				
	NAME		ADDRESS		
	B. PRODUCTION BASIS <i>(Check applicable item)</i>				
	<input type="checkbox"/>	PRODUCTION CERTIFICATE <i>(Give production certificate number)</i>			
	<input type="checkbox"/>	TYPE CERTIFICATE ONLY			
	<input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM				
	C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →				
	DATE OF APPLICATION	NAME AND TITLE <i>(Print or type)</i>	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 <input type="checkbox"/> <i>(Check if applicable)</i>				
	FROM		TO		
	VIA	DEPARTURE DATE	DURATION		
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT				
	<input type="checkbox"/>	PILOT	<input type="checkbox"/> CO-PILOT	<input type="checkbox"/> FLIGHT ENGINEER	<input type="checkbox"/> OTHER <i>(Specify)</i>
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:				
E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: <i>(Use attachment if necessary)</i>					
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 Title 49 of the United States Code 44101 <u>et seq.</u> 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/DESIGNEE use only)	<input checked="" type="checkbox"/>	A. Operating Limitations and Markings in Compliance with 14 CFR section 91.9, as Applicable	<input checked="" type="checkbox"/>	G. Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>	
	<input type="checkbox"/>	B. Current Operating Limitations Attached	<input type="checkbox"/>	H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>	
	<input type="checkbox"/>	C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i>	<input type="checkbox"/>	I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ <i>(Original attached)</i>	
	<input checked="" type="checkbox"/>	D. Current Weight and Balance Information Available in Aircraft	<input type="checkbox"/>	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section <u>21.183 (d)</u> <i>(Copy attached)</i>	
	<input type="checkbox"/>	E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>			
	<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records			

*

SECTION 6. GENERAL EXPERIMENTAL AIRWORTHINESS CERTIFICATIONS

* **121. GENERAL.** Any U.S.-registered aircraft, other than public aircraft, that does not have a current standard airworthiness certificate (conforming to its TC) or special airworthiness certificate cannot legally be operated until it has been issued an experimental airworthiness certificate or special flight permit. Operations requiring the issuance of experimental certificates include those involving flight tests of certificated aircraft that have undergone design changes. *

a. An experimental airworthiness certificate may be issued to an aircraft located in or outside of the United States that is intended for continual operation in another country when it meets the following requirements:

(1) The CAA of the country in which the aircraft is located or intended to fly has authorized operation of the aircraft.

(2) The Flight Standards Service will have appropriate oversight of the aircraft during the period of operation.

b. If an experimental airworthiness certificate is issued to an aircraft located in or outside of the United States for time-limited operations in another country, the experimental airworthiness certificate must be accompanied by appropriate operating limitations that have been coordinated with the responsible CAA before issuance.

* **c. Experimental Airworthiness Certificates, Multipurpose.** An experimental airworthiness certificate may be issued for more than one of the purposes shown in sections 7, 8, and 9 of this chapter. When more than one purpose is requested, the issuing FAA representative must ensure that adequately controlled conditions exist as specified in the operating limitations. When issuing an airworthiness certificate for the purposes of R&D, showing compliance with regulations, crew training, or market surveys, the certificate should be made effective for only the length of time reasonable to accomplish the applicant's program, and not to exceed 1 year. The issuance of multiple-purpose certificates for R&D and showing compliance should be limited to PC/APIS holders. This may be extended to modifiers only when adequately substantiated, for example, for complex programs. Applicants for a multiple-purpose certificate must justify the requested purposes to the satisfaction of the FAA. PC/APIS holders and modifiers may submit to their local management office for approval a procedure that meets the requirements of paragraph 146. *

d. Listing of Manned Free Balloon or Glider on Special Airworthiness Certificates Issued for Experimental Purposes. An aircraft eligible for the issuance of an experimental airworthiness certificate under § 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 parentheses following "experimental" in the Category/Designation block of Form 8130-7. This procedure ensures the appropriate application of 14 CFR part 61, Certification: Pilots, Flight Instructors, and Ground Instructors, concerning the medical requirements for the operation of such aircraft. Further guidance can be found in AC 21.17-2, Type Certification - Fixed-Wing Gliders (Sail Planes) Including Powered Gliders.

e. The requirements for issuing experimental certificates are contained in §§ 21.191, 21.193, and 21.195.

f. For the purpose of this chapter, type certification programs include TC and STC, as well as amendments to either.

g. Section 91.319 prescribes operating limitations that are applicable to all aircraft having experimental certificates. In addition, the Administrator may prescribe other limitations as may be considered necessary under § 91.319(e).

NOTE: Basic operating limitations for all experimental aircraft shall be issued as prescribed in sections 7, 8, and 9 of this chapter.

h. To operate under phase II operating limitations, the owner/operator must make a signed logbook entry attesting to meeting the requirements of § 91.319(b).

i. Experimental military aircraft built under a military contract and identified by military aircraft ID 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 and not having military identification are required to obtain FAA registration and an experimental airworthiness certificate because such aircraft are considered civil aircraft.

j. The FAA must determine that the aircraft displays nationality and registration marks in accordance with § 45.21 and that the word “EXPERIMENTAL” is displayed in accordance with § 45.23.

122. 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 § 21.191, as discussed in sections 7, 8, and 9 of this chapter.

b. An aircraft that has a Dealer’s Aircraft Registration Certificate may be issued an experimental airworthiness certificate so the manufacturer can perform required flight tests, as well as for purposes incidental to the sale of the aircraft. In the latter case, the FAA must ensure that the requirements of § 21.195 are met.

c. In ensuring compliance with § 21.193(d), the following must be described in the applicant’s program letter:

(1) Purpose of Experiment, § 21.193(d)(1). An applicant must submit a program letter that describes the purpose of the experiment and the aircraft configuration, and outlines the program objectives. The letter must be detailed enough to permit the FAA to prescribe the conditions and limitations necessary to ensure safe operation of the aircraft. The letter should 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 § 91.319(b), the aircraft can be used to support other aircraft in the program or other experimental programs the manufacturer/applicant has underway, for example, to support flightcrew movements, to be used as a

NOTE: There is NO requirement for airframe and powerplant mechanics to sign off on amateur-built airworthiness inspections. The aircraft builder's signature on Form 8130-6, block III, attests to the airworthiness of the amateur-built aircraft.

c. Aircraft Inspection. The FAA must arrange with the applicant to make the aircraft available for inspection to determine the following:

- (1) The ID plate meets the requirements of § 45.11, as applicable.
- (2) The information on the ID plate is correct, matches the information on Form 8130-6, and is in accordance with § 45.13, as applicable.
- (3) The aircraft nationality and registration marks are in accordance with part 45, subpart C.
- (4) The flight control system, engine(s), propeller(s), pitot static system, and associated instruments operate properly.
- (5) The cockpit instruments are appropriately marked, and needed placards are installed and placed for easy reference.
- (6) System controls (for example, fuel selector(s) and electrical switches/breakers) are appropriately placed, clearly marked, provide easy access and operation, and function as intended by the builder/owner.
- (7) An ELT is installed, if required (§ 91.207).
- (8) All explosive devices used in ballistic parachutes are clearly marked and identified.

d. Certificate Issuance. Upon satisfactory completion of the airworthiness inspection and documentation review, the FAA will issue the special airworthiness certificate and the operating limitations for that aircraft. The operating limitations will be attached to Form 8130-7. The FAA must review the operating limitations with the applicant to ensure a clear understanding of the limitations.

* The FAA will issue phase I and phase II operating limitations for an unlimited duration during the initial airworthiness certification. The FAA may elect to issue phase I and phase II limitations separately only when a documented safety issue exists. The operating limitations should be prescribed in two phases in the same document as follows: *

(1) For the phase I limitations, the FAA must prescribe all operating limitations appropriate for the applicant to demonstrate compliance with § 91.319(b) in the assigned flight test area. This includes a limitation requiring the owner/operator to endorse the aircraft logbook with a statement certifying that the prescribed flight hours have been completed and the aircraft has been shown to comply with § 91.319(b). The owner/operator may then operate in accordance with phase II.

(2) For the phase II limitations, the FAA must prescribe operating limitations for the operation of an amateur-built aircraft for an unlimited duration, as appropriate.

(3) Under § 91.319(e), the FAA may prescribe any additional limitations in phase I or II deemed necessary in the interest of safety.

(4) If the aircraft meets the requirements for the certification requested, the FAA must—

(a) Make an aircraft logbook entry.

(b) Issue Form 8130-7.

(c) Complete sections V and VIII of Form 8130-6, in accordance with the instructions contained in chapter 8 of this order.

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

(5) If the aircraft does not meet the requirements for the certification requested and the airworthiness certificate is denied, the FAA must—

(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 Form 8130-6 and forward to AFS-750 to be made part of the aircraft record.

129. EVALUATION OF AMATEUR-BUILT AIRCRAFT/KITS.

a. The purpose of 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.

b. Form 8000-38 may be used when—

(1) Determining whether an aircraft built from a kit would meet the major portion fabrication and assembly requirement of § 21.191(g).

(2) Settling any question with respect to the major portion requirement that may arise in the certification of an amateur-built aircraft in accordance with § 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 when the builder's records, data, and notarized statement provide ample proof that the builder fabricated and assembled the major portion of the aircraft.

(3) The aircraft was built from prefabricated major components that are readily available from aircraft parts suppliers.

(4) The aircraft was built using salvaged or used sections from type-certificated standard category aircraft.

(12) The pilot in command of this aircraft must advise each passenger of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.

* (13) This aircraft must contain the placards, markings, etc., as required by § 91.9. In addition, the placards and markings must be inspected for legibility and clarity, and the associated systems inspected for easy access and operation, to ensure they function as intended by the builder/owner during each condition inspection. *

(14) This aircraft must display the word “EXPERIMENTAL” in accordance with § 45.23(b).

(15) 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.

NOTE: If the builder states that the aircraft is capable of aerobatic flight, limitation 16 will be used in lieu of limitation 15.

(16) This aircraft may conduct aerobatic flight in accordance with the provisions of § 91.303. Aerobatics must not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable and in compliance with § 91.319(b). The aircraft may only conduct those aerobatic flight maneuvers that have been satisfactorily accomplished during flight testing and recorded in the aircraft maintenance records by use of the following, or a similarly worded, statement: **“I certify that the following aerobatic maneuvers have been test flown and that the aircraft is controllable throughout the maneuvers’ normal range of speeds, and is safe for operation. The flight-tested aerobatic maneuvers are _____, _____, _____, and _____.”**

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 that have been satisfactorily accomplished and recorded in the aircraft records during the flight test period. These aerobatic maneuvers should be permitted upon leaving the assigned test area. Appropriate limitations identifying the aerobatics/maneuvers and conditions under which they may be performed should be prescribed. The FAA may witness aerobatic maneuvers if deemed necessary.

(17) The pilot in command of this aircraft must hold an appropriate category/class rating. If required, the pilot in command also must hold a type rating in accordance with part 61, or a letter of authorization issued by an FAA Flight Standards Operations Inspector.

NOTE: This limitation applies to any turbojet/turbofan-powered aircraft, any aircraft with a maximum takeoff weight exceeding 12,500 pounds, and any other aircraft when deemed necessary. The Flight Standards inspectors should refer to FAA Order 8700.1, General Aviation Inspector's Handbook, for further guidance.

(18) The pilot in command of this aircraft must hold a pilot certificate or an authorized instructor's logbook endorsement. The pilot in command also must meet the requirements of § 61.31(e), (f), (g), (h), (i), and (j), as appropriate.

NOTE: This operating limitation applies to most amateur-built aircraft as a standard operating limitation (reference § 61.31(k)).

(19) After incorporating a major change as described in § 21.93, the aircraft owner is required to reestablish compliance with § 91.319(b) **and notify the geographically responsible FSDO of the location of the proposed test area. The aircraft owner must obtain concurrence from the FSDO as to the suitability of the proposed test area.** If the major change includes installing a different * type of engine (reciprocating to turbine) or a change of a fixed-pitch from or to a controllable propeller, the aircraft owner must fill out a revised Form 8130-6 to update the aircraft's file in the FAA Aircraft Registry. All operations must be conducted under day VFR conditions in a sparsely populated area. The aircraft must remain in flight test for a minimum of 5 hours. The FSDO may require additional time (more than 5 hours) depending on the extent of the modification. Persons nonessential * to the flight must not be carried. The aircraft owner must make a detailed logbook entry describing the change before the test flight. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with § 91.319(b). Compliance with § 91.319(b) must be recorded in the aircraft records with the following, or a similarly worded, statement: **"I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing: speeds V_{so} _____, V_x _____, and V_y _____, and the weight _____, and CG location _____ at which they were obtained."**

(20) This aircraft must not be used for glider towing, banner towing, or intentional parachute jumping.

(21) This 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. The owner/operator of this aircraft must obtain written permission from another CAA prior to operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an ASI or the CAA in the country of operation.

**SECTION 9. CERTIFICATION AND OPERATION OF AIRCRAFT UNDER THE
EXPERIMENTAL PURPOSE(S) OF RESEARCH AND DEVELOPMENT,
SHOWING COMPLIANCE WITH REGULATIONS, CREW TRAINING,
MARKET SURVEYS, AND OPERATING KIT-BUILT AIRCRAFT**

144. GENERAL. Under the provisions of § 21.191(a), R&D aircraft are defined as aircraft that test new design concepts, aircraft equipment, installations, operating techniques, or new uses for aircraft. Under the provisions of § 21.191(b), show compliance aircraft are defined as aircraft that conduct flight tests and other operations to show compliance with the regulations. This includes flights to show compliance for the issuance of type and STCs, major design changes, and function and reliability requirements. Under the provisions of § 21.191(c), crew training aircraft are defined as aircraft involved in the training of the applicant's flightcrews. Under the provisions of § 21.191(f), market survey aircraft are defined as aircraft that are used for conducting market surveys, sales demonstrations, and customer crew training as provided for in § 21.195. Under the provisions of § 21.191(h), operating kit-built aircraft is defined as operation of a PCA that meets the criteria of § 21.24(a)(1) that was assembled by a person from a kit manufactured by the holder of a PC for that kit, without the supervision and quality control of the PC holder under § 21.184(a).

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 § 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 (R&D), but necessary for use in direct connection with the R&D project, is considered to be within the scope of this purpose. Aircraft currently certificated in the experimental category for the purposes of exhibition or air racing also may be eligible for a special airworthiness certificate for the experimental purpose of R&D. Also, former military aircraft are often used in R&D projects, and it is appropriate to use the guidance in this order when performing R&D certification of former military aircraft.

b. Showing Compliance with Regulations. This purpose would be considered valid when the applicant for a TC or an 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 CFR after the applicant has completed testing under R&D, if applicable, and has completed flight testing by the FAA. In addition to the operations specified in § 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 § 21.191(c), this purpose is limited to only the applicant's flightcrews, which normally would be the manufacturer's employees necessary to be trained in experimental aircraft. These flightcrews operate 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 in paragraph 144d below.

d. 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 under § 21.195. Amateur-built aircraft kit manufacturers also may be eligible to give customer familiarization training under § 21.191(f).

The FAA representative must ensure that the provisions of § 21.195 are met before issuing the experimental certificate. The applicant must provide the FAA representative with the estimated time or number of flights required for the market survey operation as well as the area or itinerary over which the operations are to be conducted under § 21.193(d)(2) and (3). The duration of the certificate should be limited to the time needed for the described operations, normally not to exceed 90 days. A longer duration may be provided for a PC/APIS holder who has an approved procedure for experimental operations. The MIDO manager has the option to extend the duration for other situations.

e. Operating Kit-Built Aircraft. If a PCA kit is assembled without the benefit of the PC holder's supervision, the aircraft may qualify for an experimental certificate in accordance with § 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.

145. SPECIAL CERTIFICATION REQUIREMENTS. In addition to the certification procedures in paragraph 88 of this order, refer to section 6, paragraph 123 of this order for demilitarization of former military aircraft.

*** 146. PC/APIS HOLDER AND MODIFIER EXPERIMENTAL OPERATING PROCEDURE.**

PC/APIS holders and modifiers may submit to their local managing office for FAA approval a procedure describing the operation of experimental aircraft. After it is approved, the procedure may be listed in the operating limitations as indicated in paragraph 147b of this order. The principal inspector (PI) may exclude certain aircraft from the privileges of either all or part of this procedure, for example, the first of a model, such as the B757/B767, or a nonproduction R&D aircraft. The procedure should include at least the following elements:

a. A description of the test area that will be used to show compliance with § 91.319(b). This area must 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 must be that required to safely conduct the anticipated maneuvers and tests. Multiple-purpose certificates may require individually prescribed geographical areas.

b. A daily flight log that must be maintained by the pilot that shows compliance with § 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 who may be carried during these operations. The following must be incorporated into this procedure:

(1) A requirement that the pilot in command advise each passenger of the experimental nature of the aircraft, in accordance with § 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.

e. 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 Form 8130-7, with operating limitations deemed necessary for safe operation. The operating limitations must be enumerated on a separate sheet, identified by the aircraft registration and serial number, dated, and signed. The applicant should be advised that Form 8130-7 and attached operating limitations must be displayed in the aircraft in accordance with § 91.203(b).

b. The FAA may assist the applicant by completing Form 8130-6 based on information furnished by telephone, letter, or fax. The name of the applicant should be entered in the space provided for the applicant's signature. A notation as to how the information was received should be entered above the name, for example, "Received by letter dated ____." If the information provided is adequate, and all requirements for issuance are satisfied, the ASI may issue a telegraphic or faxed special flight permit with appropriate limitations (except § 21.197(b) for overweight operations). These limitations will include inspection requirements as deemed necessary. The telegraphic or faxed copy of the special flight permit and prescribed operating limitations must be displayed in the aircraft in accordance with § 91.203(b) prior to conducting the special flight.

* **NOTE: Designees cannot issue a telegraphic or faxed special flight permit. Designees are required to physically perform the inspection necessary to ensure the aircraft is eligible for the special flight permit.** *

c. If a district office processes numerous applications for telegraphic or faxed special flight permits, a standard format may be filed with the local office.

d. When Form 8130-6 has been completed, the ASI will complete the telegraphic or faxed 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 faxed copy of the 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 243a(1) of this order, as applicable, are to be forwarded to AFS-750.

174. AIRCRAFT INSPECTIONS.

a. It is the responsibility of the FAA to determine which inspections or tests are necessary to ensure that the aircraft is capable of safe flight for the intended purpose.

b. The FAA must make, or require the applicant to make, appropriate inspections or tests considered necessary for safe flight.

c. The FAA must personally inspect damaged aircraft or an aircraft for which the airworthiness is questionable in any respect. The FAA must personally inspect those aircraft models for which a U.S. TC 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, or maintenance data that normally is available for a type-certificated aircraft, the special flight permit should not be issued.

d. When the FAA 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 of the procedures and requirements contained in this chapter.

(2) Documented in the aircraft logbook by the authorized person who conducted the inspection.

175. SPECIAL OPERATING LIMITATIONS. The FAA should establish limitations as deemed necessary for safe operation. Because individual circumstances may vary greatly, a list of limitations applicable in every case cannot be provided. The objective is to ensure 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 must 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 qualifications required of the pilot and crewmembers. For flights that involve long distances over which various weather conditions may be encountered, the pilot in command also must be appropriately instrument-rated.
- d. Aircraft weight limits.
- e. Fuel and fuel distribution limits.
- f. CG limits.
- g. Maneuvers to which the aircraft is limited.
- h. Limits on use of flight equipment, such as autopilots, etc.
- i. Meteorological conditions to be avoided and the inspections required if inadvertently encountered.
- j. Airspeed limits.

(e) The location of the fuel tank(s) in the aircraft is a major factor in determining that the aircraft is safe for flight because the added fuel and fuel facilities have the greatest effect on the aircraft's CG. In addition, the fuel system installation must not restrict entrance to or exit from the aircraft as provided by the applicable section of 14 CFR. If required under § 23.1001 (amendment 23-7), the aircraft should have an adequate fuel jettison system installed.

(f) Auxiliary fuel systems that are not complete, that is, not connected to the basic aircraft fuel system, may 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 deemed necessary, an oil transfer system for replenishing the engine oil while the aircraft is in flight must be provided.

(5) Maximum Weight and Center of Gravity Limits.

(a) Section 21.197(b) limits any excess weight over the certificated maximum weight to additional fuel, fuel carrying facilities, and navigational equipment added for the intended flight. It must 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 also may be necessary to require flight testing 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 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 on the retirement times of critical parts.

(6) Operating limitations must be prescribed as deemed necessary. Reference paragraphs 147 and 175 of this order, 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 hazards 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 takeoff and landing at [city].

(c) A copy of Form 337 covering the additional fuel-carrying facilities and equipment must be in the aircraft.

(d) Special entries to note 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 § 91.203 when operating new production aircraft for the purpose of production flight testing, as provided in § 21.197. This permit may be used with Form 8050-3 and Aeronautical Center * Form 8050-6, A Dealer's Aircraft Registration Certificate, or Form 8050-1, and is transferable from one aircraft to another. The permit normally is valid only for the purpose of production flight testing. However, when deemed appropriate, the MIDO/CMO may allow both production flight testing and customer demonstration to be entered in block A of Form 8130-7 as explained in paragraph 178 of this order. The applicable operating limitations are printed in block B on the reverse side of Form 8130-7 * (figure 4-1).

a. Eligibility.

(1) A manufacturer producing aircraft under any of the following subparts of part 21 is eligible to obtain special flight permits for production flight testing:

- (a) Subpart F. (It is not necessary for the manufacturer to have an APIS.)
- (b) Subpart G.
- (c) Subpart J, Delegation Option Authorization Procedures.

(2) A manufacturer producing aircraft prior to issuance of the TC also is 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 progress.
- (c) A prototype aircraft of that model has been flown by the manufacturer under an experimental certificate to ensure 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 ensure that all requirements for production flight tests are fulfilled.
- (e) The aircraft is not being flown by the manufacturer for purposes other than production * flight tests, except as identified in paragraph 178 of this order. *
- (f) Limitations have been established to define the production flight test area.

b. Application and Issue.

(1) An eligible manufacturer should apply for 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 must be limited to actual need.

- * (2) A MIDO that has issued special flight permits for production flight testing should maintain * suitable accountability records that show expiration dates not exceeding 12 months from the date of issuance, and the number 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; for example, SW-MIDO-41. The same serial number may be reassigned to a manufacturer each year. The issuing official must sign each permit and associated limitations in ink above the typed name. A copy of the transmittal letter 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 § 91.203 when operating a new production aircraft for the purpose of conducting customer demonstration flights in accordance with § 21.197(a)(5). This permit may be used with Form 8050-3, Form 8050-6,

- * or Form 8050-1. This permit is normally issued only for the purpose of customer demonstration. However, as stated in paragraph 177 of this order, customer demonstration may be listed in block A of Form 8130-7 along with production flight testing, but will not be issued in conjunction with any other special flight permit purposes. When both flight purposes are listed in block A of Form 8130-7, the aircraft's operating limitations must clearly state that no customer demonstration flights are allowed until the aircraft has satisfactorily completed its production flight tests. The format for listing both flight purposes is "Production Flight Testing or Customer Demonstration." *

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.

(2) The PC/TC holder has satisfactorily completed production flight tests. Completion of production flight tests indicates 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 must 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 must inspect the aircraft and prescribe the operating limitations in accordance with paragraphs 147 and 175 of this order, as deemed necessary for safe operation. It is not necessary to repeat the limitations on the reverse side of Form 8130-7, except for the statement, "Subject to D(2) on reverse side," which must be entered in block C on the face side of the form. The demonstration flight area(s) also must be listed on the operating limitations. Special flight permits may be issued only for the period needed to complete demonstration flights, usually not to exceed 90 days.

(3) If the MIDO determines that the PC holder has procedures in place 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 is still necessary to prescribe operating limitations in accordance with paragraphs 147 and 175 of this order, as deemed necessary for safe operation. The statement, "Subject to D(2) on reverse side" must be entered in block C on the face side of Form 8130-7. The expiration date shown on Form 8130-7 and the associated limitations must 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 must 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 FOR WHICH 14 CFR PART 125, CERTIFICATION AND OPERATIONS: AIRPLANES HAVING A SEATING CAPACITY OF 20 OR MORE PASSENGERS OR A MAXIMUM PAYLOAD CAPACITY OF 6,000 POUNDS OR MORE, IS NOT APPLICABLE.

a. Eligibility. A special flight permit may be issued for certain large aircraft for which 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 § 91.409(f). If the program selected contains provisions addressing situation-specific inspection of the aircraft, 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 service following the flight authorized by the special flight permit. In this case the applicant may wish to select, identify, and use the program specified in § 91.409(f)(4). Unless provisions for additional flights are provided for in the FAA-approved program, no additional flights are permitted.

*

**FIGURE 4-3. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR
PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(a)
(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 attachment. For special flight permits complete Sections II, VI, and VII as applicable.								
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N2EZ		2. AIRCRAFT BUILDER'S NAME (Make) Flight Corp.		3. AIRCRAFT MODEL DESIGNATION F-C-1A		4. YR. MFR. 1991	FAA CODING					
	5. AIRCRAFT SERIAL NO. F0002		6. ENGINE BUILDER'S NAME (Make) TCM		7. ENGINE MODEL DESIGNATION I0-360-ES								
	8. NUMBER OF ENGINES One		9. PROPELLER BUILDER'S NAME (Make) McCauley		10. PROPELLER MODEL DESIGNATION 2A34C209		11. AIRCRAFT IS (Check if applicable) IMPORT						
APPLICATION IS HEREBY MADE FOR: (Check applicable items)													
A 1		STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)			NORMAL	UTILITY	ACROBATIC	TRANSPORT	COMMUTER	BALLOON	OTHER		
B		X			SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)								
II. CERTIFICATION REQUESTED	7		PRIMARY										
	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 SURVEY		3	AERIAL ADVERTISING	
					4	FOREST (Wildlife conservation)		5	PATROLLING		6	WEATHER CONTROL	
					0		OTHER (Specify)						
	4		EXPERIMENTAL (Indicate operation(s) to be conducted)		1	RESEARCH AND DEVELOPMENT		2	AMATEUR BUILT		3	EXHIBITION	
					4	AIR RACING		5	CREW TRAINING		6	MARKET SURVEY	
					0		TO SHOW COMPLIANCE WITH THE CFR						
					7	OPERATING (Primary Category) 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 EXPORTING		5	PRODUCTION FLIGHT TESTING					
				6	CUSTOMER DEMONSTRATION FLIGHTS								
C 6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable)											
A. REGISTERED OWNER (As shown on certificate of aircraft registration)									IF DEALER, CHECK HERE <input checked="" type="checkbox"/>				
NAME Flight Corp.					ADDRESS 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 are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) 2001-01						
		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 14 CFR section 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 Title 49 of the United States Code 44101 et seq. 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 01/27/2001			NAME AND TITLE (Print or type) Joe Quality, Director, Q.A.			SIGNATURE Joe Quality							
IV. INSPECTION AGENCY VERIFICATION													
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies)													
2		14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.)		3		CERTIFICATED MECHANIC (Give Certificate No.)		6		CERTIFICATED REPAIR STATION (Give Certificate No.)			
5		AIRCRAFT MANUFACTURER (Give name or firm)											
DATE			TITLE			SIGNATURE							
V. FAA REPRESENTATIVE VERIFICATION													
(Check ALL applicable block 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		14 CFR part 65		14 CFR part 121 OR 135		14 CFR part 145			
DATE 01/27/2001		DISTRICT OFFICE CE43		4		DESIGNEE'S SIGNATURE AND NO.			1		FAA INSPECTOR'S SIGNATURE Bob Goody Bob Goody		

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**FIGURE 4-3. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR
PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(a)
(REVERSE SIDE)**

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER			
	NAME	ADDRESS		
	B. PRODUCTION BASIS <i>(Check applicable item)</i>			
	<input type="checkbox"/>	PRODUCTION CERTIFICATE <i>(Give production certificate number)</i>		
	<input type="checkbox"/>	TYPE CERTIFICATE ONLY		
<input type="checkbox"/>	APPROVED PRODUCTION INSPECTION SYSTEM			
C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS \longrightarrow				
DATE OF APPLICATION	NAME AND TITLE <i>(Print or type)</i>	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			
	FROM	TO		
	VIA	DEPARTURE DATE	DURATION	
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT			
	<input type="checkbox"/>	PILOT	<input type="checkbox"/>	
	<input type="checkbox"/>	CO-PILOT	<input type="checkbox"/>	
	<input type="checkbox"/>	FLIGHT ENGINEER	<input type="checkbox"/>	
	<input type="checkbox"/>	OTHER <i>(Specify)</i>		
D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:				
E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: <i>(Use attachment if necessary)</i>				
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 Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.				
DATE	NAME AND TITLE <i>(Print or type)</i>	SIGNATURE		
VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)	<input checked="" type="checkbox"/>	A. Operating Limitations and Markings in Compliance with 14 CFR section 91.9, as Applicable	<input type="checkbox"/>	G. Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>
	<input type="checkbox"/>	B. Current Operating Limitations Attached	<input type="checkbox"/>	H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>
	<input type="checkbox"/>	C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i>	<input type="checkbox"/>	I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ <i>(Original attached)</i>
	<input checked="" type="checkbox"/>	D. Current Weight and Balance Information Available in Aircraft	<input type="checkbox"/>	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section <u>21.184 (a)</u> <i>(Copy attached)</i>
	<input type="checkbox"/>	E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>	<input checked="" type="checkbox"/>	
	<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records		

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FIGURE 4-4. SAMPLE FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(a)

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE	
A	CATEGORY/DESIGNATION PRIMARY CATEGORY
	PURPOSE N/A
B	MANUFACTURER 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 01/31/2001 EXPIRY Unlimited
	OPERATING LIMITATIONS DATED ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Bob Gooday <i>Bob Gooday</i> DESIGNATION OR OFFICE NO. 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 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	The 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.

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**FIGURE 4-5. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR
PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(b)
(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 attachment. For special flight permits complete Sections II, VI, and VII as applicable.								
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N345FT	2. AIRCRAFT BUILDER'S NAME (Make) Flight LTD.	3. AIRCRAFT MODEL DESIGNATION FL-1A	4. YR. MFR. 1983	FAA CODING								
	5. AIRCRAFT SERIAL NO. FL009	6. ENGINE BUILDER'S NAME (Make) TCM	7. ENGINE MODEL DESIGNATION I0-360-ES										
	8. NUMBER OF ENGINES One	9. PROPELLER BUILDER'S NAME (Make) McCauley	10. PROPELLER MODEL DESIGNATION 2A34C209		11. AIRCRAFT IS (Check if applicable) <input checked="" type="checkbox"/> IMPORT								
II. CERTIFICATION REQUESTED	APPLICATION IS HEREBY MADE FOR: (Check applicable items)												
	<input type="checkbox"/> A	<input type="checkbox"/> 1	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)		<input type="checkbox"/> NORMAL	<input type="checkbox"/> UTILITY	<input type="checkbox"/> ACROBATIC	<input type="checkbox"/> TRANSPORT	<input type="checkbox"/> COMMUTER	<input type="checkbox"/> BALLOON	<input type="checkbox"/> OTHER		
	<input type="checkbox"/> B	<input checked="" type="checkbox"/> X	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)										
		7	<input checked="" type="checkbox"/> X	PRIMARY									
		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 SURVEY		3	AERIAL ADVERTISING	
					4	FOREST (Wildlife conservation)		5	PATROLLING		6	WEATHER CONTROL	
					0	OTHER (Specify)							
	4		EXPERIMENTAL (Indicate operation(s) to be conducted)	1	RESEARCH AND DEVELOPMENT		2	AMATEUR BUILT		3	EXHIBITION		
				4	AIR RACING		5	CREW TRAINING		6	MARKET SURVEY		
				0	TO SHOW COMPLIANCE WITH THE CFR		7	OPERATING (Primary Category) 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 EXPORTING		5	PRODUCTION FLIGHT TESTING					
				6	CUSTOMER DEMONSTRATION FLIGHTS								
<input type="checkbox"/> 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 Flight LTD.				ADDRESS 89 Chain Rd., Perry KS 67987								
	B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)												
	<input checked="" type="checkbox"/> X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) A1EU Rev. 3				<input checked="" type="checkbox"/> X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) 2001-01						
		AIRCRAFT LISTING (Give page number(s)) N/A				<input checked="" type="checkbox"/> X	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) GL234A						
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS													
<input checked="" type="checkbox"/> X	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 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 Title 49 of the United States Code 44101 et seq. 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 01/27/2001			NAME AND TITLE (Print or type) Harry Jones, Manager, Quality					SIGNATURE Harry Jones					
IV. INSPECTION AGENCY VERIFICATION	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies)												
	2	14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.)			3	CERTIFICATED MECHANIC (Give Certificate No.)			6	CERTIFICATED REPAIR STATION (Give Certificate No.)			
	5	AIRCRAFT MANUFACTURER (Give name or firm)											
DATE			TITLE					SIGNATURE					
V. FAA REPRESENTATIVE CERTIFICATION	(Check ALL applicable block items A and B)												
	A. I find that the aircraft described in Section I or VII meets requirements for				<input checked="" type="checkbox"/> X	THE CERTIFICATE REQUESTED							
	B. Inspection for a special flight permit under Section VII was conducted by:				<input type="checkbox"/> 4	AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE							
				FAA INSPECTOR		FAA DESIGNEE							
			CERTIFICATE HOLDER UNDER		14 CFR part 65		14 CFR part 121 OR 135		14 CFR part 145				
DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.				1	FAA INSPECTOR'S SIGNATURE					
01/27/2001	CE45	4					1	Sue Lacy Sue Lacy					

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**FIGURE 4-5. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR
PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(b)
(REVERSE SIDE)**

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER			
	NAME	ADDRESS		
	B. PRODUCTION BASIS <i>(Check applicable item)</i>			
	<input type="checkbox"/>	PRODUCTION CERTIFICATE <i>(Give production certificate number)</i>		
	<input type="checkbox"/>	TYPE CERTIFICATE ONLY		
	APPROVED PRODUCTION INSPECTION SYSTEM			
	C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →			
	DATE OF APPLICATION	SIGNATURE		
	NAME AND TITLE <i>(Print or type)</i>			
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			
	FROM	CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> <i>(Check if applicable)</i>		
		TO		
	VIA	DEPARTURE DATE		
		DURATION		
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT			
	<input type="checkbox"/>	PILOT		
<input type="checkbox"/>	CO-PILOT			
<input type="checkbox"/>	FLIGHT ENGINEER			
<input type="checkbox"/>	OTHER <i>(Specify)</i>			
D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:				
E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: <i>(Use attachment if necessary)</i>				
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 Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.				
DATE	SIGNATURE			
	NAME AND TITLE <i>(Print or type)</i>			
VIII. AIRWORTHINESS DOCUMENTATION <small>(FAA/DESIGNEE use only)</small>	<input checked="" type="checkbox"/>	A. Operating Limitations and Markings in Compliance with 14 CFR section 91.9, as Applicable	<input type="checkbox"/>	G. Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>
	<input type="checkbox"/>	B. Current Operating Limitations Attached	<input checked="" type="checkbox"/>	H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>
	<input type="checkbox"/>	C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i>	<input type="checkbox"/>	I. Previous Airworthiness Certificate Issued in Accordance With
	<input checked="" type="checkbox"/>	D. Current Weight and Balance Information Available in Aircraft	<input type="checkbox"/>	14 CFR Section _____ CAR _____ <i>(Original attached)</i>
	<input type="checkbox"/>	E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>	<input checked="" type="checkbox"/>	J. Current Airworthiness Certificate Issued in Accordance With
	<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records	<input type="checkbox"/>	14 CFR Section <u>21.184 (b)</u> <i>(Copy attached)</i>

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FIGURE 4-6. SAMPLE FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(b)

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE	
A	CATEGORY/DESIGNATION Primary Category
	PURPOSE N/A
B	MANUFACTURER 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 01/31/2001 EXPIRY Unlimited
	OPERATING LIMITATIONS DATED ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Sue Lacy <i>Sue Lacy</i> DESIGNATION OR OFFICE NO. CE45
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	The 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.

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**FIGURE 4-7. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR
PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(c)
(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 attachment. For special flight permits complete Sections II, VI, and VII as applicable.			
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N7897T	2. AIRCRAFT BUILDER'S NAME (Make) Cessna	3. AIRCRAFT MODEL DESIGNATION 172A	4. YR. MFR. 1967	FAA CODING			
	5. AIRCRAFT SERIAL NO. 172A-001	6. ENGINE BUILDER'S NAME (Make) Continental	7. ENGINE MODEL DESIGNATION 0-300-D					
	8. NUMBER OF ENGINES One	9. PROPELLER BUILDER'S NAME (Make) McCauley	10. PROPELLER MODEL DESIGNATION 1C172/EM		11. AIRCRAFT IS (Check if applicable) IMPORT			
II. CERTIFICATION REQUESTED	APPLICATION IS HEREBY MADE FOR: (Check applicable items)							
	A	1	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)		NORMAL	UTILITY	ACROBATIC	
	B	X	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)					
		7	X	PRIMARY				
		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 SURVEY
					4	FOREST (Wildlife conservation)	5	PATROLLING
					0	OTHER (Specify)	3	AERIAL ADVERTISING
					6	WEATHER CONTROL		
		4		EXPERIMENTAL (Indicate operation(s) to be conducted)	1	RESEARCH AND DEVELOPMENT	2	AMATEUR BUILT
				4	AIR RACING	5	CREW TRAINING	
				0	TO SHOW COMPLIANCE WITH THE CFR	7	OPERATING (Primary Category) 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 EXPORTING	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 Mr. S. Flint			ADDRESS 346 Oak Street, Livittown 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 are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) 2001-01		
		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 14 CFR section 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 Title 49 of the United States Code 44101 et seq. 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 01/27/2001		NAME AND TITLE (Print or type) Mr. S. Flint, Owner			SIGNATURE S. Flint			
IV. INSPECTION AGENCY VERIFICATION	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies)							
	2	14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.)		3	CERTIFICATED MECHANIC (Give Certificate No.)		6	CERTIFICATED REPAIR STATION (Give Certificate No.)
	5	AIRCRAFT MANUFACTURER (Give name or firm)						
DATE		TITLE			SIGNATURE			
V. FAA REPRESENTATIVE CERTIFICATION	(Check ALL applicable block items A and B)							
	A. I find that the aircraft described in Section I or VII meets requirements for				X	THE CERTIFICATE REQUESTED		
	B. Inspection for a special flight permit under Section VII was conducted by:				4	AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE		
	DATE 01/27/2001		DISTRICT OFFICE NW24		DESIGNEE'S SIGNATURE AND NO. 4		FAA INSPECTOR'S SIGNATURE Joe Mendez	
						FAA DESIGNEE 14 CFR part 65		
						14 CFR part 121 OR 135		
						14 CFR part 145		
						1		
						Joe Mendez		
						Joe Mendez		

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**FIGURE 4-7. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR
PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(c)
(REVERSE SIDE)**

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER			
	NAME		ADDRESS	
	B. PRODUCTION BASIS <i>(Check applicable item)</i>			
	<input type="checkbox"/>	PRODUCTION CERTIFICATE <i>(Give production certificate number)</i>		
	<input type="checkbox"/>	TYPE CERTIFICATE ONLY		
	<input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM			
	C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS —————▶			
	DATE OF APPLICATION	NAME AND TITLE <i>(Print or type)</i>	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			
	FROM		CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> <i>(Check if applicable)</i>	
			TO	
	VIA		DEPARTURE DATE	
			DURATION	
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT			
	<input type="checkbox"/>	PILOT	<input type="checkbox"/>	CO-PILOT
<input type="checkbox"/>		<input type="checkbox"/>	FLIGHT ENGINEER	
<input type="checkbox"/>		<input type="checkbox"/>	OTHER <i>(Specify)</i>	
D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:				
E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: <i>(Use attachment if necessary)</i>				
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 Title 49 of the United States Code 44101 <u>et seq.</u> 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/DESIGNEE use only)	<input checked="" type="checkbox"/>	A. Operating Limitations and Markings in Compliance with 14 CFR section 91.9, as Applicable	<input type="checkbox"/>	G. Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>
	<input type="checkbox"/>	B. Current Operating Limitations Attached	<input checked="" type="checkbox"/>	H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>
	<input type="checkbox"/>	C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i>	<input checked="" type="checkbox"/>	I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section <u>21.184(c)</u> CAR <i>(Original attached)</i>
	<input checked="" type="checkbox"/>	D. Current Weight and Balance Information Available in Aircraft	<input checked="" type="checkbox"/>	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section <u>21.184(c)</u> <i>(Copy attached)</i>
	<input type="checkbox"/>	E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>		
	<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records		

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**FIGURE 4-10. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR
PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(c)
(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 attachment. For special flight permits complete Sections II, VI, and VII as applicable.							
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N654GL		2. AIRCRAFT BUILDER'S NAME (Make) Night		3. AIRCRAFT MODEL DESIGNATION N7-XRay		4. YR. MFR. 1990	FAA CODING				
	5. AIRCRAFT SERIAL NO. NX09		6. ENGINE BUILDER'S NAME (Make) TCM		7. ENGINE MODEL DESIGNATION I0-360-ES							
	8. NUMBER OF ENGINES One		9. PROPELLER BUILDER'S NAME (Make) McCauley		10. PROPELLER MODEL DESIGNATION 2A34C209		11. AIRCRAFT IS (Check if applicable) IMPORT					
II. CERTIFICATION REQUESTED	APPLICATION IS HEREBY MADE FOR: (Check applicable items)											
	A	1	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)			NORMAL	UTILITY	ACROBATIC	TRANSPORT	COMMUTER	BALLOON	OTHER
	B	X	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)									
		7	PRIMARY									
		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 SURVEY	3	AERIAL ADVERTISING		
				4	FOREST (Wildlife conservation)		5	PATROLLING	6	WEATHER CONTROL		
				0	OTHER (Specify)							
	4	EXPERIMENTAL (Indicate operation(s) to be conducted)	1	RESEARCH AND DEVELOPMENT		2	AMATEUR BUILT	3	EXHIBITION			
			4	AIR RACING		5	CREW TRAINING	6	MARKET SURVEY			
			0	X	TO SHOW COMPLIANCE WITH THE CFR		7	OPERATING (Primary Category) 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 EXPORTING		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 Mary Test				ADDRESS 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 are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) 2001-01						
		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 14 CFR section 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 Title 49 of the United States Code 44101 et seq. 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 01/27/2001			NAME AND TITLE (Print or type) Mary Test, Owner			SIGNATURE Mary Test						
IV. INSPECTION AGENCY VERIFICATION	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies)											
	2	14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.)		3	CERTIFICATED MECHANIC (Give Certificate No.)		6	CERTIFICATED REPAIR STATION (Give Certificate No.)				
	5	AIRCRAFT MANUFACTURER (Give name or firm)										
DATE			TITLE			SIGNATURE						
V. FAA REPRESENTATIVE CERTIFICATION	(Check ALL applicable block 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		14 CFR part 65	14 CFR part 121 OR 135	14 CFR part 145				
DATE 01/27/2001		DISTRICT OFFICE CE34		4	DESIGNEE'S SIGNATURE AND NO.		1	FAA INSPECTOR'S SIGNATURE Larry Kim Larry Kim				

*

**FIGURE 4-10. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR
PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(c)
(REVERSE SIDE)**

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER		
	NAME		ADDRESS
	B. PRODUCTION BASIS <i>(Check applicable item)</i>		
	<input type="checkbox"/>	PRODUCTION CERTIFICATE <i>(Give production certificate number)</i>	
	<input type="checkbox"/>	TYPE CERTIFICATE ONLY	
	<input type="checkbox"/>	APPROVED PRODUCTION INSPECTION SYSTEM	
C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS —————>			
DATE OF APPLICATION		NAME AND TITLE <i>(Print or type)</i>	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		
	FROM		CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> <i>(Check if applicable)</i>
			TO
	VIA		DEPARTURE DATE
			DURATION
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT		
	<input type="checkbox"/>	PILOT	<input type="checkbox"/>
<input type="checkbox"/>		<input type="checkbox"/>	FLIGHT ENGINEER
<input type="checkbox"/>		<input type="checkbox"/>	OTHER <i>(Specify)</i>
D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:			
E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: <i>(Use attachment if necessary)</i>			
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 Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.			
DATE		NAME AND TITLE <i>(Print or type)</i>	SIGNATURE
VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)	<input checked="" type="checkbox"/>	A. Operating Limitations and Markings in Compliance with 14 CFR section 91.9, as Applicable	G. Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>
	<input type="checkbox"/>	B. Current Operating Limitations Attached	H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>
	<input type="checkbox"/>	C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i>	I. Previous Airworthiness Certificate Issued in Accordance With
	<input checked="" type="checkbox"/>	D. Current Weight and Balance Information Available in Aircraft	14 CFR Section _____ CAR _____ <i>(Original attached)</i>
	<input type="checkbox"/>	E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>	J. Current Airworthiness Certificate Issued in Accordance With
	<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records	14 CFR Section <u>21.191 (h)</u> <i>(Copy attached)</i>

*

**FIGURE 4-13. SAMPLE PROGRAM LETTER,
RESEARCH AND DEVELOPMENT/SHOWING COMPLIANCE
APPLICANT PROGRAM LETTER SPECIAL AIRWORTHINESS CERTIFICATE**

1. Registered Owner (as shown on Certificate of Aircraft Registration)		
<u>NAME</u>	<u>ADDRESS</u>	
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.		<u>Hrs.:</u>
List estimated number of flights required for program.		<u>No. Flts:</u>
List estimated duration for programs (FAR 21.193(d)(2)).		<u>No. Days:</u>
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 4-14. SAMPLE FORM 8130-12, ELIGIBILITY STATEMENT,
AMATEUR-BUILT AIRCRAFT**

Form Approved
OMB NO. 2120-0018

	<p>ELIGIBILITY STATEMENT AMATEUR-BUILT AIRCRAFT</p>	<p>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.</p>
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. _____
Registration No. _____		Prop./Rotor(s) Make _____
Aircraft Fabricated: Plan <input type="checkbox"/> Kit <input type="checkbox"/>		Prop./Rotor(s) Serial No.(s) _____
III. MAJOR PORTION ELIGIBILITY STATEMENT OF APPLICANT		
<p>I certify the aircraft identified in Section II above was fabricated and assembled by _____ <small>Name of Person(s) (Please Print)</small> for my (their) education or recreation. I (we) have records to support this statement and will make them available to the FAA upon request.</p> <p align="center">-NOTICE-</p> <p>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.)</p> <p align="center">APPLICANT'S DECLARATION</p> <p>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.</p>		
Signature of Applicant (<i>In Ink</i>)		Date
IV. NOTARIZATION STATEMENT		

*

*

FIGURE 4-19. SAMPLE FORM 8130-7, 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 or Customer Demonstration	
B	MANUFACTURER NAME The Boeing Company	
	ADDRESS P.O. Box 767, Renton WA 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 01/31/2001 EXPIRY 01/31/2001	
	OPERATING LIMITATIONS DATED 01/31/2001 ARE PART OF THIS CERTIFICATE	
	SIGNATURE OF FAA REPRESENTATIVE Sam T. Smith <i>Sam T. Smith</i>	DESIGNATION OR OFFICE NO. 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

*

A	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
B	The 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.

FIGURE 4-20. SAMPLE 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 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)		Address (As shown on registration certificate)		
	Ted K. Bauer		1496 Oak Lane Vienna, VA 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 14 CFR, 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, CT 06066		<input type="checkbox"/> U.S. Certificated Mechanic		1234 Airframe Class 3	
		<input type="checkbox"/> Foreign Certificated Mechanic			
		<input checked="" type="checkbox"/> Certificated Repair Station			
		<input type="checkbox"/> Manufacturer			
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			
11/10/1993		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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	<input checked="" type="checkbox"/> FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	<input type="checkbox"/> FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual		
11/12/1993			A.W. Reed		

FAA Form 337 (12-88)

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 part 21, subpart L, Export Airworthiness Approvals.

a. A number of countries have identified special requirements and conditions with which the FAA must comply. Compliance by the exporter is required before the importing country will validate the FAA export approval. AC 21-2 identifies these special requirements. Appendix 2 of AC 21-2 refers to the various countries' requirements. Specific requirements also are identified in BASA Implementation Procedures for Airworthiness. In many cases, the specific application forms or other documents referenced in AC 21-2 are not available in FAA field offices. In such cases, it will be necessary for the exporter, not the FAA, to obtain these documents directly from the appropriate CAA.

* **NOTE: The most recent updates to AC 21-2 may be accessed through the Internet at <http://www.airweb.faa.gov/AC>. Under "Advisory Circulars," "Current ACs," select "By Number." Scroll down until you see AC 21-2. Select the link. The AC is available as a PDF file to be printed or downloaded.**

*

b. "Special requirements" are those administrative requirements that must be satisfied as a condition of shipment at the time of export, for example, the requirement for 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 acceptance of the deviation. This statement must accompany each application for an Export C of A.

c. When any requirements, including the special requirements determined necessary by the importing country for its certification basis (for example, changes to meet environmental conditions), cannot 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 must be identified in the Exceptions block of the Export C of A.

e. AC 21-23, lists the countries with which the United States has concluded formal bilateral agreements for reciprocal acceptance of Export Certificates of Airworthiness. Updated information on each agreement is available on the Internet at faa.gov/certification/aircraft/air_index.htm. Special requirements listed in AC 21-2 include those submitted by some of the bilateral agreement countries, as well as special requirements submitted by countries with whom no formal agreement exists.

f. An export approval may be issued upon request for a product to be exported to a country not covered in AC 21-2 or AC 21-18, Bilateral Airworthiness Agreements. Such an approval would certify compliance with U.S. airworthiness standards only. Assurance of compliance with any other requirements the country may impose would be the responsibility of the exporter and importer.

g. Form 8130-4 certifies compliance with applicable requirements but DOES NOT CONSTITUTE AUTHORITY TO OPERATE AN AIRCRAFT. When issued for new aircraft, the certification is considered original. When the aircraft is imported back into the United States, 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. SECTION 21.323, ELIGIBILITY.

a. Individuals, including individual aircraft owners and their representatives, who are engaged in exporting civil aircraft and related products, are eligible for an export airworthiness approval for a Class I or Class II product provided all of 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) Section 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) 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.

(b) Holds a PC, PMA, APIS, or a TSO authorization for that product.

b. Section 21.321 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 (for example, wing, fuselage, empennage assembly, landing gears, power transmission, control surface, etc.) whose failure 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 that is not a Class I or II product and includes standard parts (for example, 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. SECTION 21.325, EXPORT AIRWORTHINESS APPROVALS. This section covers product(s) that 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 ensures conformity with the approved type design, aircraft certificated under parts 23 and 27, or CAR parts 3, 4a, and 6, as well as gliders manufactured under a PC, are exempt from this requirement. Under § 21.335(b) the exporter is required to furnish to the CAA the manufacturer’s assembly instructions and the FAA-approved flight test checkoff form. Care should be taken to ensure the importing country has no special requirements that prohibit exporting under these conditions.

NOTE: Section 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 that 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 part 21, subpart L.

b. Products Located in Countries Other Than the United States. Section 21.325(b)(2) permits the issuance of export approvals for used aircraft, aircraft engines, and propellers located in other countries. The applicable field 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 geographically responsible international office should make sure that the applicant is willing and able to meet all applicable requirements.

c. Issuance of an Export C of A for U.S.-Manufactured Aircraft Located in Another Country. The FAA will not issue Form 8130-4 to U.S.-manufactured aircraft located in another country unless it possesses a valid U.S. airworthiness certificate. The aircraft would then meet the requirements of § 21.325.

d. The Date of Issuance of an Export Airworthiness Approval. The date of issuance of an export airworthiness approval is the date the product was inspected by the FAA, found to comply with the applicable requirements, and determined to be airworthy.

190. SECTION 21.327, APPLICATION. Part I of FAA Form 8130-1, Application for an Export Certificate of Airworthiness, must be completed for Class I products. Part II of the application must be completed for Class II products. Chapter 8 of this order provides instructions for filling out the * form. Class II products manufactured by a PC holder do not require a written application. In this case, an oral application or request should be made to the FAA as specified in § 21.327. An application for Class III products will be made to the designated representative of the Administrator authorized to issue those approvals. *

191. ISSUANCE OF FORM 8130-4, EXPORT CERTIFICATE OF AIRWORTHINESS, FOR CLASS I PRODUCTS (§ 21.329).

a. An Export C of A may be issued only for COMPLETE Class I products shown by the applicant to meet the applicable requirements specified under § 21.329. Aircraft exported disassembled under the provisions of § 21.325(b)(1)(i), (ii), or (iii), are considered complete aircraft.

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, because 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 if the aircraft has not been used in any pilot school and/or air taxi operation. An aircraft is still considered new regardless of the operating time logged by the manufacturer, distributor, or dealer when the following apply:

(1) The aircraft is built from spare and/or surplus parts, even though the parts may be used as well as new, and has been operated under an experimental airworthiness certificate only for the purpose of conducting flight tests for meeting the requirements set forth in § 21.127 by the applicant and by an FAA test pilot.

(2) The aircraft has been maintained in accordance with the overhaul provisions of part 43, as applicable.

(3) The U.S. Export C of A reflects the information required by paragraph 198 of this order.

198. PREPARATION OF EXPORT CERTIFICATES OF AIRWORTHINESS. Upon determining that the product is satisfactory, Form 8130-4 (GPO pad only) will be prepared in duplicate. When the product being exported is an aircraft, the make, model, and serial number of all installed engines and propellers also must be listed.

* **a.** If the product has been examined and found to be nonconforming with the FAA type design, or the import type design; or the special import requirements have not been met, the Export C of A should not be issued until either—

(1) The applicant corrects the nonconformities, or

(2) The FAA obtains a written statement from the CAA of the importing country signifying its acceptance of the product with the nonconformities as listed. Requests for acceptance of nonconformities to the importing country CAA should be transmitted to and received from authority to authority. The U.S. exporter should first prepare a technical description of the nonconformities to the type design or specific nonconformities related to other special importing requirements. The FAA should then prepare an accompanying cover letter for direct transmittal to the importing CAA requesting the CAA’s acceptance of the nonconformities and a return reply to the FAA before export.

NOTE: For countries with which the United States has a BASA, instructions for transmittal of requests for acceptance of nonconformities are contained in the Implementation Procedures for Airworthiness (IPA) section titled “Export Certificate for Airworthiness Exceptions.” For BAA countries, the requests for acceptance of nonconformities should be directed to the importing CAA’s appropriate contact identified on the AIR-40 “Certification Authorities

*

- * **Contact List.” For all non-bilateral countries, if an appropriate recipient and address is unknown, AIR-40 should be contacted directly for assistance.**

(3) If a written statement of acceptance is received by the FAA from the importing CAA, the nonconformities should be listed on the Export C of A under “Exceptions,” with a reference to the importing country’s written statement of acceptance (for example, letter by subject and date, facsimile). Other items not related to the type design but failing to meet the importing country’s requirements will be attached to the Export C of A. The completed Export C of A and a copy of the importing authority’s letter, facsimile, or other such document, should be provided to the exporter, and the product may then be released for export. The original statement of acceptance (for example, letter or facsimile) from the importing authority should be submitted to AFS-750 with the appropriate export certification documentation required by paragraph 243 of this order.

b. When other than a domestic manufactured Class I product is being exported to a third party country with whom a bilateral agreement is in effect, the following statement will be inserted on the Export C of A under 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.

* c. 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 strikeouts are permitted. The original and duplicate copy of the certificate must be signed in dark (preferably black) permanent ink above the typed name of the ASI 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. *

* d. 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 BEFORE 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 the installation documents or data required by the CAA of the country of import. The U.S. Export C of A may not be amended, reissued, or revalidated after original issuance.

- * e. If there are no exceptions, type the word "None" in the Exceptions block. If additional information is to be provided, it is permissible to type in the words "Additional Information" under the Exceptions block. If the importing country has notified the FAA that it wishes to have a conforming statement to its approved design, a statement similar to the following example must be included for new Class I products: "This product [insert aircraft, aircraft engine, or propeller] conforms to [insert importing country] approved type certificate number [insert number]."

NOTE: The conforming statement does not apply to USED aircraft, aircraft engines, or propellers.

- * f. The entries at the bottom of the form must 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 ASI must enter the district office designation.

(b) An individual designee must enter the letters DMIR/DAR and the designation number.

(c) An authorized representative under an ODAR must enter "ODAR" and the designation number.

(d) A DOA must 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 primarily would be dependent upon the registration status of the aircraft. The following guidelines should be used in issuing Export Certificates of Airworthiness for modified aircraft:

a. If the aircraft is modified while under U.S. registry, the applicable rules in parts 21 or 43 may apply. Depending on whether any airworthiness certificate had been issued, any necessary test flying would require the issuance of an experimental certificate. The Export C of A would not require any listing of exceptions, because 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 the U.S. register, 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 that 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. However, if the Export C of A is issued after the aircraft is modified, reference to the documentary evidence of non-U.S. approval should be shown under Exceptions.

200. EXPORT CERTIFICATE NUMBER ASSIGNMENT CARD.

a. Aeronautical Center Form 8050-72, Export Certificate Number Assignment Card (figure 5-3), 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 by AFS-750 when requested by the regional or directorate offices. The cards will be distributed to the district offices, who are accountable for controlling them.

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 the application, Form 8130-1, and on 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 information on the card may be erased and the card used for another product.

NOTE: District offices will provide FAA designees 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 Form 8130-4, the ASI or designee must complete part III of Form 8130-1. All files, including those processed by designees and DOA manufacturers, must be reviewed by the geographically responsible district office before sending them to AFS-750. A file review will be indicated by a signature of the reviewing ASI, the district office number, and the date placed in block No. 23 of Form 8130-1. If the file is not checked, omit the signature in item No. 23, but fill in the district office number and date. The documents specified in paragraph 243 of this order, including special export files processed under § 21.339, will be forwarded promptly to AFS-750 as the final step in the certification process.

202. ISSUANCE OF EXPORT CERTIFICATES OF AIRWORTHINESS 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 items 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 CERTIFICATES OF 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.”

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, the importer, and the CAA of the importing country.

205.-207. RESERVED.

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 whom the United States has a bilateral agreement.

a. Non-U.S.-manufactured aircraft and related products must be accompanied by one of the following when being imported to the United States for FAA airworthiness acceptance:

(1) An Export C of A; or

(2) A certifying statement issued by the CAA of the country of manufacture, or by the exporting CAA in the case of a third country, as addressed in paragraph 213 of this order.

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 another country will contain essentially the same information as Form 8130-3, and will be signed by a person or organization authorized by the CAA of the exporting country.

d. FAA airworthiness approvals for civil aeronautical products imported to the United States are processed in the following manner:

(1) Issuance of U.S. airworthiness certificates for completed aircraft are processed in accordance with paragraph 211 of this order.

(2) Aircraft engines, propellers, materials, parts, and appliances are considered to meet the requirements of 14 CFR when accompanied by certification from the appropriate CAA. Certification confirms the products are of FAA-approved design and are in a condition for safe operation as outlined in paragraph 218 of this order.

e. The FAA requirements for the approval of civil aeronautical products imported to the United States are set forth in the following regulations:

* **(1)** Part 21, subpart H, §§ 21.183(c) and 21.185(c) establish the regulatory requirements for U.S. airworthiness certification of new imported aircraft. The primary basis for airworthiness certification of used imported aircraft is § 21.183(d). However, for unique situations when § 21.183(d) is proposed to be used for new imported aircraft (for example, for imported aircraft type certificated under a § 21.21 TC and manufactured under license to a bilateral country), prior coordination and concurrence is required from AIR-200. *

(2) Part 21, subpart N, Approval of Engines, Propellers, Materials, Parts, and Appliances: Import, establishes the procedural requirements for airworthiness approval or acceptance of aircraft engines, propellers, materials, parts, and appliances manufactured outside the United States.

(3) Part 21, subpart O, Technical Standard Order Authorizations, establishes procedures for TSO products. Section 21.617 covers “letter of TSO design approval” for import appliances.

f. An Export C of A, or another certifying statement, issued by either the FAA or CAA, assists in airworthiness certification on behalf of the new country of registry. This export certificate does not constitute an “airworthiness certificate” within the meaning of 49 U.S.C. § 44704(d) or 49 U.S.C. § 44711(a)(1). However, issuance of an Export C of A or other certifying statement 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.

g. Applicants should be cautioned that it may be impracticable 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. register. Applicants must be able to identify repairs and modifications to the aircraft from the date the export certificate was issued until the date of application for the U.S. airworthiness certificate, as well as be able to document the equipment installed and any maintenance accomplished during that period. 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. A non-U.S.-manufactured aircraft originally exported to another country may have an Export C of A issued by the CAA of the country of manufacture that attests conformance to a design not approved by the FAA. This certificate may be useful in establishing a baseline for showing conformity to the FAA-approved design after modification. In this case, or when the Export C of A may not be available, it is helpful if the applicant obtains a statement from the CAA of the country of manufacture that certifies that when originally exported from that country, the aircraft met its FAA-approved design and/or notes 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 part 43, etc., before the applicant can show conformity to the FAA-approved design. Attempts to obtain a U.S. airworthiness certificate using this method may be in vain; in some instances the applicant ultimately may be unable to obtain the desired U.S. airworthiness certificate.

i. The FAA normally will not 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 bilateral 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, that the aircraft conforms with the FAA-approved design and is in a 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.

* **k.** When an imported product's export certification document lists exceptions to the FAA type design (for example, modifications, alterations, and major repairs that have had no prior FAA approval), the U.S. importer must resolve the exceptions before final airworthiness certification by either having the exceptions formally approved by the FAA or removing the nonconforming items to establish full conformity to the FAA type design. All exceptions on imported aircraft for which the importer is seeking a standard airworthiness certificate, or a special airworthiness certificate in the primary or restricted category, as applicable, must be resolved by the applicant before final airworthiness *

* certification. For products being imported from a country with which the FAA has a BASA IPA, any exceptions must be coordinated and resolved with the FAA by the exporting CAA before export. This will usually involve coordination between the exporting CAA and the FAA in accordance with the instructions found in the “Export Certificate of Airworthiness Exceptions” section of the BASA IPA. In addition to the instructions in the BASA IPA, the FAA should obtain a letter of commitment from the importer to clear the nonconformities before FAA acceptance of any export certification documentation. These coordination actions are necessary to ensure the exceptions are understood and will be resolved before the final U.S. airworthiness certification of the aircraft as applicable. For aircraft engines and propellers, the exceptions are resolved before their subsequent installation and use. However, when no prior coordination between authorities has been undertaken, the MIO of the product cognizant directorate for the imported product will normally be contacted by the importer for guidance and assistance in processing the exceptions for FAA approval. *

214. AIRWORTHINESS CERTIFICATION OF AIRCRAFT WITH MANDATORY CONTINUING AIRWORTHINESS INFORMATION.

a. When an unsafe condition is found to exist in a U.S. type-certificated product that is not currently on the U.S. register, ACOs may use an alternate procedure concerning the issuance of ADs. Under this alternate procedure each MCAI received will be reviewed to determine whether it meets established criteria for required corrective action. No further action will be taken for an MCAI that does not meet this criteria. An AD will be issued for an MCAI that meets this criteria if there is one or more aircraft of the affected design currently certificated in the United States. If no aircraft of the affected design currently has a U.S. airworthiness certificate, the geographically responsible directorate may elect to defer publishing any ADs on the MCAIs that meet those criteria until an application for airworthiness certificate is made for an aircraft of that design. A list of each MCAI that is deferred will be maintained by the geographically responsible directorate. A statement similar to the following will be found in the Serial Nos. Eligible Product section of the TCDS for an aircraft design on which ADs have not been issued for some or all of the required MCAIs:

“For issuance of an airworthiness certificate in accordance with § 21.183(c), [airworthiness authority of the state of design] must certify that the aircraft conforms to the type design and is in a condition for safe operation. In that regard, [airworthiness authority of the state of design] will certify that the aircraft complies with all applicable MCAIs it has issued. For issuance of an airworthiness certificate in accordance with § 21.183(d), the FAA certificating ASI, or other authorized person, must find that the product conforms to type design and is in a condition for safe operation. In order to make that finding, the FAA certificating ASI or other authorized person should contact [appropriate office within the cognizant directorate] prior to issuance to determine whether showing compliance with certain MCAI is necessary to support a finding that the airplane is in a condition for safe operation.”

b. In some instances, the TCDS also will indicate that certain ADs have been issued for the affected model. Compliance with any applicable AD is required, in addition to compliance with the MCAI.

c. After the first aircraft is U.S.-certificated, the geographically responsible directorate will amend the TCDS to list the required MCAIs (formerly found on the responsible directorate's listing). Compliance must be shown before subsequent aircraft can be found to be in a condition for safe operation and issued an airworthiness certificate. The directorate will issue ADs for any subsequent MCAIs that meet the required criteria for corrective action and will not issue any retroactive ADs for any MCAIs listed as effective prior to the first aircraft being certificated.

d. This alternative procedure also may be used when an aircraft of the affected model previously was certificated in this country, but currently is not.

NOTE: This procedure is not considered appropriate at this time for other products, for example, engines and propellers, because presently there is no reliable means to ensure that none of these products has been imported and installed in U.S.-registered aircraft.

215. CERTIFICATION PROCEDURES. The procedures identified above generally are common to issuance of all classifications of airworthiness certificates and are consistent with the procedures identified in chapters 3 and 4 of this order. Refer to appendix 2 for additional guidance on airworthiness certification of used aircraft. *

216.-217. RESERVED.

SECTION 3. AIRCRAFT ENGINES, PROPELLERS, MATERIALS, PARTS, AND APPLIANCES

218. AIRWORTHINESS DETERMINATION.

a. Section 21.500 provides for the airworthiness acceptance of aircraft engines or propellers manufactured outside the United States for which a U.S. TC 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 Export C of A certifies that the engine or propeller—

- (1) Conforms to its U.S. TC and is found to be in a condition for safe operation.
- (2) Has been subjected to a final operational check by the manufacturer.

b. Section 21.502 provides for the airworthiness acceptance of materials, parts, and appliances (essentially replacement/modification parts) manufactured outside the United States under the terms of the specific BAA/BASA. The United States will consider materials, parts, or appliances imported to the United States for installation on U.S.-registered aircraft to meet all applicable approval requirements when—

(1) The imported materials, parts, or appliances are covered under the scope of the agreement with that country;

(2) The materials, parts, or appliances are accompanied by a completed airworthiness document (for example, JAA Form One) from the BAA/BASA country's CAA;

(3) The airworthiness document certifies that the materials, parts, or appliances meet the requirements of 14 CFR (for example, § 21.29 or § 21.617); and

(4) The airworthiness document certifies that the materials, parts, or appliances are eligible for installation on the bilateral country's product exported to the United States. *

c. Section 21.617(c) 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. If not already accomplished, installation approval for a TSO product must be obtained, in a manner acceptable to the FAA, at the time of installation. Approval for return to service must be performed by a person authorized in part 43.

d. The various types of export certification documents used by the CAAs include official CAA certificates or authorized release tags, and forms that 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 that the product being exported conforms to the U.S. type design and is in a condition for safe operation, and they are appropriately endorsed by the CAA or an authorized designee. The CAA of the exporting country must 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 § 21.500 or 21.502. In those instances in which 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 § 21.500 or 21.502, as appropriate. The CAA's 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 or propellers to be installed on U.S.-registered aircraft must be identified in a manner specified in § 45.11 with the information specified in § 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.** Articles approved by an FAA letter of TSO design approval must be marked in accordance with 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's 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 manufactured pursuant to part 21, subpart O, are not subject to this requirement, because model eligibility is established at the time of installation.
- e.** Products must be accompanied by maintenance records equivalent to those specified in § 91.417 that reflect the status of required inspections, life limits, etc.

220. RETURN TO SERVICE. Regardless of the existence of an export certificate, the person authorized to return to service the aircraft, airframe, engine, propeller, or appliance (on which the product has been installed) in accordance with § 43.5 is responsible for determining that the imported product—

- a.** Has not been modified, changed, or damaged subsequent to the time of export certification.
- b.** Complies with all applicable ADs issued under part 39.
- c.** Is installed in accordance with FAA-approved design data.
- d.** Is in a condition for safe operation.
- e.** Has all of the necessary maintenance documentation available.

221. SPECIAL MAINTENANCE RECORDS CONSIDERATION. U.S. operators, such as air carriers, air travel clubs, and operators for compensation or hire, certificated by the FAA for operation under parts 121, 125, and 135, are required to have sufficient maintenance data on the aircraft or related product. This enables the operator to integrate the aircraft or related product into its own FAA-approved maintenance program. U.S. 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. FAA 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 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, strikeouts, etc., on airworthiness forms other than applications and Form 8050-72 is 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 ASI or designee on any FAA certificate or form must be made in permanent ink on the original and required copies. When the reverse side of the certificate is used, the statement "See Reverse Side" must be typed on the face of the certificate. Below the last line of information on a certificate, type the word "END" in the center of the page.

237. APPLICATION FOR AIRWORTHINESS CERTIFICATE. 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 Form 8130-6.

a. Instructions for Completing Form 8130-6. The applicant or authorized agent must 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, must be filled out. The following instructions and explanations apply for entries that are not clearly self-explanatory:

(1) Section I. Aircraft Description. The FAA must verify the applicant's entries from the aircraft registration certificate, aircraft ID plate, TCDS, and/or aircraft specification sheet.

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 (the letter "N") followed by the registration marks as shown on the aircraft registration certificate.

(b) Aircraft Builder's Name (Make). Enter the name of the builder or manufacturer as it appears on the aircraft ID plate in accordance with § 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 listed first on the aircraft ID plate. *

2 For aircraft built from spare and/or surplus parts, the builder's name is that of the person who assembled the aircraft, not that of the TC owner/manufacturer who builds the same model of aircraft.

3 For surplus military aircraft (not assembled from spare and/or surplus parts), the builder's name must be as listed on the TCDS.

(c) Aircraft Model Designation. Enter the model designation as shown on the aircraft ID plate in accordance with § 45.13(a)(2). Trade names must not be used.

1 If the application is for a surplus military aircraft, enter the civil model designation and put the military model designation in parentheses. If the TC was issued under § 21.27, the military model designation becomes the civil model designation.

2 For aircraft built from spare and/or surplus parts, the model designation is that of the aircraft type design to which the applicant shows conformity.

3 For surplus military aircraft type-certificated under § 21.25(a)(2) in the restricted category, only the military designation will be used.

* *4* For amateur-built aircraft, the model may be any arbitrary designation as selected by the builder. If the aircraft was purchased as a kit, the model designation assigned by the kit manufacturer should be used. *

(d) Year of Manufacture. Enter the year of manufacture if shown on the aircraft ID plate or as reflected in the aircraft's records.

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) Aircraft Serial Number. Enter the serial number as shown on the aircraft ID plate in accordance with § 45.13(a)(3).

1 For surplus military aircraft, enter the manufacturer's civil serial number. The military serial number must 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/or surplus parts, enter the serial number assigned by the builder. That number should not be confused with the serial number 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 serial number to provide for positive identification.

3 For amateur-built aircraft, fabricated and assembled from plans or the builder's own design, the serial number may be any arbitrary number assigned by the builder. For any aircraft fabricated and assembled from a kit, the aircraft should be identified by the serial number assigned by the kit manufacturer or supplier.

(f) Engine Builder's Name (Make). The engine make is the name of the manufacturer as it appears on the engine ID plate in accordance with § 45.13(a)(1). Abbreviations may be used, for example, "P&W," "GE," "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 ID plate; for example, "O-320-A1B," "PT6A-20A," or "CFM-56-3C-1," in accordance with § 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 marking. Enter "N/A" if propellers are not installed. (Reference § 45.13(a)(1).)

(j) Propeller Model Designation. When applicable, enter the model designation as shown on the propeller identification marking. *

(k) Aircraft Is Import. This block must be checked only if the aircraft was manufactured outside the United States and certificated under § 21.29, and the applicant is seeking airworthiness certification under § 21.183(c).

(2) Section II. Certification Requested. The following paragraphs refer to the applicable 14 CFR references for standard and special airworthiness certificates and aid in the completion of Form 8130-6:

(a) Item A. Standard Airworthiness Certificate. This certificate is issued to type-certificated aircraft in the normal, utility, acrobatic, transport, commuter, and manned free balloon categories; and for special classes of aircraft. Special class aircraft include gliders, airships, and other non-conventional aircraft. Special class application would be indicated by marking the Standard and Other blocks (section II (A) of the application), and entering the type, (for example, glider, VLA, airship, etc.) in the blank space directly above the category blocks. For aircraft type-certificated before the adoption of categories, enter in the open space above the category blocks the basis for certification as shown in that aircraft's TCDS or specification sheet (for example, Category N/A - Certification basis CAR 04 A (Civil Air Regulations part 4a)). Applicable regulations are as follows:

- 1 Section 21.183(a), New aircraft manufactured under a production certificate;
- 2 Section 21.183(b), New aircraft manufactured under a type certificate only;
- 3 Section 21.183(c), Import aircraft; and
- 4 Section 21.183(d), Other aircraft.

(b) Item B. Special Airworthiness Certificate. This certificate is issued to aircraft that do not meet the requirements for a standard airworthiness certificate. Special airworthiness certificates are identified as primary, limited, provisional, restricted, experimental, and special flight permit. Applicable regulations are as follows:

1 Primary Airworthiness Certificate.

(aa) Section 21.184(a), New primary category aircraft manufactured under a production certificate;

(bb) Section 21.184(b), Imported aircraft;

(cc) Section 21.184(c), Aircraft having a current standard airworthiness certificate;
and

(dd) Section 21.184(d), Other aircraft.

2 Limited Airworthiness Certificate. Section 21.189, Issue of airworthiness certificate for limited category aircraft.

3 Provisional Airworthiness Certificate.

(aa) Section 21.221, Class I provisional airworthiness certificates (may be issued for all categories); and

(bb) Section 21.223, Class II provisional airworthiness certificates (transport category only).

4 Restricted Airworthiness Certificate.

(aa) Section 21.185(a), Aircraft manufactured under a production certificate or type certificate only;

(bb) Section 21.185(b), Other aircraft (surplus U.S. military aircraft or one previously type-certificated in another category); and

(cc) Section 21.185(c), Import aircraft (type-certificated in the restricted category in accordance with § 21.29).

5 Experimental Certificate.

(aa) Section 21.191(a), Research and development;

(bb) Section 21.191(b), Showing compliance with regulations;

(cc) Section 21.191(c), Crew training;

(dd) Section 21.191(d), Exhibition;

(ee) Section 21.191(e), Air racing;

(ff) Section 21.191(f), Market surveys;

(gg) Section 21.191(g), Operating amateur-built aircraft; and

(hh) Section 21.191(h), Operating kit-built aircraft (primary category aircraft assembled by a person(s) without the supervision and quality control of the production certificate holder).

6 Special Flight Permit.

(aa) Section 21.197(a)(1), Flying the aircraft to a base where repairs, alterations, or maintenance are to be performed, or to a point of storage;

(bb) Section 21.197(a)(2), Delivering or exporting the aircraft;

(cc) Section 21.197(a)(3), Production flight testing new production aircraft;

(dd) Section 21.197(a)(4), Evacuating aircraft from areas of impending danger;

(ee) Section 21.197 (a)(5), Conducting customer demonstration flights in new production aircraft that have satisfactorily completed production flight tests; and

(ff) Section 21.197(b), Operation of an aircraft at a weight in excess of its maximum certificated takeoff weight.

(c) **Item C. Multiple Airworthiness Certificates.** These certificates are issued to an applicant in the restricted category and one or more other categories except the primary category. Section 21.187 identifies the requirements an applicant must comply with before multiple airworthiness certificates are issued.

(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 the name and address exactly as shown on the aircraft registration certificate. Part 47 prescribes the requirements for registering aircraft.

(b) **If Dealer, Check Here.** This block must be checked ONLY if the aircraft is registered under a dealer's aircraft registration certificate.

(c) **Aircraft Certification Basis (Aircraft Specification or Type Certificate Data Sheet and/or Aircraft Listing Block).** This item must be completed when application is being made for a standard, primary, provisional, limited, restricted, or multiple airworthiness certificate.

I When application is being made for a multiple airworthiness certificate, enter the certification basis for each certificate being requested.

2 If the TCDS or specification for a new aircraft or model has been approved, but not yet published, enter the date of approval, the TC or specification number, and the word “Preliminary.”

3 Enter “N/A” when the application is being made for an experimental certificate.

(d) Airworthiness Directives. This block must be completed to indicate compliance with all applicable ADs in accordance with part 39 and § 21.99, regardless of the type of airworthiness certificate being requested. Enter the number of the last biweekly supplement to the summary of ADs available as of the date of application, for example, Biweekly 97-06, published on March 24, 1997.

(e) Aircraft Listing. Enter “N/A.”

(f) Supplemental Type Certificate. This block is applicable to all standard airworthiness certifications and special airworthiness certifications in the restricted, limited, provisional, and primary categories for aircraft with one or more STCs installed, and must be filled out at the time of application. The STC number of each STC installed must be entered. If more space is required, an attachment may be used.

* **NOTE: Enter “N/A” when the application is being made for an experimental certificate.** *

(g) Aircraft Operation and Maintenance Records.

1 Check If Records Are in Compliance With § 91.417. This block applies to all aircraft covered by this section and must be checked to indicate that the recordkeeping requirements of § 91.417 have been met. For example, to comply with § 91.417(a)(2)(i), the aircraft maintenance record must include the total time-in-service of the airframe, engines, propellers, and rotor; and to comply with § 91.417(a)(2)(ii), the record must include the current status of the life-limited parts of the airframe, engines, propellers, rotor, and appliances. All record entries must be in English.

2 Total Airframe Hours. This block applies 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 submitting an application for the renewal of an experimental certificate or when requesting a change back to a standard certificate, the hours flown since the previous certificate was issued or renewed must be entered. If the application is for an original issuance of an experimental certificate, enter “0.”

(h) Certification. If the signature is by 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 must be completed only if application is being made for a standard airworthiness certificate in accordance with § 21.183(d). This section must be left blank for all other certification actions.

NOTE: Section 21.183(d)(2) states that an experimentally certificated aircraft that previously had been issued a different airworthiness certificate under § 21.183, and is being returned to the standard airworthiness category, is exempt from the 100-hour inspection set forth in § 43.15.

(5) Section V. FAA Representative Certification. This section must be completed by the ASI or designee that inspects the aircraft and issues the certificate.

(a) Check all applicable blocks in items A and B.

(b) District Office. An ASI must enter the appropriate district or regional office designation. Designees and DOA manufacturers must enter the designation of the district office geographically responsible for monitoring their activities.

(c) Designee's Signature and No. For DOA manufacturers or DAS, enter the authorization number, preceded by "DOA" or "DAS" as applicable. The DMIR, DAR, DOA, or ODAR appointee signature must be signed in ink above the typed or printed name on the original and copy(ies). The typed name and signature must be legible and must not obliterate preprinted information on Form 8130-6.

(d) ASI's Signature. The ASI's name must be typed or printed in this box with the signature above.

(6) Section VI. Production Flight Testing. This section must be completed only by a manufacturer applying for a special flight permit for the purpose of flight testing production aircraft under the provisions of § 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 must be the same as the corresponding data recorded on the aircraft's registration certificate and, as applicable, on the aircraft's ID plate.

(b) Item B. Description of Flight. Enter the present location of the aircraft in the From box and the aircraft's intended destination in the To box.

1 The Via entry must 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, in accordance with § 21.199(a)(2).

2 The Duration entry must 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 must be given consideration when establishing the duration.

(c) Item D. The Aircraft Does Not Meet the Applicable Airworthiness Requirements As Follows. This entry must specifically detail the conditions in which the aircraft does not comply with the applicable airworthiness requirements in accordance with § 21.199(a)(4).

(d) Item E. The Following Restrictions Are Considered Necessary for Safe Operation. This entry must contain in detail the restrictions the applicant considers necessary for safe operation of the aircraft; for example, reduced airspeed or weight, turbulence avoidance, and flightcrew member limitations or qualifications. This item must be carefully reviewed by the FAA to determine that the restriction would ensure safe operation of the aircraft. Any deficiencies must be resolved before issuance of the special flight permit. The FAA also may prescribe additional conditions and limitations deemed necessary for safe operation.

(8) Section VIII. Airworthiness Documentation. This section must be completed by the ASI 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 § 91.9, as Applicable. This block applies to all aircraft covered by this section. The FAA should check this block when an FAA-approved aircraft flight manual, listing of operation limitation, placards, etc., as applicable to the category of certificate requested, are in the aircraft in accordance with § 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. (This applies to aircraft certificated in categories other than standard.)

(c) Items C, D, and E. 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's permanent record.

(g) Item I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR or CAR. If applicable, enter the appropriate CFR or CAR 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 14 CFR. The applicable section of part 21, subpart H, must be entered, except that a DOA manufacturer must—

1 Enter § 21.183(a) or (b) for a standard airworthiness certificate, depending on whether the aircraft had been added to the PC under § 21.267, or under § 21.185 for a restricted category airworthiness certificate.

2 Add “per § 21.273,” to indicate the delegation authority.

b. Instructions for Reviewing Completed Form 8130-6. The FAA must review the form to determine that all applicable entries have been made, and on issuance of the airworthiness certificate, must complete section V. In the event that an airworthiness certificate is denied, sections V and VIII must not be completed. A letter of denial, or a statement of the reason for denial, must be attached to the form and forwarded to AFS-750 as part of the aircraft records.

238. COMPLETION OF FORM 8100-2. The blocks on Form 8100-2 must be completed using the information obtained with completed Form 8130-6.

a. Nationality and Registration Marks. Enter the capital letter “N” followed by the registration number assigned to the aircraft.

b. Manufacturer and Model. Example: Beech-C33.

c. Aircraft Serial Number. 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 that 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 a brief description of any exemptions from the applicable airworthiness standards (CAR 3, 4b, 5, 6, 7, or equivalent CFR) that have been granted for the aircraft (see aircraft specification or TCDS). If no exemptions exist, enter “None.”

f. Date of Issuance. For an original or recurrent certificate, enter the date the certificate is issued. For a replacement or exchanged certificate, enter the date of the original certificate and insert the letter “R” or “E,” respectively, before this date. When the certificate is being amended, insert the letter “A” before the new issuance date, which is the current date. (See paragraph 26 of this order for additional information.)

g. FAA Representative. Type the name of the ASI or designee issuing the certificate under the signature. The signature must be in permanent ink on the original and copies.

h. Designation Number. Depending on who issues the certificate, enter the following applicable information:

(1) **ASI.** The office identifier, for example, SW-MIDO-41;

(2) **DMIR/DAR/ODAR.** The designee's number (for example, DMIR-123456-SW, DAR-123456-NM, etc.);

(3) **DOA.** The letters "DOA" followed by the PC number or the authorization number if one has been assigned by the region; and

(4) **DAS.** The letters "DAS" followed by the DAS number.

239. COMPLETION OF FORM 8130-7. The blocks on Form 8130-7 must be completed using all applicable information obtained from completed 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, for example, restricted, limited, etc. For experimentally certificated manned free balloons or gliders, the words "Manned Free Balloon" or "Glider" are to be put in parentheses after the word "Experimental" for the respective type of aircraft.

(2) **Purpose.** Enter the operating purpose for which the special airworthiness certificate is being issued, as shown by the blocks checked by the applicant under section II, block B, on Form 8130-6. If the application is for a limited category airworthiness certificate, the Purpose entry must be "N/A."

b. Section B. Enter the name and address of the manufacturer only if the application is for a special flight permit for the purpose of production flight testing. In all other cases, enter "N/A" in both spaces under this section.

c. Section C.

(1) This section is applicable for a special flight permit for purposes other than production flight testing. For production flight testing, enter "N/A" in both spaces. For other purposes, the Flight From and Flight To spaces must be the same as that shown on Form 8130-6, section VII, item B.

(2) When the aircraft is to be flown outside the United States, enter "Subject to D(2) on reverse side" in section C on the face side of the special airworthiness certificate.

d. Section D. This section is applicable to all categories and purposes except production flight testing. If the purpose is production flight testing, enter "N/A" in all spaces. 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. Enter the date of expiry if the application is for an experimental or special flight permit. An experimental certificate for R&D, showing compliance with regulations, crew training, or market surveys is effective for 1 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 is unlimited unless good cause exists to establish a specific period. For a provisional certificate, the entry should be in accordance with § 21.217.

(3) Operating Limitations Dated _____ Are a Part of This Certificate. Enter the date of the operating limitations. Do not repeat or paraphrase limitations printed on the back of the certificate. Enter "N/A" if the limitations on the reverse side of the certificate are adequate for the purpose.

(4) Signature of FAA Representative: Designation or Office No. Complete this space for ALL categories and purposes. Entries are the same as those explained in paragraphs 238g and h of this order.

240. RESERVED.**241. COMPLETION OF FORM 8130-4.**

a. Form 8130-4 must be filled out in duplicate. The original remains with the product and the duplicate is forwarded to AFS-750.

b. Place the Export Certificate Number Assignment Card number in the No. block at the top right corner of the form.

c. In the space provided in the certifying statement, enter the information identified in accordance with note (1) at the bottom of Form 8130-4.

d. Product, manufacturer, model, etc., items are self-explanatory.

e. In the Exceptions block enter any noncompliance(s) to type design, requirements for the importing country, and the addition of any temporary installations required for delivery. If there are no exceptions, enter the word "None."

f. If other information is deemed necessary, enter "Additional Information" in the Exceptions block. For example, some importing countries want a statement that the product complies with a type design approved by their country's CAA.

g. The rest of the items are self-explanatory.

h. Lost Form 8130-4.

(1) When 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 by 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 Form 8130-4.

242. COMPLETION OF FORM 8130-1. The applicant must complete part I of the application for Class I products and part II for Class II products. Part III is for FAA use only. All items are self-explanatory except as noted. Instructions for completion of parts I and II are used to help the FAA review the form as submitted by the applicant. The completed Form 8130-1 must be filed in the district office and retained for a minimum of 2 years, then destroyed in accordance with standard agency procedures. Chapter 5 of this order contains further information on the use of this form.

a. Export Certificate No. This block is left blank by the applicant. The FAA must enter the serial number from Form 8050-72.

b. Part I (For Class I Products).

(1) **Item Nos. 1-4.** Self-explanatory.

(2) **Item No. 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 that are displayed on the aircraft. For U.S.-registered aircraft, insert the ID marks as assigned under part 47. Any questions concerning the marking requirements of the importing country must be resolved between the exporter/importer and the CAA of that country.

(b) Under FAA Spec. No., enter the pertinent specification number or the TCDS number, as applicable.

(c) For new and used aircraft, enter in the Operating Time (Hours) block the number of operating hours since the annual type inspection required by § 21.329, and the total time-in-service. Because aircraft engines and propellers must have been newly overhauled under § 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) must be completed to reflect the required information, as applicable.

(3) Item Nos. 6 and 7. These items are self-explanatory; however, if the No box is checked, explain the deviations in item No. 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 No. 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 No. 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 No. 10. This space may be used to convey the information required under item Nos. 6 and 7. This space also may 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 documents that the regulation requires to be submitted with the application under the provisions of § 21.327. After review by the FAA, the documents required to be furnished to the importing country under § 21.335 will be supplied to the applicant.

(7) Item No. 11. The authorized representative of the exporter must date and sign this certification in ink above the typed or printed name and title.

c. Part II (For Class II Products).

(1) Item Nos. 12-14. Self-explanatory.

(2) Item No. 15. Use the instructions for entering eligibility information from Order 8130.21.

NOTE: No entry is required in the FAA Spec No. box.

(3) Item No. 16. Self-explanatory.

(4) Item No. 17. This item provides for the description and listing of the Class II products (parts) being exported. Select the first check box and list the parts in the space provided. If the entire list of parts cannot fit in the space provided, select the second check box and, on the line provided, specifically identify the exporter's shipping document covering the parts concerned. Attach a copy of this document to the form. 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 the name, part number (or equivalent means of identifying each physical product), and quantity of each part.

(5) Item No. 18. This item is self-explanatory. If the No box is checked, explain the noncompliance in item No. 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 No. 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 No. 20. The authorized representative of the exporter must date and sign this certification in ink above the typed or printed name and title.

d. Part III. Approval (For FAA Use Only).

(1) Item No. 21. The ASI or designee's signature must be in permanent ink above the typed name. The number should be the office identifier or designee designation number. DOA manufacturers must use their authorization number as assigned by the FAA.

* **(2) Item No. 22.** The ASI or authorized designee must enter the quantity of Forms 8130-3 issued for the parts described in part II of the form.

(3) Item No. 23. A completed spot check of the file is indicated by the signature of the supervising ASI in permanent ink above the typed name. The district or regional office number and date must be entered in the boxes. 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 ASIs 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 that must be retained in the permanent files. These documents must be submitted to AFS-750 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 Form 8130-6.

(b) Applications for special flight permits for operation of overweight aircraft only in accordance with § 21.197(b).

(c) Applications for an experimental airworthiness certificate must include the data required by § 21.193, as applicable.

(d) The original Form 8130-9.

(e) A copy of Form 8130-2 or any other data, drawings, photographs, etc., as applicable.

(f) A copy of Form 337, as applicable. Do not include referenced data forming the basis for approval of the repair or alteration.

(g) A copy of Form 8100-2, or Form 8130-7, as applicable. When Form 8130-7 is issued as a special flight permit, submit only those copies which permit operation of overweight aircraft in accordance with § 21.197(b). Superseded, terminated, or canceled airworthiness certificates must be included if a 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 imported aircraft, as applicable.

(2) Export for Class I Product.

(a) The original Form 8130-1.

(b) The statement of acceptance from an importing country listing the specific noncompliance(s), as applicable.

(c) A copy of Form 8130-4.

(d) The original Form 8050-72.

(3) Export of Class II and III Products. Retain the following in the district or regional office. DMIRs, ODARs, and DOAs may retain the records at their facility as long as their authorization is valid.

(a) The original application for an Export C of A, 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 Form 8130-3.

(c) The original Form 8100-1.

(4) Import of a Class I Product Manufactured in a Bilateral Country. Retain the following in the district or regional office:

(a) **Aircraft.** The certificate of airworthiness issued by the country the aircraft was manufactured in that states the aircraft conforms to its type design and is in a condition for safe operation.

(b) **Aircraft Engine and Propeller.** The certification from the country of manufacture for engines and propellers that was submitted when deemed they were a part of, or were to be installed on, an aircraft.

NOTE: A certification may be accepted from a third party country when the acceptance is permitted by the BAA or BASA Implementation Procedures for Airworthiness.

(c) The applicable documents listed in paragraph 243a(1) of this order.

b. In addition to the above-mentioned data, the district or regional offices must maintain copies of any other data they deem appropriate to substantiate the certification of the product. This includes Form 8100-1, eligibility statements, program letters, etc.

c. The appropriate district or regional office must ensure that all airworthiness actions processed by FAA designees are submitted to the district or regional office for review and transmittal to AFS-750.

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, Propeller, or Appliance), 0052-00-025-8001, Hundred.

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 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 Tag, 0052-00-012-9005, Pad.

FAA Form 8130-4, Export Certificate of Airworthiness, 0052-00-010-3001, Hundred.

FAA Form 8130-6, Application for Airworthiness Certificate, 0052-00-024-7006, Sheet.

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 Aircraft Inspection Record, 0052-00-851-9000, Sheet.

FAA Form 8130-12, Eligibility Statement, Amateur-Built Aircraft, 0052-00889-9001, Sheet.

2. The following forms are NOT available through normal distribution channels.

Form 8050-64, Assignment of Special Registration Numbers, is available from the FAA Aircraft Registry.

Form 8050-72, Export Certificate Number Assignment Card, is available from the FAA Aircraft Registry.

Aeronautical Center Form 4100 series, Non-Certificated Public Aircraft Document, is available from the Aircraft Maintenance and Engineering Division, Oklahoma City, Oklahoma.

* **APPENDIX 2. ACCEPTANCE OF AN EXPORT CERTIFICATE OF AIRWORTHINESS FOR USED AIRCRAFT UNDER A BILATERAL AGREEMENT**

1. PURPOSE. This appendix describes the concept of a 100-hour inspection requirement under an export certificate of airworthiness.

2. RESPONSIBILITIES OF ASIs AND DESIGNEES.

a. All FAA ASIs and designees should be aware that not all bilateral agreements provide for U.S. acceptance of a bilateral country's Export C of A on a used U.S.- or third country-manufactured aircraft. (The term "third country" is used to indicate that an aircraft is being exported to the United States from a country that is not the country of manufacture.) However, an Export C of A from a bilateral country for its own used aircraft is always acceptable under a bilateral agreement.

b. Table A2-1, Bilateral Agreements that Provide for Acceptance of an Export Certificate of Airworthiness for Used Aircraft, lists the agreements that, current as of April 2004, contain provisions for used aircraft. These agreements are largely the new BASA with Implementation Procedures of Airworthiness. Updates to these bilateral agreements can be found on the FAA's Web site at http://www.faa.gov/certification/aircraft/BAA-BASA_Listing.htm.

c. It is expected that an ASI or designee shall give the maximum credit possible to the validity of a bilateral country's Export C of A when determining an aircraft's conformity to its FAA-approved type design. As a minimum, a bilateral country's Export C of A can be used as evidence that at the time of export—

(1) The aircraft's configuration conformed to its FAA-approved type design, as stated on the aircraft's FAA type certificate data sheet;

(2) The aircraft was determined to be in a condition for safe operation;

(3) The aircraft's configuration conformed to any incorporated FAA-approved design changes under an STC; and

(4) The aircraft was in compliance with all FAA-issued ADs known by the bilateral partner to be in effect.

3. ONE HUNDRED-HOUR INSPECTION REQUIREMENT.

a. When the conditions stated below are met, credit for a previously performed aircraft inspection can be given to meet the 100-hour inspection required by § 21.183(d)(2). In addition to the methods stated in paragraph 60(c) of this order, credit for a previously performed aircraft inspection can be given when the following five conditions are met:

(1) A BASA with Implementation Procedures of Airworthiness has been conducted;

(2) The aircraft is of a type of category included within the scope of a BASA with Implementation Procedures of Airworthiness, section II, including third country aircraft if that aircraft is not a U.S. or bilateral country's type design;

*

- * (3) The inspection was performed while the aircraft was operated on the bilateral country's national registry;
- (4) The inspection was performed by a repair facility approved by the bilateral country; and
- (5) The aircraft's inspection records can demonstrate that the scope of the performed inspection meets the applicable performance rules states in § 43.15.

b. Each ASI or designee should keep in mind that an Export C of A is only as good as the information on which it is based. Countries with which the United States has a bilateral agreement do not issue an Export C of A without first conducting an adequate airworthiness investigation of the aircraft and its historical records. However, the ASI or designee is still required to follow the airworthiness procedures contained in this order, specifically, chapter 3, Standard Airworthiness Certification, and chapter 6, Import Procedures.

c. The ASI or designee should conduct a review of the applicant's evidence (for example, Export C of A, maintenance records, and historical records) used to show the aircraft is entitled to the airworthiness certificate requested. Particular attention should be placed on verifying AD compliance, that any repair data are FAA-approved/accepted, and that all incorporated STCs are FAA-approved/validated.

4. SPECIAL BILATERAL PROVISIONS.

a. As stated above, the level of credit that can be given to a bilateral country's Export C of A is associated with the provisions specified within the scope of an individual bilateral agreement. Table A2-1 illustrates how these provisions apply from one bilateral country to another. Of a particular note, the Canadian agreements contain more extensive airworthiness provisions than other bilateral agreements regarding airworthiness and maintenance.

b. In addition to the regulatory provisions stated in § 43.17, the United States/Canada bilateral agreements include—

(1) U.S. acceptance of a Canadian Export C of A on a used U.S.- or third country-manufactured aircraft.

(2) U.S. acceptance of a Canadian-approved design change under an STC on any aircraft, after the FAA has validated the design change.

(3) U.S. acceptance of the incorporation of the FAA-validated STC, on a U.S.-registered aircraft when accomplished by a Canadian-approved repair facility.

(4) U.S. acceptance of the part(s) associated with an FAA-validated STC, for installation on a U.S.-registered aircraft, when fabricated by a manufacturer holding a production approval issued by Transport Canada Civil Aviation (TCCA).

(5) U.S. acceptance of Canadian-approved repair data on a U.S. aircraft.

*

- * (6) U.S. acceptance of a 100-hour inspection on a U.S.-registered aircraft when accomplished by a Canadian-approved maintenance facility.

NOTE: The term “validated” used in paragraphs 4b(2) through (4) above simply mean that the FAA has conducted an engineering review of the TCCA-approved design change and has issued a corresponding FAA STC. A Canadian STC alone is not adequate.

c. The FAA’s approval/validation of a bilateral country’s approved design change under an STC, in accordance with the provisions of a BASA with Implementation Procedures of Airworthiness, may not be readily apparent while reviewing the aircraft’s records. The aircraft’s records may at times only reference the bilateral country’s design approval. Therefore, the ASI or designee should verify that any incorporated STC modifications are traceable to an FAA STC design approval.

d. When the FAA-validated STC is incorporated on a U.S.-registered aircraft, it must have been done in accordance with the applicable 14 CFR. When the FAA-validated STC is incorporated on a non-U.S.-registered aircraft, the incorporation would only be considered acceptable when the following three conditions are met:

(1) The modification was incorporated while an aircraft was operated on the bilateral country’s national registry;

(2) The part(s) associated with the FAA-validated STC were fabricated by a manufacturer holding a production approval issued by the bilateral partner; and

(3) The modification was incorporated by a repair facility approved by the bilateral country.

e. The amount of credit that may be given to any specific bilateral country’s Export C of A is governed by the airworthiness provisions contained in that country’s bilateral agreement with the United States. All airworthiness-related bilateral agreements can be found on the FAA’s Web site at http://www.faa.gov/certification/aircraft/BAA-BASA_Listing.htm.

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Table A2-1. Bilateral Agreements that Provide for Acceptance of an Export Certificate of Airworthiness for Used Aircraft

Bilateral Countries	BAA or BASA IPA	Acceptance of Export C of A for Used U.S. Aircraft (See notes 1 & 2.)	Acceptance of Repair Data on Used U.S. Products (See note 3.)	Acceptance of Maintenance Activities on U.S.-Registered Aircraft Performed in a Non-FAA-Approved Repair Facility (See notes 4 & 5.)	Acceptance of an Export C of A for Third Country-Manufactured Used Aircraft (See note 6.)
Argentina	BAA	NO	NO	NO	YES
Australia	BAA BASA IPA is pending (see note 7).	YES YES	NO NO	NO NO	YES
Belgium	BAA	NO	NO	NO	YES
Brazil	BASA IPA	YES	NO	NO	YES
Canada	BASA IPA	YES	YES	YES	YES
Denmark	BAA	NO	NO	NO	YES
France	BASA IPA	YES	NO	NO	YES
Germany	BASA IPA	YES	NO	NO	YES
Israel	BASA IPA	YES	NO	NO	YES
Italy	BASA IPA	YES	NO	NO	YES
Japan	BAA	NO	NO	NO	YES
Netherlands	BASA IPA	YES	NO	NO	YES
New Zealand	BASA IPA	YES	NO	NO	YES
Romania	BASA IPA	YES	NO	NO	YES
Singapore	BASA IPA	NO	NO	NO	YES
Sweden	BASA IPA	YES	NO	NO	YES
United Kingdom	BASA IPA	YES	NO	NO	YES

NOTE 1: The bilateral country's Export C of A can be used as evidence that at the time of export—

1. The aircraft's configuration conformed to its FAA-approved type design, as stated on the aircraft's FAA type certificate data sheet;
2. The aircraft was determined to be in a condition for safe operation;
3. The aircraft configuration conformed to any incorporated FAA-approved design changes under an STC; and
4. The aircraft was in compliance with all FAA-issued ADs known by the bilateral partner to be in effect.

NOTE 2: Please review the applicable bilateral agreement for the country in question because it may have limitations on the type or category of used U.S. aircraft acceptable under the bilateral agreement. For example, the United States acceptance of a Romanian Export C of A on a used U.S. aircraft is limited to a sailplane, power sailplane, or a very light airplane certificated to JAR-VLA.

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* **NOTE 3: The United States/Canada BAA, Schedule of Implementation Procedures (SIP) dated May 18, 1988 (SIP, chapter 4), contains provision for acceptance of certain repair data associated with U.S. products. The BASA IPA, dated October 2000, did not cancel chapter 4 if the SIP and these provisions remain in effect. The following documents may provide a better understanding of these provisions:**

1. The BASA IPA dated October 2000.
2. Chapter 4, Maintenance, Alteration, or Modifications of Aeronautical Products, of the United States/Canadian bilateral agreement SIP.
3. The Memorandum of Understanding between TCCA and the FAA dated October 2003, or any later revision approved by TCCA and the FAA. (Reference: <http://www.tc.gc.ca/CivilAviation/certification/Int/Memoranda/usa.htm>.)

NOTE 4: The United States/Canadian bilateral airworthiness agreement SIP also contains, in chapter 4, provisions for acceptance of certain maintenance, alterations, or modifications, and those persons or organizations authorized to perform such functions on U.S. products. The acceptable maintenance activities include the accomplishment of a 100-hour inspection. The BASA IPA did not cancel chapter 4 of the SIP and these provisions remain in effect. Also § 43.17 provides additional provisions related to maintenance functions performed on U.S. products. The following documents may provide a better understanding of these provisions:

1. Section 43.17, Maintenance, preventive maintenance, and alterations performed on U.S. aeronautical products by certain Canadian persons.
2. The BASA IPA dated October 2000.
3. Chapter 4, Maintenance, Alteration, or Modifications of Aeronautical Products, of the United States/Canadian bilateral agreement SIP.
4. The Memorandum of Understanding between TCCA and the FAA dated October 2003, or any later approved revisions.

NOTE 5: Please take into consideration that the FAA has certificated repair stations located in other countries that also hold a certification from their national civil aviation authority, thereby giving the repair station the ability to make a compliance statement to their national regulations and the U.S. regulations. In particular, the FAA has concluded BASA Maintenance Implementation Procedures (MIPs) with France, Germany, and Ireland.

NOTE 6: There bilateral agreements (for example, BAA or BASA IPA) contain a third-country provision that allows the United States to accept an Export C of A issued by the bilateral country for certain aircraft. Please review the bilateral agreement for the country in agreement. When allowed by the bilateral agreement, the bilateral country's Export C of A may be used as evidence that at the time of export—

1. The aircraft's configuration conformed to its FAA-approved type design, as stated on the aircraft's FAA type certificate data sheet;
2. The aircraft was determined to be in a condition for safe operation;
3. The aircraft configuration conformed to any incorporated FAA-approved design changes under an STC; and
4. The aircraft was in compliance with all FAA-issued ADs known by the bilateral partner to be in effect.

NOTE 7: The older BAA with the country of Australia is still in effect. The newer BASA IPA is pending.

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