ORDER

8130.2B

CONSOLIDATED REPRINT
CONTAINS
CHANGES 1 THRU 11
10/87

AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED APPROVALS

October 20, 1977

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Distribution: WRCFS-3; FFS-1, 2, 3, 5, 7, 8 (wide); FIA-0 (minimum); AAC-840 (1); AAC-952 (80); FDR-1; FDR-2

Initiated By: AFS-180/AAC-210

RECORD OF CHANGES

DIRECTIVE NO. 8130.2B

CHANGE TO BASIC	SUPPLEMENTS			OPTIONAL	CHANGE TO BASIC	SUPPLEMENTS			OPTIONAL
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FAA Form 1320.5 (6-80) Use Previous Edition

CHANGE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8130.2B CHG 11

10/20/87

SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED APPROVALS

1. PURPOSE. This change revises the inspection procedures employed during airworthiness certification of amateur-built aircraft. Additionally, this change introduces a new FAA Form 8130-12 (OMB No. 2120-0018) Eligibility Statement - Amateur-Built Aircraft, which provides a means to record the amateur aircraft builders certification to attest that the major portion of the aircraft was fabricated for education and/or recreation. The change also deletes handbook material addressing evaluations of amateur-built aircraft kits which are being held in abeyance at the present time.

2. DISPOSITION OF TRANSMITTAL. After filing the attached pages, this change transmittal should be retained.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
ix	7/06/81	ix	7/06/81
x	7/06/81	x	10/20/87
133-137	10/20/77	133-137	10/20/87
143	1/12/83	143	1/12/83
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		145 (and 146)	10/20/87
Appendix 1		Appendix 1	10/20/87
1-2	10/20/77	1-2	10/20/87

Sandy DeLucia, Manager
Aircraft Manufacturing Division
Office of Airworthiness

Distribution: A-W(WS/FS/VN)-3; A-X(FS)-3; A-X(CD)-3; A-FFS-1,2,5,7,8(MAX); A-FIA-0(LTD); A-FAC-0(MAX); AAC-952(80 cys); FDR-1 ABCD

Initiated By: AWS-200

CHANGE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8130.2B CHG 10

12/15/86

SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED APPROVALS

1. PURPOSE. This change is issued to incorporate Notice 8130.52, Issuance of Export Certificates of Airworthiness for Restricted Category Aircraft, issued August 21, 1985. Additionally, this change eliminates the words "flight characteristics" from paragraph 163a(4) of Order 8130.2B CHG. 8 issued December 10 1985.

2. EXPLANATION OF CHANGE. This change requires a statement, pertaining to restricted category aircraft, to be added to the Export Certificate of Airworhiness, FAA Form 8130-4, under "Exceptions." Additionally, paragraph 163a(4) in Change 8 to Order 8130.2B has caused some confusion in field offices as to whether or not a flight test is required for every application where the maximim weight exceeds 110 percent of the maximum certificated weight. The intent of this paragraph is to enumerate a few of the provisions the Aircraft Certification Office would consider when evaluating data for overweight operations. The paragraph was not intended to require a flight test for every application. Each office may use its own discretion in determining whether or not a flight test is necessary.

3. DISPOSITION OF TRANSMITTAL. After filing the revised pages, this change transmittal should be retained.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
169	10/20/77	169	10/20/77
170	12/10/85	170	12/15/86
225 (thru 228)	7/6/81	225 (thru 228)	12/15/86

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Initiated By: AWS-200

CHANGE

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8130.2B CHG 9

10/14/86

SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED APPROVALS

1. PURPOSE. This change incorporates the requirements of Order 8050.6. In addition, "should" was changed to "may" in paragraphs 29 and 78.

2. EXPLANATION OF CHANGE. This change adds paragraph 16, "Replacement Identification Plates". Paragraph 16 dictates the proper procedure for requesting replacement I.D. plates and the disposition of the old I.D. plate.

3. DISPOSITION. After filing the revised pages, this change should be retained.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
v	10/20/77	v	10/14/86
vi	10/20/77	vi	10/20/77
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11	10/20/77	11	10/14/86
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19(and 20)	10/20/77	19(and 20)	10/14/86
79(and 80)	10/20/77	79(and 80)	10/14/86

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Initiated By: AWS-200

CHANGE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8130.2B CHG 8

12/10/85

SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED APPROVALS

1. PURPOSE. This Change returns to the original guidance provided in this order for issuance of special flight permits for the operation of overweight aircraft. This change provides for operating limitations to be prescribed including a requirement that the FAA Form 337 covering additional fuel-carrying facilities be in the aircraft.

2. DISPOSITION. After filing the revised pages, this change transmittal should be retained.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
xi	7/23/82	xi	12/10/85
xii	7/6/81	xii	7/6/81
169	10/20/77	169	10/20/77
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179	7/23/82	174	7/23/82
180	10/20/77	179	12/10/85
		180	10/20/77

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Distribution: A-W(WS/FO/VN)-3; A-X(FS)-3; A-X(CD)-3; A-FFS-1,2,5,7,8(MAX); A-FIA-0(LTD); A-FAC-0(MAX); AAC-952(80 copies); FDR-1ABCD

Initiated By: AWS-200

CHANGE

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8130.2B CHG 7

1/12/83

SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED APPROVALS

1. PURPOSE. This change provides additional guidance for PC/APIS Holder's Experimental Operating Procedures concerning the carrying of persons in an aircraft.

2. DISPOSITION: After filing the revised pages, this change transmittal should be retained.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
141-143 (thru 146)	7/6/81	141	7/6/81
		142-144 (thru 146)	1/12/83

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Distribution: A-W(WS/FO)-3;A-X(FS)-3; A-X(CD)-3 Initiated By: AWS-200
A-FFS-1,2,3,5,7,8(MAX);A-FIA-0(LTD);A-Y(VN)-3; A-FAC-1,2,3(MAX)
AAC-840(1 copy);AAC-952(80 copies);FDR-1;FDR-2

CHANGE

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8130.2B CHG 6

7/23/82

SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED APPROVALS

1. PURPOSE. This change provides additional guidance for the issuance of special flight permits for aircraft being delivered or exported under FAR 21.197(a)(2) and for aircraft to be operated in excess of its maximum certificated takeoff weight for flight beyond normal range under FAR 21.197(b).

2. DISPOSITION OF TRANSMITTAL. After filing the revised pages, this change transmittal should be retained.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
xi	10/28/81	xi	7/23/82
xii	7/6/81	xii	7/6/81
169 - 173	10/20/77	169	10/20/77
174 - 175 (and 176)	10/28/81	170 - 175 (and 176)	7/23/82
179 - 180	10/20/77	179	7/23/82
		180	10/20/77

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Distribution: A-W(WS/FO)-3;A-X(FS)-3;A-X(CD)-3 Initiated By: AWS-200
A-FFS-1,2,3,5,7,8(MAX);A-FIA-0(LTD); AFO-500(20 copies);
AAC-840(1 copy);AAC-952(80 copies);FDR-1;FDR-2

ORDER

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8130.2B CHG 5

10/28/81

SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED APPROVALS

1. PURPOSE. This change provides guidance for issuance of special flight permits for customer demonstration flights and clarifies the validity of special flight permits outside of the U.S. Incorporates changes in Chapter 8 dealing with Designated Manufacturing Inspection Representatives FDR-1 Kit content and distribution.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
xi	10/20/77	xi	10/28/81
xii	7/6/81	xii	7/6/81
165 - 166	10/20/77	165 - 166	10/28/81
173	10/20/77	173	10/20/77
174 (thru 176)	10/20/77	174	10/28/81
		175 (thru 176)	10/28/81
181 - (and 182)	10/20/77	181	10/28/81
		182	10/28/81
		182-1 (and 182-2)	10/28/81
289	10/20/77	289	10/20/77
290 - 294 (thru 296)	10/20/77	290 - 294 (thru 296)	10/28/81

George J. Poun

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Distribution: A-W(WS/FO)-3; A-X(FS)-3; A-X(CD)-3 (ANW only); A-FFS-1,2,3,5,7,8(MAX); A-FIA-0(LTD); AFO-500(20 copies); AAC-840(1 copy); AAC-952(80 copies); FDR-1; FDR-2

Initiated By: AWS-200

CHANGE

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8130.2B CHG 4

7/6/81

Cancellation Date: Retain

SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED APPROVALS

1. PURPOSE. This change provides additional guidance for restricted and multiple airworthiness certification, for data required with applications for Special Airworthiness Certificates, incorporates updated operating limitations for experimental aircraft, incorporates provisions for a production certificate/approved production inspection system holder's experimental operating procedure, revises the Applicability Chart, Figure 3-16 and chart notes, changes the time amateur-built aircraft are assigned to a test area to reflect the current requirements, clarifies the terms new and used, and incorporates response to NTSB regarding experimental-exhibition and air racing purposes.

2. CANCELLATION. Notice (Genot) 8130.34 is cancelled.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
vii thru xii	10/20/77	vii	10/20/77
		viii thru x	7/6/81
		xi	10/20/77
		xii	7/6/81
99 - 101 (and 102)	10/20/77	99 - 101 (and 102)	7/6/81
109 - 110 (thru 112)	10/20/77	109 - 111 (and 112)	7/6/81
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130 - 131	9/11/79		7/6/81
132	10/20/77		7/6/81
137 - 138	10/20/77	137	7/6/81
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139 - 143 (thru 146)	2/19/80	139 - 143 (thru 146)	7/6/81
147 - 148-2	2/19/80	147 - 148-2	7/6/81
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271 - 274	10/20/77	271	10/20/77
		272 - 273	7/6/81
		274	10/20/77

George J. Pour

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Distribution: A-W(WS/FO)-3; A-X(FS)-3; A-X(CD)-3 (ANW only); A-FFS-1,2,3,5,7,8(MAX); A-FIA-0(LTD); AFO-500(20 copies); AAC-840(1 copy); AAC-952(80 copies); FDR-1; FDR-2

Initiated By: AWS-200

CHANGE

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8130.2B CHG 3

2/19/80

Cancellation Date: Retain

SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED APPROVALS

1. PURPOSE. This change emphasizes the criteria for prescribing operating limitations to fit specific situations and revises the applicability chart, Figure 3-16. It also restores paragraphs 178 c and d, and 179, 180, and 181, erroneously removed by Change 2.

PAGE CONTROL CHART

REMOVE PAGES	DATED	INSERT PAGES	DATED
139	9/11/79	139 - 148-2	2/19/80
140	10/20/77	193	9/28/79
141 - 146 (thru 148)	9/11/79	194 (thru 196)	2/19/80
147 - 148	10/20/77		
193 - 194	9/28/79		

M. C. BEARD
Director of Airworthiness

Distribution: A-W(FO/WS)-3; A-X(FS-3); A-FFS-1,2,3,5,7, 8(MAX); AFO-500(20 copies);A-FIA-0(STD);AAC-840(1); AAC-952(80 copies); FDR-1;FDR-2

Initiated by: AWS-200

CHANGE

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8130.2B CHG 2

9/28/79

Cancellation Date: Retain

SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED APPROVALS

1. PURPOSE. The changes reflects the revision of Chapter 4, par. 173j(7) and par. 178b. Change to par. 173j(7) was to remove that 60-day time limit for acceptance of original Export C of A. Change to par. 178b was to amend guidance to reflect the referenced text was not the only method for obtaining an airworthiness certificate.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
187	10-20-77	187	10-20-77
188	10-20-77	188	9-28-79
193	10-20-77	193	9-28-79
		194	9-28-79

M. C. BEARD
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Office of Airworthiness

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AAC-952(80 copies);FDR-1;FDR-2

CHANGE

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8130.2B CHG 1

9/11/79

Cancellation Date: Retain

SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED APPROVALS

PURPOSE. This reflects recent amendment changes to Section 21.183(a)(3) which now permits experimental aircraft used for the purpose of amateur built, exhibition and air racing to be issued certificates for an unlimited duration. Further, it provides additional aircraft operating limitations.

PAGE CONTROL CHART

Remove Page	Date	Insert Page	Date
129 - 132	10/20/77	129	10/20/77
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		132	10/20/77
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		140	10/20/77
		141 - 146(thru 148)	9/11/79
183(thru 186)	10/20/77	183(thru 186)	9/11/79

Robert D. Blacker

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Initiated By: AWS-340

FOREWORD

1. PURPOSE. This order provides the instructions authorized for original and recurrent airworthiness certification of aircraft and related approvals. The procedures contained in this order apply to Flight Standards Service manufacturing inspectors, maintenance inspectors, maintenance advisors, and to private persons delegated authority to issue airworthiness certificates and related approvals.

2. DISTRIBUTION. This order is distributed to Flight Standards Branch level and above in headquarters, regions, and Aeronautical Center; to General Aviation, Air Carrier, Engineering and Manufacturing and Flight Standards District Offices; to Aeronautical Quality Assurance, International Aviation and International Field Offices; and Designated FAA Representatives.

3. CANCELLATION. Handbook 8130.2A, dated May 22, 1969; Orders 8130.4 dated June 26, 1975; 8130.5 dated July 7, 1975; 8130.7 dated March 5, 1976; 8130.8 dated April 28, 1976; 8130.9 dated September 13, 1976; 8130.10 dated August 16, 1976; 8130.11 dated September 22, 1976; and 8130.12 dated September 22, 1976.

4. EXPLANATION OF CHANGES.

   a. This order has been extensively rewritten to include self-contained in chapters/sections for specific kinds of airworthiness certification approvals. As a result, it was necessary to develop an order into a new format and rearrange the existing material contained in Handbook 8130.2A. Other relevant material has been incorporated; and sample documents, i.e., forms, letters, etc., have been added to the end of most sections. These documents are intended as a guide and do not represent a total requirement for every certification action of that section.

   b. The following substantive changes have been made:

      (1) Paragraph 6 has been expanded to provide DMIR authority to agree with FAR Part 183, and to allow appropriately qualified FAA engineering personnel to perform inspection functions.

      (2) Paragraph 9.b has been added to emphasize that proof of aircraft ownership must be submitted with each application for aircraft registration.

      (3) Paragraph 11 has been added to incorporate information pertaining to identification data plates.

(4) Paragraph 12.c has been added to incorporate information pertaining to the certificates required for the operation of FAA aircraft. Aircraft which have not been type certificated will display FAA Noncertificated Public Aircraft Document, FAA Form 8100-4. Sample form has been added to this order.

(5) Paragraph 22.c has been added to incorporate information pertaining to change in aircraft Reservation of Special Registration Marks, AC Form 8050-64. Sample form has been added to this order.

(6) Paragraphs 34, 90 and 173 have been added to incorporate the following items to the certification steps:

(a) In no case may any aircraft be operated unless there is an appropriate airworthiness certificate issued to and valid for that aircraft;

(b) All special design conditions are complied with (when applicable);

(c) All relevant AD's have been complied with; and

(d) When an aircraft does not meet the requirements for the certification requested, write the applicant a letter stating the reason(s) the aircraft was not eligible for the certification requested. A copy of the denial letter should be attached to the application and forwarded to AAC-250 to be made a part of the aircraft record.

(7) Paragraph 52.c.(1) and (2) have been added to incorporate provisions that certain persons listed under FAR 21.183(d)(2) may make conformity determinations in addition to airworthiness inspections.

(8) Paragraph 53.a and c. has been added to provide for U.S.-manufactured aircraft that have been exported and returned to the U.S. for airworthiness certification; it is not necessary to have a foreign airworthiness certification, FAR 21.183(d) would apply; and that maintenance records, which have been established by the manufacturer or approved by the foreign CAA, should be available for large or complex U.S.-manufactured aircraft which have been exported and returned to the U.S. for standard airworthiness certification.

(9) Chapter 2, Section 4 has been expanded to include "Intitial Screening Inspection (general)," "Initial Screening Procedures," "Aircraft Condition," "Screening Report," "Certification Requirements (applicant," and "Certification Procedures" for surplus military aircraft.

(10) Paragraph 64 has been added to incorporate provisions for delegating surplus military aircraft certification duties to General Aviation District Offices (GADO) when coordination with the Engineering and Manufacturing District Office (EMDO) exists.

(11) Paragraph 77.a. and b. have been deleted to omit inspection requirements for products, etc., prior to establishment of fabrication inspection system; and the provisions for attaching Export and Conformity Certification Tags to parts prior to issuance of the FAA-PMA approval letter.

(12) Paragraph 104 has been added to provide special purpose operations for restricted category aircraft.

(13) Paragraph 134.d has been added to provide conditions pertaining to acrobatic maneuvers within an assigned flight test area for experimental aircraft.

(14) Paragraph 136.e.(4) has been added to incorporate provisions for using qualified private persons to make inspection determinations on amateur-built aircraft.

(15) Paragraph 136.i has been changed to reduce the number of hours required for amateur-built aircraft to remain within an assigned flight test area.

(16) Paragraph 137 has been added to provide information pertaining to the eligibility and purposes regarding prototype amateur-type aircraft.

(17) Paragraph 158.e, f, and g have been added to provide information that the Special Flight Permit does not authorize operation over foreign countries; and conditions regarding issuance of special flight permits when airworthiness directives are involved; and restrictions for the operation of aircraft over foreign countries.

(18) Paragraph 179 has been added to show that certain bilateral agreements may provide for the acceptance of a certification from a third party country that the product meets the type design and is in a condition for safe operation in lieu of the country of manufacture.

(19) Paragraph 200.c has been added to provide information regarding Special Design Conditions which are submitted to the U.S. by certain foreign countries.

(20) Paragraph 202.b(4)(a) and (c) have been added to provide information regarding the distribution and accountability of Export Certificate Number Assignment Card, AC Form 8050-72; and to clarify that correction may be made, information erased, etc., on AC Form 8050-72.

(21) Paragraph 220.b and h(3) have been added to provide information to complete Application for Airworthiness Certificate, FAA Form 8130-6 for aircraft type certificated prior to the adoption of regulations establishing categories; and to enter when the next annual inspection is due in the aircraft log book when issuing a standard airworthiness certificate.

(22) District office identification in the text and on sample forms was revised to correspond with Order 1370.4.

(23) A listing of new or revised forms used in airworthiness certification has been added.

(24) Appendix 1 has been added to show the new or revised forms as prescribed by this order.

c. Minor editorial changes have been made throughout the text of this order.

J. A. Ferrarese

J. A. FERRARESE
Acting Director
Flight Standards Service

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CHAPTER 1. GENERAL POLICIES AND PROCEDURES

SECTION 1. GENERAL INFORMATION

1. AUTHORITY. The applicable sections of the Federal Aviation Regulations which, in turn, are based on the Federal Aviation Act of 1958, provide the basis for the procedures in this order.

2. DEVIATIONS. Depending upon the nature of the particular problem or job, it may sometimes become necessary to deviate from the policies and procedures outlined in this order. When a deviation becomes necessary, the Aviation Safety Inspector involved should be guided by sound judgment, making certain that all deviations are substantiated, documented, and concurred in by his supervisor. Substantial deviations from these instructions must be approved by the Engineering and Manufacturing Division, AFS-100, Air Carrier Division, AFS-200, and the General Aviation Division, AFS-800, in order to insure uniform administration.

3. RESPONSIBILITY FOR ISSUANCES AND REVISION. The issuance, revision, or cancellation of material in this order is the responsibility of the Engineering and Manufacturing Division, AFS-100, Air Carrier Division, AFS-200, and the General Aviation Disivion, AFS-800. All changes will be accomplished by these Divisions as required to carry out the responsibility of the agency to provide for original and recurrent airworthiness certification and related approvals of eligible aeronautical products. All interested personnel are invited to submit comments or new material which may be considered useful in this order. Such recommendations should be forwarded through channels to the Chief, Engineering and Manufacturing Division, AFS-100; Chief, Air Carrier Division, AFS-200; and to the Chief, General Aviation Division, AFS-800; Washington, D.C. 20591. Recommendations should clearly identify the purpose and substance of the change along with adequate justification for the recommended change.

4. ENGINEERING AND MANUFACTURING BRANCH, OR ENGINEERING AND MANUFACTURING DISTRICT OFFICE (EMDO). Wherever these terms appear in this order, they include the counter-part organizations in the Western Region or other regions not using these terms.

5. FAA REPRESENTATIVES AUTHORIZED TO ISSUE AIRWORTHINESS CERTIFICATES AND RELATED APPROVALS.

a. Consistent with current applicable Flight Standards policies and instructions, a manufacturing inspector, maintenance inspector, or maintenance advisor, in Flight Standards Service, is authorized to issue airworthiness certificates and related approvals covered in this order.

b. Designated Manufacturing Inspection Representatives (DMIR) may issue for eligible aircraft, and parts thereof, at the manufacturer's facility. (The Certificate of Authority, FAA Form 8430-9, will specify the type of airworthiness approvals which DMIRs may issue):

(1) Original airworthiness certificates/approvals;

(2) Experimental certificates;

(3) Export certificates of airworthiness; and

(4) Airworthiness Approval/Conformity Certification Tag, FAA Form 8130-3.

c. A manufacturer holding a delegation option authorization may issue airworthiness certificates, experimental certificates, Airworthiness Approval/Conformity Certification Tags and other export approvals as provided for in FAR 21, Subpart J.

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

e. When FAA manufacturing inspection personnel are unavailable, appropriately qualified engineering personnel may issue airworthiness certificates and related approvals, provided regional policy authorizes the job functions and engineering personnel use the same guidelines established for manufacturing inspectors.

6. RESPONSIBILITIES OF FAA INSPECTORS AND DESIGNEES.

a. The procedures in this order cover original airworthiness certification, for which manufacturing inspectors are primarily responsible, and recurrent airworthiness certification, for which maintenance inspectors are primarily responsible. Manufacturing and maintenance personnel may assist each other as mutually agreed upon.

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

c. Manufacturing inspectors are responsible, within their jurisdiction, for the proper training of designated industry personnel upon their appointment, regarding airworthiness certification procedures and related paperwork. This responsibility also includes the determination that such designees have been provided with appropriate regulations, instructions, and forms necessary for the performance of their designated duties.

d. Within their respective areas of responsibility, FAA manufacturing inspectors will maintain supervision and surveillance over the airworthiness certification activities accomplished by designees to assure that all certifications and approvals are in compliance with the applicable rules, policies, and procedures. This includes the checking of certification files and related documents for accuracy, completeness, and assurance of product eligibility.

7. POSSESSION AND DISPLAY OF AIRWORTHINESS CERTIFICATES. The standard and/or special airworthiness certificate issued to a U.S. registered civil aircraft must be displayed at the cabin or cockpit entrance so that the certificate(s) is legible to passengers or crew (Reference FAR 91.27(b)).

8. AIRCRAFT REGISTRATION.

a. Registration. The procedures pertaining to aircraft registration, and to application for, and issuance of registration numbers, are contained in FAR Part 47. The registration of aircraft is not a function of airworthiness certification; however, possession of a Certificate of Aircraft Registration is a prerequisite for issuance of an airworthiness certificate. The FAA representative should, therefore, ensure that an aircraft presented for airworthiness certification is properly registered.

b. Proof of Ownership. The applicant for registration of an aircraft must submit proof of ownership that meets the requirements prescribed in FAR Part 47. AC Form 8050-2, Aircraft Bill of Sale, or its

equivalent, may be used as proof of ownership. If the applicant did not purchase the aircraft from the last registered owner, he must submit conveyances completing the chain of ownership from the last registered owner to himself. The purchaser under a contract of conditional sale is considered the owner, for the purpose of registration, and the contract of conditional sale must be submitted as proof of ownership. Consequently, a bill of sale should not be submitted.

9. AIRCRAFT NATIONALITY AND REGISTRATION MARKS. Aircraft registered in the United States shall display the letter "N" followed by the registration number in accordance with the applicable requirements of FAR Part 45. The marks displayed on the aircraft must be the same as shown on the Certificate of Aircraft Registration.

10. IDENTIFICATION DATA PLATE.

a. Each aircraft presented for airworthiness certification must meet the requirements of FAR 21.182. Each aircraft and each aircraft engine manufactured under a type or production certificate must be identified by means of a fireproof plate that has the information specified in FAR 45.13.

b. Each propeller, propeller blade or propeller hub manufactured under the terms of a type of production certificate shall be identified by means of a plate, stamping, engraving, etching or any other approved method of fireproof identification. The information should be placed on a noncritical surface and contain the information specified in FAR 45.13.

c. When FAA personnel receive inquiries regarding removal or destruction of identification data plates, the sample letter in Figure 1-2 may be used as a guide for responding.

11. PUBLIC AIRCRAFT.

a. A public aircraft, as defined in the FA Act of 1958, "means an aircraft used exclusively in the service of any government or of any political subdivision thereof including the government of any State, Territory, or possession of the United States, or the District of Columbia, but not including any government-owned aircraft engaged in carrying persons or property for commercial purposes."

b. Public aircraft are not required to have airworthiness certificates; however, in some instances, government agencies operating public aircraft may choose to meet the airworthiness certificate requirements of FAR Part 21. An application for an airworthiness certificate for a public aircraft should be processed in accordance

with the applicable procedures in this order, the same as for a civil aircraft. It should be called to the attention of the applicant that the airworthiness certificate is effective only if the terms and conditions shown on its face are complied with, i.e., the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate.

c. Aircraft operated by the FAA will be certificated in accordance with FAR Part 21, Subpart H, except for those aircraft authorized by the Director, Flight Standards Service, to be operated indefinitely or temporarily as noncertificated aircraft. Certificated aircraft will display an appropriate airworthiness certificate. Noncertificated aircraft will display a public aircraft document in lieu of the airworthiness certificate. For procedures applicable to public aircraft operated by the FAA, refer to the General Maintenance Manual, 4100.24. (See Figure 1-3 for sample FAA Form 8100-4.)

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

12. AIRCRAFT BEING REMOVED FROM A CONTINUOUS MAINTENANCE SYSTEM.

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

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

13. OPERATION OF CIVIL AIRCRAFT WITH DOOR REMOVED FOR PARACHUTING, SKY DIVING, OR OTHER SPECIAL OPERATIONS.

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

b. Operating limitations may be issued upon application as set forth in AC 105-2. A copy will be forwarded to the Aircraft Registration Branch, AAC-250.

c. Sample operating limitations outlined in Figure 1-1 may be issued by inspectors for any of the aircraft models listed in AC 105-2. The inspector will note on the operating limitations the aircraft make, model, registration and serial numbers, type of operation authorized, date of issuance, inspector's name, and district office number. On an aircraft which requires removal of a particular door, the inspector shall identify the door that may be removed.

d. Removing or installing a cabin door and passenger seat(s) for the aircraft listed is considered preventive maintenance and may be done by a certificated pilot.

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

f. For aircraft other than those listed in AC 105-2, approvals will be in accordance with STC procedures in FAR Part 21, Subpart E.

14. DEFINITION OF TERMS.

a. Aircraft Classification. The term "Classification", as used with respect to the certification of aircraft, means a broad grouping of aircraft having similar characteristics of propulsion, flight, or landing. Examples include: Airplane, Rotorcraft, Glider, Balloon, Landplane, and Seaplane (Reference FAR Part 1).

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

c. Aircraft Category. The term "Category", as used with respect to the certification of aircraft, means a grouping of aircraft based upon its intended use or operating limitations. Examples include: Normal, Utility, Acrobatic, Transport, Limited, Restricted, and Provisional (Reference FAR Part 1). For purposes in this order, gliders and balloons will be referred to as categories in lieu of classifications.

d. Category of Special Airworthiness Certificates. The term "Category" is also used to identify the five specific certification processes and certificates issued as Special Airworthiness Certificates.

e. Fireproof.

(1) With respect to materials and parts used to confine fire in a designated fire zone, means the capacity to withstand at least as well as steel in dimensions appropriate for the purpose for which they are used, the heat produced when there is a severe fire of extended duration in that zone.

(2) With respect to other materials and parts, means the capacity to withstand the heat associated with fire at least as well as steel in dimensions appropriate for the purpose for which they are used.

15. ABBREVIATIONS.

AC	Advisory Circular
AD	Airworthiness Directive
APIS	Approved Production Inspection System
CAA	Civil Aeronautics Administration
CAR	Civil Air Regulation
C of A	Certificate of Airworthiness (export)
DAS	Designated Alteration Station
DOA	Delegation Option Authorization
DMIR	Designated Manufacturing Inspection Representative
EAA	Experimental Aircraft Association
EMDO	Engineering and Manufacturing District Office
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
GADO	General Aviation District Office
ICAO	International Civil Aviation Organization
N/A	Not Applicable
PC	Production Certificate
PMA	Parts Manufacturer Approval
STC	Supplemental Type Certificate
TC	Type Certificate
TSO	Technical Standard Order

* 16. REPLACEMENT IDENTIFICATION DATA (I.D.) PLATE.

a. Prior to issuance of a replacement I.D. plate, the requester or product manufacturer must first contact the appropriate FAA office (i.e., MIDO/GADO/FSDO) to allow the FAA to determine the validity of the need to replace the I.D. plate.

b. The FAA must notify the product manufacturer as to whether or not the request is valid. The FAA must further authorize the requestor to affix the replacement I.D. plate to the product; as required by FAR § 45.13(c).

c. Upon notification by the FAA, the product manufacturer may then issue the replacement I.D. plate.

d. The old I.D. plate (when available) must be submitted to the FAA office who authorized the replacement or the product manufacturer for disposal, as appropriate. *

17.-19. RESERVED.

FIGURE 1-1. SAMPLE LIMITATIONS FOR THE OPERATION OF AN AIRCRAFT WITH A DOOR REMOVED

Make_____

Model_____Ser. No._____

Registration No._____

AIRCRAFT OPERATING LIMITATIONS

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

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

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

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

2. Acrobatic maneuvers are not permitted.

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

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

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

6. Smoking not permitted.

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

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

9. No baggage shall be carried.

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

11. Operations limited to VFR conditions.

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

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

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

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

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

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

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

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

Date_____ FAA Inspector_____

Office No. _____

FIGURE 1-2 SAMPLE - RESPONSE LETTER REGARDING IDENTIFICATION DATA PLATES

March 3, 19XX

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

Dear Sir:

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

Since the aircraft will be scrapped as a result of an accident, it is requested that the aircraft registration and airworthiness certificate, together with a copy of this letter, be forwarded to the address listed below.

Department of Transportation
Federal Aviation Administration
Aircraft Registration Branch, AAC-250
P.O. Box 25504
Oklahoma City, Oklahoma 73125

* The identification data plate should be submitted to the FAA at the address below.

DOT
FAA
Aircraft Manufacturing Division, AWS-200
800 Independence Ave. S.W.
Washington, D.C. 20591 *

Sincerely,

JOHN J. DOE, Manager
Aircraft Manufacturing Division
Washington, D.C. 20591

FIGURE 1-3. SAMPLE - FAA FORM 8100-4 - FAA NONCERTIFICATED PUBLIC AIRCRAFT DOCUMENT - FOR AGENCY AIRCRAFT

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

FAA NONCERTIFICATED PUBLIC AIRCRAFT DOCUMENT

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER
N123	Fairchild Military (C-123B)	55-4558

4. AUTHORITY AND BASIS FOR ISSUANCE

The aircraft described hereon is operated by the FAA as a public aircraft in accordance with

FS-1 letter to FS-500, "Agency Aircraft--Policy on Adherence

(Authorizing Waiver, letter, etc.)

to Regulations in Their Certification, Maintenance and Operation"

dated 13 April 1965 which is on file at FS-700

5. DATE OF ISSUANCE	6. DIRECTOR, FLIGHT STANDARDS SERVICE
2 January 1976	

FAA Form 8100-4 (10-69)

SECTION 2. AIRWORTHINESS CERTIFICATES AND CERTIFICATIONS

20. GENERAL. In order that Standard and Special Airworthiness Certificates, FAA Forms 8100-2, and 8130-7, can be readily and specifically identified in the text of this Order, the classification of such certificates will be referred to as being either Standard Classification or Special Classification.

21. CLASSIFICATION AND CATEGORY OF AIRWORTHINESS CERTIFICATES.

a. Standard Classification. A Standard Airworthiness Certificate, FAA Form 8100-2, may be issued for an aircraft which fully complies with all the requirements applicable to: Normal, Utility, Acrobatic, Transport, Glider and Balloon categories.

b. Special Classification. A Special Airworthiness Certificate, FAA Form 8130-7, may be issued for an aircraft which does not meet the requirements for a Standard Airworthiness Certificate as follows:

(1) Restricted. A Special Airworthiness Certificate may be issued for an aircraft in the restricted category which meets the requirements of FAR 21.185, "Issue of airworthiness certificates for restricted category aircraft".

(2) Limited. A Special Airworthiness Certificate may be issued for an aircraft in the limited category which meets the requirements of FAR 21.189, "Issue of airworthiness certificates for limited category aircraft".

(3) Provisional. A Special Airworthiness Certificate may be issued for an aircraft in the provisional category which meets the applicable requirements of FAR Part 21, Subparts C and I.

(4) Experimental. A Special Airworthiness Certificate may be issued for experimental purposes for any category aircraft, including an amateur built.

(5) Special Flight Permits. A Special Airworthiness Certificate may be issued for an aircraft that may not currently meet applicable airworthiness requirements, but is capable of safe flight, and meets the requirements of FAR 21.197 and 21.199.

22. REPLACEMENT OF AIRWORTHINESS CERTIFICATES.

a. General. FAA representatives authorized under paragraph 6 should issue replacement airworthiness certificates when an airworthiness certificate is declared lost, has been mutilated, or when the registration number for an aircraft has been changed. Such replacement

certificates shall carry the issue date of the certificate being replaced, together with the word "replacement" in the date block on the certificate. Before issuing a replacement certificate, the FAA representative shall review the aircraft records, and if necessary, inspect the aircraft to insure that the applicant's request is bona fide, and that the aircraft is eligible for the airworthiness certificate requested. A copy of the replacement certificate should be forwarded to AAC-250 for retention in the permanent aircraft files.

b. Lost or Mutilated Airworthiness Certificates. A replacement certificate may be issued without supporting documentation from the Aircraft Registration Branch, AAC-250, if the date of issuance and the airworthiness classification/category of the lost or mutilated certificate can be positively established from the aircraft records, or from the remains of the mutilated certificate. If there is insufficient data upon which to base issuance of the replacement certificate, the FAA inspector should request copies of the appropriate data, such as the application form or previously issued airworthiness certificate, from the Aircraft Registration Branch, AAC-250.

c. Reservation of Special Registration Marks, AC Form 8050-64.

(1) When an aircraft owner applies for a special registration number, to replace the one currently assigned to his aircraft, the Aircraft Registration Branch, AAC-250, will assign the new number on AC Form 8050-64. The new special registration number may be reserved for no more than one year and the expiration date will be shown on the AC Form 8050-64 along with the date of the latest application for an Airworthiness Certificate, the airworthiness category and instructions to obtain a revised Airworthiness Certificate.

(2) The owner must complete, sign, and return the original of this form to the FAA Aircraft Registry within 5 days after he affixes the new special registration number to his aircraft. The owner shall carry the duplicate of AC Form 8050-64 and the present Certificate of Aircraft Registration in the aircraft as temporary authority to operate the aircraft (reference FAR 47.15(f) and (h)). After receipt of the signed AC Form 8050-64 from the aircraft owner, the Aircraft Registration Branch, AAC-250, will issue a revised Certificate of Aircraft Registration, AC Form 8050-3, to the aircraft owner. (See Figure 1-4, sample AC Form 8050-64.

23. EXCHANGE POLICY OF AIRWORTHINESS CERTIFICATES. It is highly desirable that all aircraft currently certificated in the standard categories carry a Standard Airworthiness Certificate, FAA Form 8100-2, to be consistent with the regulations. Owners and operators of general aviation and air carrier aircraft which still have currently effective FAA Forms 1362A or 1362B should be encouraged to exchange such forms for the FAA Form 8100-2. In exchanging these certificates, the operating certificate number will NOT be entered on the revised form. The old certificate (FAA Form 1362A or 1362B) will be attached to and forwarded with the carbon copy of the revised certificate to the Aircraft Registration Branch, AAC-250, Oklahoma City, Oklahoma, in order to establish an official record of the exchange action. The foregoing exchange procedure should also be applicable to the new Special Airworthiness Certificates, FAA Form 8130-7 and FAA Forms 1362B currently effective in categories other than standard. Operating limitations should be checked for applicability and new limitations issued as of the date of the new FAA Form 8130-7.

24. SURRENDERED AIRWORTHINESS CERTIFICATE.

a. Airworthiness Certificates voluntarily surrendered by an aircraft owner or operator should be forwarded by the FAA office receiving the certificate to AAC-250 for retention in the permanent airworthiness files for that aircraft. The certificate should be accompanied by a statement giving the reason for its surrender.

b. When a U.S. owned aircraft is sold to a foreign purchaser, or is leased for operation under foreign registry, and is removed from U.S. registry, the airworthiness certificate would be invalid and therefore should be surrendered to the FAA by the aircraft owner or operator as specified in FAR 21.335(e).

25. AIRCRAFT MODEL CHANGE.

a. When an aircraft has been modified to conform to another model of the same make, the aircraft Airworthiness and Registration Certificate, along with the aircraft identification plate, must reflect the new model designation.

b. With respect to the identification plate, the FAA inspector should determine that the new model designation is either stamped on the existing identification plate adjacent to the original designation, or is inscribed on a separate fireproof plate attached near the original.

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

d. The normal procedures apply for processing an Application for Airworthiness Certificate, FAA Form 8130-6, and for amendment of the Airworthiness Certificate, including applicable inspections. If ownership of the aircraft has not changed, an application for aircraft registration, reflecting the new model designation, need not be submitted since AAC-250 will issue an amended registration certificate based on information from the FAA Inspector signifying the model change when attached to the application for Airworthiness Certificate.

26. SAFEGUARDING FAA CERTIFICATES. FAA certificate forms are considered to be of an FAA proprietary nature and are to be safeguarded by those FAA personnel and representatives who are charged with the responsibility for their issuance to assure that such forms do not fall into unauthorized hands. Supplies of FAA certificate forms should be kept in locked containers (cabinets, file drawers, travel cases, and etc.) when such are unattended. At no time will a certificate be given, in blank format to anyone.

27. ORIGINAL CERTIFICATION. Original certification covers the inital issuance of airworthiness certificates and approvals, including export, for aircraft and aeronautical products as follows:

a. Aircraft for which a U.S. Airworthiness Certificate has never been issued, e.g., new aircraft or surplus military aircraft.

b. Previously certificated aircraft being certificated in another category for the first time, e.g., an aircraft converted from STANDARD to RESTRICTED.

c. All provisional Airworthiness Certificates and amendments thereto.

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

e. Export certification of aeronautical products which have never been certificated or approved.

f. Special flight permits for aircraft which have never been certificated.

g. Certification of all imported aircraft.

h. Aircraft of U.S. manufacture and U.S. registry which have been operated under foreign registry.

28. RECURRENT CERTIFICATION. Recurrent certification covers annual issuance, replacement, exchange or amendment of airworthiness certificates and issuance of export approvals for aircraft and aeronautical products as follows:

a. Annual issuance of experimental certificates for amateur-built aircraft which have not been subjected to major change.

b. Issuance of special flight permits for aircraft which have previously been certificated.

c. Export certification or approval of aeronautical products which have previously been certificated or approved.

d. Issuance of airworthiness certificates, except experimental and provisional, for aircraft with certificates which have expired, been surrendered, or revoked.

e. Changes to operating limitations.

f. Issuance of experimental certificates for research and development and exhibition which have expired.

g. U.S.-manufactured aircraft, returning to the U.S., which were previously certificated in the U.S.

29. RECORDATION OF CONFORMITY INSPECTIONS. All inspections which are conducted by an FAA inspector or an FAA designee to determine conformity to an approved type
* design prior to the issuance of an airworthiness certificate may be recorded on Conformity Inspection Record, FAA Form 8100-1. (Reference: Order 8120.2, Appendix 1.) *

30.-31. RESERVED.

FIGURE 1-4. SAMPLE - RESERVATION OF SPECIAL REGISTRATION MARKS - AC FORM 8050-64 (FACE SIDE) (REVERSE SIDE IS BLANK)

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

RESERVATION OF SPECIAL REGISTRATION MARKS

This is your authority to affix the special registration mark reserved for the aircraft described below.

AIRCRAFT MAKE AND MODEL	AIRCRAFT SERIAL NO.
CESSNA 182A	33843

ISSUED TO

ABC AIRCRAFT COMPANY
P. O. BOX 130
MUSTANG AIRPORT
EL RENO, OKLAHOMA 73036

NOTE: Special registration mark reserved until JUNE 25, 1973

AUTHORIZED BY Frank A. Adams

SIGN AND RETURN ORIGINAL of this form to FAA within 5 days following placing of special registration mark on aircraft described above, for the issuance of a revised Certificate of Registration.

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

DATE PLACED ON AIRCRAFT	SIGNATURE & TITLE OF REGISTERED OWNER
JULY 20, 1972	James W. Smith Pres.

SPECIAL REGIS. MARK RESERVED: N123N

PRESENT REGIS. MARK ASSIGNED: N12345

CARRY DUPLICATE OF THIS FORM in the aircraft together with old registration certificate, as interim authority to operate the aircraft pending receipt of revised certificate of registration. Obtain a revised certificate of airworthiness from nearest Flight Standards District Office.

Latest FAA Form 8130-6 dated 4/1/71

Airworthiness classification STD. NORM.

FEDERAL AVIATION ADMINISTRATION

AC Form 8050-64 (4-73) C FAA AC 73-6971

CHAPTER 2. STANDARD CLASSIFICATION - AIRWORTHINESS CERTIFICATION

SECTION 1. GENERAL INFORMATION

32. GENERAL. This chapter provides guidance material associated with original airworthiness certification and the issuance of standard airworthiness certificates. FAR 21.183 prescribes the basic requirements for issuance of standard airworthiness certificates for aircraft manufactured under the terms of a Type Certificate only, an Approved Production Inspection System, a Production Certificate, or when an applicant presents evidence to the FAA that the aircraft conforms to the requirements as specified in FAR 21.183(d) "Other Aircraft". NO FAA FIELD OFFICE, OR FAA REPRESENTATIVE IS AUTHORIZED TO WAIVE REGULATORY REQUIREMENTS.

33. APPLICATION FOR AIRWORTHINESS CERTIFICATE, FAA FORM 8130-6. This form is normally required whenever an airworthiness certificate is issued or amended. The applicant should complete and sign the appropriate section of this form prior to submitting it to the FAA representative for issuance of a standard airworthiness certificate. Sample form(s) are contained at the end of each applicable section.

34. CERTIFICATION STEPS. The following procedures are generally common to issuance of both classifications of airworthiness certificates, consistent with any other specific procedures which may be prescribed in paragraphs dealing with individual airworthiness categories. In no case may any aircraft be operated unless there is an appropriate airworthiness certificate issued to and valid for that aircraft.

a. Obtain from the applicant a properly executed Application for Airworthiness Certificate, FAA Form 8130-6, and other documents as may be required for the certification action.

b. Arrange with the applicant to make the aircraft available for whatever FAA inspection is necessary.

c. Arrange with the applicant for acquiring inspection records and technical data as may be needed to establish conformity to type design.

d. Using the type certificate data sheet, aircraft specification, or aircraft listing, as applicable, determine that the aircraft is eligible by make and model.

e. Determine that the aircraft is properly registered in accordance with FAR Part 47 and that registration marks are properly displayed in accordance with FAR Part 45.

f. Determine that the aircraft identification plate is in accordance with FAR Part 45 and that information contained thereon agrees with the application for airworthiness certification.

g. Review the applicant's inspection records to determine that all required inspections and tests of the aircraft have been satisfactorily completed. Such records should be complete and reflect no unapproved design changes (including Materials Review Board actions).

h. Determine that the aircraft has been flight tested, if required, with a Special Airworthiness Certificate. If it has not been flight tested, issue an appropriate Special Airworthiness Certificate (reference chapter 3). The flight test must be recorded in the aircraft records in accordance with FAR 91.173(a)(2)(i) as time in service (reference FAR 1). If the aircraft was assembled by a person other than the manufacturer (such as, a dealer or distributor) determine that it has been assembled and, when applicable, flight tested, in accordance with the manufacturer's FAA approved procedures.

i. Establish that all of the required records and documentation have been provided for the aircraft; i.e., an up-to-date approved flight manual, a current weight and balance report, equipment list, maintenance records and manuals as required by certain airworthiness parts of the Federal Aviation Regulations.

j. Inspect the aircraft, pertinent data, and records as necessary to determine that:

(1) All required items of equipment are installed.

(2) Instruments, instrument markings, data plate and placards are as required.

(3) All items of equipment, both required and optional, are properly listed and the equipment list and the aircraft agree.

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

(5) All relevant ADs have been complied with.

(6) The aircraft conforms to the approved type certificate data and is in a condition for safe operation.

k. If the aircraft does not meet the requirements for the certification requested and the airworthiness certificate is denied, a letter should be written to the applicant stating the reason(s) for denying the certificate. A copy of the denial letter should be attached to the application and forwarded to AAC-250 to be made a part of the aircraft record. Therefore, when application for airworthiness is made, and the FAA inspector has reason to suspect such letter may exist, the inspector should check with AAC-250 for the possible existence of a denial letter for a particular aircraft, as this may assist the inspector in determining aircraft eligibility.

l. If it is determined that the aircraft meets the requirements for the certification requested, the FAA representative should:

(1) Make an aircraft log book entry (reference Chapter 7).

(2) Issue the Standard Airworthiness Certificate, FAA Form 8100-2.

(3) Complete Sections V and VIII of FAA Form 8130-6, as appropriate, in accordance with the instructions contained in Chapter 7.

(4) Examine, review and route the certification file per Chapter 7.

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

a. Under the following general circumstances, this form should be submitted to the FAA as required by FARs 21.53 and 21.130:

(1) By the applicant for a Type Certificate or a Supplemental Type Certificate at the time the aircraft or parts thereof are submitted for FAA tests.

(2) By the applicant for a Type Certificate or a Supplemental Type Certificate for each engine or propeller submitted for type certification.

(3) By a type certificate holder or licensee manufacturing products under a type certificate only, upon the initial transfer of ownership of each product or upon application for the original issue of an aircraft airworthiness certificate or an Export and Conformity Certification Tag.

b. The FAA inspector should review the form to ensure that it has been completed in accordance with FAR 21.130, that all entries are type written or printed legibly in permanent ink and that the signature is permanent ink. The form must be signed by an authorized person who holds a responsible position in the manufacturing organization. If the certifier is also an FAA designee, the designee title should not be used. A sample form is located at the end of each applicable section of this chapter.

36. CONFORMITY CERTIFICATE - MILITARY AIRCRAFT, FAA FORM 8130-2 (FAA Form 970). (Sample form(s) contained at the end of each applicable section of this chapter.)

a. Contractual agreements between segments of the military services and a manufacturer may require the contractor to provide a Conformity Certificate - Military Aircraft, FAA Form 8130-2, for each aircraft procured. Such aircraft must be type certificated and in most cases, be manufactured under the terms of a production certificate.

b. By memorandum of understanding between the FAA and the military services, FAA may have certain other responsibilities related to the issuance of the Conformity Certificate, Military Aircraft, FAA Form 8130-2; however, except as provided in this paragraph and in any specific requirements in the memorandum of understanding, the normal inspection and surveillance procedures relating to production under a TC only or under a production certificate should be adhered to.

c. The original of the completed FAA Form 8130-2 should be given to the authorized military representative. The appropriate district office should ensure that the copy, including those issued by Delegation Option Manufacturers, are forwarded to the regional office for indefinite retention. The copies may be forwarded either singly or all in one package at the end of the military contract, at the discretion of the region. If such military aircraft are eventually sold as surplus and presented for civil certification, it is the applicant's responsibility to furnish the FAA Form 8130-2 with his application when the form is being used as a part of the airworthiness determination. If the applicant cannot obtain the form, the certificating FAA inspector may obtain the copy from the appropriate regional office.

37. STANDARD AIRWORTHINESS CERTIFICATE, FAA FORM 8100-2. The FAA representative should follow Chapter 7 for instructions regarding completion of this form. Sample forms are contained at the end of each applicable section of this chapter.

a. The Standard Airworthiness Certificate, FAA Form 8100-2, is to be used for all original and recurrent certification of aircraft in STANDARD CATEGORIES ONLY, and for replacement of lost or mutilated, but still effective, FAA Forms 1362B which were previously issued for standard categories.

b. Air Carrier Maintenance Inspectors will no longer issue the Certificate of Airworthiness, FAA Form 1362A, for an air carrier type aircraft which has already been issued a Standard Airworthiness Certificate, since FAA Form 8100-2 supersedes FAA Form 1362A.

38. - 40. RESERVED

SECTION 2. NEW AIRCRAFT

41. GENERAL. This section provides policy and guidance material associated with airworthiness certification for new aircraft being produced under the terms of a Type Certificate only (TC), Approved Production Inspection System (APIS), Production Certificate (PC), and Delegation Option Authorization (DOA).

42. CERTIFICATION PROCEDURES. The FAA representative should follow the appropriate certification steps in Paragraph 34.

43. AIRCRAFT MANUFACTURED WITHOUT FAA PRODUCTION APPROVAL (TC ONLY).

a. THE FAA HAS FULL RESPONSIBILITY FOR ENSURING THAT EACH AIRCRAFT, FOR WHICH AN AIRWORTHINESS CERTIFICATE IS ISSUED, CONFORMS TO THE TYPE DESIGN AND IS IN CONDITION FOR SAFE OPERATION. Therefore, sufficient and adequate FAA inspections of each aircraft must be conducted by the certificating inspector.

b. Under the provisions of FAR 21.183(b), Standard Airworthiness Certificates may be issued for aircraft produced under a type certificate only, to a manufacturer who does not have FAA production approval, for a period of six months after the type certificate has been issued. An extension of the six months period may be authorized by the Regional Director of the region in which the manufacturer is located (Reference FAR 21.123(c)).

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

(2) The appropriate EMDO should establish, and retain indefinitely, an FAA inspection record file for each aircraft manufactured without an FAA-approved inspection system, to substantiate the basis for issuance of the airworthiness certificate for each such aircraft. Nonconformities, involving materials review action, should be resolved through the appropriate regional engineering unit.

(3) In accordance with FAR 21.183(b), the applicant for an airworthiness certificate must submit a Statement of Conformity, FAA Form 8130-9, with each Application for an Airworthiness Certificate.

44. AIRCRAFT MANUFACTURED UNDER AN APPROVED PRODUCTION INSPECTION SYSTEM (APIS).

a. Aircraft manufactured under an APIS will be inspected and certificated in a manner similar to that noted in paragraph 43, except that under an APIS, a DMIR may now be appointed to inspect and issue airworthiness certificates for completed aircraft. When a DMIR has not been appointed under an APIS, each aircraft must be inspected and certificated by an FAA inspector.

b. The extent of each inspection conducted is dependent upon many factors requiring good judgment. For example, during the initial stages of production, each completed aircraft should be inspected in considerable detail. After it has been determined that the APIS is capable of producing aircraft with only minor discrepancies, FAA inspections may be reduced accordingly. In all cases, the basis for any reduced inspection must be adequately substantiated and documented.

c. The FAA representative should be alert for any significant changes in the manufacturing systems, procedures, or personnel, or when major changes have been introduced into the aircraft so that FAA inspections can be increased as necessary.

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

45. AIRCRAFT MANUFACTURED UNDER A PRODUCTION CERTIFICATE (PC).

a. When aircraft are manufactured under the terms of a Production Certificate, FAA inspections may be reduced to a minimum. This is possible because the manufacturer has previously demonstrated to the satisfaction of the FAA, that he has the facilities, equipment, personnel, systems, and procedures which will ensure continuous conformity with the approved type design.

b. Aircraft that are manufactured under the terms of a Production Certificate are eligible for the issuance of an airworthiness certificate without further showing (Reference FAR 21.183(a)). Accordingly, the submission of a Statement of Conformity, FAA Form 8130-9, by the manufacturer is not required nor is it necessary for the FAA representative to inspect each aircraft to determine conformity with the

approved type design. The inspection frequency of these aircraft is contained in the appropriate program guidelines.

46. AIRCRAFT MANUFACTURED UNDER DELEGATION OPTION AUTHORIZATION (DOA).

a. Under Delegation Option Authorization, the procedures for issuing airworthiness certificates are similar to those outlined in paragraph 45, except that the manufacturer is responsible for carrying out the related FAA duties (reference FAR Part 21, Subpart J). By prior arrangement with the manufacturer, and in accordance with current program guidelines, the EMDO will conduct inspections of aircraft currently being certificated under these procedures to determine that the manufacturer is performing his duties in accordance with the applicable regulations. Any aircraft selected for inspection should be one which had been certificated by the manufacturer.

b. If an aircraft is found to be unairworthy or not in conformity with the approved type design data, the manufacturer will be notified as required by Handbook 8030.7, Compliance and Enforcement. When ownership of the aircraft has been transferred from the manufacturer and unairworthy conditions are found by an FAA inspector, the registered owner will be advised by FAA Form 8320-4, Aircraft Condition Notice, in accordance with Handbook 8320.7.

47. - 49. RESERVED.

FIGURE 2-1. SAMPLE APPLICATION FOR AIRWORTHINESS CERTIFICATE - FAA FORM 8130-6 - FOR NEW AIRCRAFT PRODUCED UNDER AN APIS OR PC (FACE SIDE)

Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG.	FAA CODING
N12345	Boeing	737-247	1968	
5. AIRCRAFT SERIAL NO.	6. ENGINE BUILDER'S NAME (make)	7. ENGINE MODEL DESIGNATION		
19714	Pratt & Whitney	JT8D-9		
8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (make)	10. PROPELLER MODEL DESIGNATION		11. AIRCRAFT IS
2	N/A	N/A		X NEW / USED / IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A	1	X	STANDARD AIRWORTHINESS CERT. (Indicate category)		NORMAL		UTILITY		ACROBATIC	XX	TRANSPORT		GLIDER		BALLOON
B			SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)												
			2		LIMITED										
			5		PROVISIONAL (Indicate class)	1	CLASS I								
						2	CLASS II								
			3		RESTRICTED (Indicate operation(s) to be conducted)	1	AGRICULTURE & PEST CONTROL	2	AERIAL SURVEYING	3	AERIAL ADVERTISING				
						4	FOREST (Wild life 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	RACING	5	CREW TRAINING	6	MKT. SURVEY				
						0	TO SHOW COMPLIANCE WITH FAR								
			6		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 MAX. CERTIFICATED TAKE-OFF WEIGHT								
						4	DELIVERING OR EXPORT	5	PRODUCTION FLIGHT TESTING						
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)												

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE →

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

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

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No and Revision No.) A16WE Revision 1	X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 68-25-2
	AIRCRAFT LISTING (Give page No(s).) N/A		SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173	TOTAL AIRFRAME HOURS—Enter for used aircraft only 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 owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
12/13/68	John R. Doe Vice President, Operations	John R. Doe

IV. INSPECTION AGENCY VERIFICATION

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

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

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: [X] The certification requested, or [4] Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: [ ] FAA Inspector; certificate holder under [ ] FAR 65, [ ] FAR 121 or 127, or [ ] FAR 145.

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE
12/15/68	AWE AEDO 40 4346	4	G. E. Smith, DMIR 1234	1	

FAA Form 8130-6 (7-70)

FIGURE 2-2. SAMPLE - APPLICATION FOR AIRWORTHINESS CERTIFICATE - FAA FORM 8130-6 - (REVERSE SIDE) (SECTION VIII)

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)				
	X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 317 *(Attach when required)*
		B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
		C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original attached)*
	X	D. Current Weight and Balance Information Available in Aircraft		
		E. Major Repair and Alteration, FAA 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(a) *(Copy attached)*
	X	F. This Inspection Recorded in Aircraft Records		

Domestic aircraft produced under a PC

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)				
	X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable	X	G. Statement of Conformity, FAA Form 317 *(Attach when required)*
		B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
		C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original attached)*
	X	D. Current Weight and Balance Information Available in Aircraft		
		E. Major Repair and Alteration, FAA 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(b) *(Copy attached)*
	X	F. This Inspection Recorded in Aircraft Records		

C FAA AC 72-6978

Domestic aircraft produced under a TC only or APIS

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)				
	X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 317 *(Attach when required)*
		B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
		C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original attached)*
	X	D. Current Weight and Balance Information Available in Aircraft		
		E. Major Repair and Alteration, FAA 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(a) per 21.273 *(Copy attached)*
	X	F. This Inspection Recorded in Aircraft Records		

Domestic aircraft produced under DOA

NOTE: No further entries required on the reverse side of this form.

FIGURE 2-3. SAMPLE - FAA FORM 8130-9, STATEMENT OF CONFORMITY FOR AIRCRAFT PRODUCED UNDER A TC ONLY OR APIS (FACE SIDE)

Form Approved: OMB No. 04-R0146

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF CONFORMITY

SECTION I - AIRCRAFT

1. MAKE Miles	2. MODEL 360
3. SERIAL NO. 2	4. REGISTRATION NO. N12345

SECTION II - ENGINE

1. MAKE	2. MODEL
3. SERIAL NO.	

SECTION III - PROPELLER

1. MAKE	2. HUB MODEL
3. BLADE MODEL	4. HUB SERIAL NO.
5. BLADE SERIAL NOS.	

SECTION IV - CERTIFICATION

I hereby certify that:

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

☒ B. The aircraft described above, produced under type certificate only (FAR 21 Subpart F), conforms to its type certificate, is in a condition for safe operation, and was flight checked on July 1, 1977 (Date).

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

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

Deviations: None

SIGNATURE OF CERTIFIER John R. Doe	TITLE Chief, Quality Control
ORGANIZATION Miles Airplane Co., Inc.	DATE July 2, 1977

FAA Form 8130-9 (2-74) FORMERLY FAA FORM 317

FIGURE 2-4. SAMPLE - STANDARD AIRWORTHINESS CERTIFICATE - FAA FORM 8100-2 - FOR NEW AIRCRAFT (FACE SIDE)

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N12345	Boeing 737-247	19714	Transport

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

NONE

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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
12/16/68	G. E. Smith *G.E. Smith*	DMIR 1234

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 (7-67) FORMERLY FAA FORM 1362 GPO 1967—O-270 931

(Reverse side is blank)

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

50. GENERAL. The provisions of FAR Part 21, Section 21.183(d), "Other Aircraft" is generally applicable to used aircraft. However, its provisions are also applied to standard airworthiness certification of aircraft built from spare and surplus parts, and U.S.-manufactured civil aircraft that were exported and later returned to the U.S. for domestic certification. The FAA inspector should adhere to the following procedures when establishing evidence of conformity for aircraft to be certificated under this section.

51. CERTIFICATION PROCEDURES. The FAA inspector should follow the appropriate certification steps in Paragraph 34 in addition to Advisory Circular No. 20-65, "U.S. Airworthiness Certificates and Authorizations For Operation of Domestic and Foreign Aircraft."

52. CONFORMITY DETERMINATION - USED AIRCRAFT. Used aircraft of U.S. manufacturers are eligible for airworthiness certification in the standard classification under provisions of FAR 21.183(d). However, if the application is for an original airworthiness certificate, the maintenance rules of FAR Part 43 are not applicable. An example of this situation is when a new aircraft is exported without an Export Certificate of Airworthiness and later returns to the U.S. for certification. (Issuance of an Export Certificate of Airworthiness constitutes original certification.) For these situations, approval of repairs and changes in type design (alterations) come under the applicable provisions of FAR Part 21. Major repairs and changes in type design must have been done in accordance with FAA-approved data. All repairs and changes in type design and their approval will be appropriately documented and made part of the original airworthiness certification file. This may be done as an attachment to the Application for Airworthiness Certificate, FAA Form 8130-6.

a. Under the provisions of FAR 21.183(d), it is the applicant's responsibility to present, with his application, evidence that he substantiated conformity with the FAA-approved type design, FAR 21.183(d)(1). It should contain his inspection records, service history and records, documents, etc., substantiating eligibility of the parts used, reference AC 20-65, paragraph 5a(2). The FAA inspector is required to make a "finding of conformity," FAR 21.183(d)(3). This shall consist of a review of the applicant's evidence that he determined conformity. Sufficient conformity checks shall be made of the aircraft and the applicant's "evidence" for the inspector to "find" the aircraft to be in conformity. When conformity checks begin to show the applicant did not in fact substantiate conformity and eligibility of parts, the inspection should be stopped until such time as the applicant presents new evidence showing he has made such determination.

b. FAR 21.183(d)(2) requires that the aircraft must be inspected and found airworthy by the appropriate organization or persons indicated. As evidence that the required inspection has been accomplished, and that the aircraft is in an airworthy condition, the applicant should be requested to obtain the required information and signature as specified in Section IV of the FAA Form 8130-6.

c. Federal Aviation Regulation Part 21, Section 21.183(d), does not specify the geographic location in which the airworthiness inspections will be conducted. It requires only that the aircraft be inspected and found airworthy by one of the following:

(1) The manufacturer;

(2) The holder of a repair station certificate as provided in FAR Part 145;

(3) The holder of a mechanic certificate with an inspection authorization (IA) as provided in FAR Part 65; or

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

53. U.S.-MANUFACTURED CIVIL AIRCRAFT THAT WERE EXPORTED AND LATER RETURNED TO THE U.S. FOR DOMESTIC CERTIFICATION.

a. For domestic certification, such aircraft must be shown to comply with FAR 21.183(d) as specified under Paragraph 52. The foreign country would not be required to submit a certification that the aircraft conforms to the type design and in a condition for safe operation as this requirement is only applicable to foreign manufactured aircraft which have been issued a U.S. Type Certificate under FAR 21.29.

b. When necessary the applicant should contact the Aircraft Registration Branch, AAC-250, Oklahoma City, Oklahoma, to obtain copies of whatever export certification and other records exist relative to the particular aircraft in question. This information will assist the certificating inspector in determining conformity of the aircraft to the approved type design, since deviations should have been listed on the FAA Form 8130-4, Export Certificate of Airworthiness.

c. Import procedures are generally the same for large and small aircraft. However, for used transport or complex aircraft, a determination should be made that the aircraft has been maintained in accordance with a maintenance program established by the aircraft

manufacturer, or one which has been approved by the civil air authority of the exporting country with which the U.S. has an agreement. Maintenance records should be available on such aircraft which should assist in making a conformity determination.

54. CONFORMITY DETERMINATION - AIRCRAFT BUILT FROM SPARE AND/OR SURPLUS PARTS. (See sample inspection record, Figure 2-11.)

The requirements of FAR 21.183(d) are applicable for aircraft to be certificated under this heading. The certificating inspector should adhere to the following procedures in addition to those specified under Paragraph 34.

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

b. For any changes which are considered major changes to the approved type design, the applicant must obtain a supplemental type certificate under the provisions of FAR 21.113.

c. Parts which are fabricated by the applicant, or by a third party having no form of FAA production approval, will have the applicant's records of inspection establishing that such parts are in conformity with the FAA approved type design. Such design data and parts will be subject to FAA inspection for confirmation of conformity. The applicant is responsible for providing the necessary FAA approved type design data applicable to the aircraft model being certificated. Where there is a question as to whether such data is approved and current, the inspector should refer such questions, through channels, to the controlling region for verification. The applicant should obtain verification that his data is approved and current prior to his determination of conformity.

d. Parts and assemblies for which service life limits have been established must be proven to be within such limits, be airworthy, and be accompanied by appropriate historical records to substantiate "time in service." Any evidence that such parts or assemblies have exceeded their design limitations, during previous operations, should be referred to FAA regional engineering office for evaluation. Such evidence, together with other maintenance records, should be returned to the applicant and made part of the aircraft historical records. Life limit items not having historical records substantiating their eligibility for further use cannot be accepted for certification of aircraft.

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

f. An identification plate meeting the requirements of FAR Part 45 should be installed on the aircraft. The serial number selected by the builder should be clearly distinguishable from the Type Certificate holder's serial numbers, for example, by use of the builder's name or initials together with the number. The model designation should be that of the aircraft type design to which conformity will be shown.

g. An assembly and maintenance manual, or its equivalent, should be provided by the applicant, for use by an FAA inspector, as a guide during all phases of the aircraft inspection.

h. The applicant must weigh the aircraft to determine empty weight and center of gravity and a report will be submitted at the time of airworthiness certification. The weighing procedure should be witnessed and verified by the FAA inspector.

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

j. A Statement of Conformity, FAA Form 8130-9, should be presented by the applicant certifying that the completed aircraft conforms to the applicable Type Certificate (except for any major deviations which must be described on the Statement of Conformity and approved by FAA engineering). Documents such as manufacturer's invoices, supplier's affidavits, packing lists, parts lists, and other acceptable records submitted by the applicant to support his statement of conformity, and the inspector's conformity inspection reports, will be listed in the conformity record forming a part of the Checklist and Inspection Record. In this manner, the basis for determining conformity with the Type Certificate will be established and become a matter of record for future reference.

(1) When submitting an FAA Form 8130-9, for the purpose stated above, "X" out the words in Section IV, item B, "Produced under Type Certificate only (FAR 21, Subpart F)."

(2) Enter below section IV, item B: Type Certificate, Specification or Listing number as applicable.

55.-56. RESERVED.

FIGURE 2-5. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE - USED AIRCRAFT - NO PREVIOUS U.S. AIRWORTHINESS CERTIFICATE (FACE SIDE)

Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR MFG	FAA CODING
N12345	Douglas	DC-6A	1952	
5. AIRCRAFT SERIAL NO	**6. ENGINE BUILDER'S NAME (make)**	**7. ENGINE MODEL DESIGNATION**		
43210	P & W	CB-16		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (make)**	**10. PROPELLER MODEL DESIGNATION**		**11. AIRCRAFT IS**
4	Hamilton Standard	43E60-300		XXXXXXXXXXXX IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A 1 X STANDARD AIRWORTHINESS CERT. (Indicate category) — NORMAL [ ] UTILITY [ ] ACROBATIC [X] TRANSPORT [ ] GLIDER [ ] BALLOON

B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)

- 2 LIMITED
- 5 PROVISIONAL (Indicate class) — 1 CLASS I; 2 CLASS II
- 3 RESTRICTED (Indicate operation(s) to be conducted) — 1 AGRICULTURE & PEST CONTROL; 2 AERIAL SURVEYING; 3 AERIAL ADVERTISING; 4 FOREST (Wild life 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 RACING; 5 CREW TRAINING; 6 MKT. SURVEY; 0 TO SHOW COMPLIANCE WITH FAR
- 8 SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side) — 1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE; 2 EVACUATE FROM AREA OF IMPENDING DANGER; 3 OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT; 4 DELIVERING OR EXPORT; 5 PRODUCTION FLIGHT TESTING

C 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)

III. OWNER'S CERTIFICATION

A REGISTERED OWNER (As shown on Certificate of Aircraft Registration) — IF DEALER, CHECK HERE →

NAME	ADDRESS
Worldwide Flying Club	1425 James Street St. Louis, Missouri 41346

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

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.): 6A3 Rev. 26	X	AIRWORTHINESS DIRECTIVES (Check if all applicable ADs complied with and give latest AD No.): 68-24-2
	AIRCRAFT LISTING (Give page No(s)): N/A	X	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated): SA2-414; SA2-567; SA4-523; SA2-212

C AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173	TOTAL AIRFRAME HOURS—~~XXXXXXXXXXXXXXXX~~ 12,345:00	3 EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed: N/A

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

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
12/13/68	John A. Smith, President	John A. Smith

IV. INSPECTION AGENCY VERIFICATION

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

2	FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)	3 CERTIFICATED MECHANIC (Give Certificate No.)	6 X CERTIFICATED REPAIR STATION (Give Certificate No.): 31415
5	AIRCRAFT MANUFACTURER (Give Name of Firm)		

DATE	TITLE	SIGNATURE
12/11/68	James L. Smith Chief Inspector	

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: [X] The certification requested, or [4] [ ] Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: [ ] FAA Inspector; certificate holder under [ ] FAR 65, [ ] FAR 121 or 127, or [ ] FAR 145.

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE
12/20/68	ACE EMDO 30 4346	4		1	R. R. White R. R. White

FAA Form 8130-6 (7-70)

FIGURE 2-6. SAMPLE - FAA 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 *(Check applicable item)*

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Maker)*	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

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

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

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

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

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

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable	X	G. Statement of Conformity, FAA Form 317 *(Attach when required)*
	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(d) *(Copy attached)*
X	F. This Inspection Recorded in Aircraft Records		

C FAA AC 72-5655

FIGURE 2-7. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE - FOR AN AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (FACE SIDE)

Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG.	FAA CODING
N54321	BELL - JACKSON	47G-4	1968	
5. AIRCRAFT SERIAL NO	**6. ENGINE BUILDER'S NAME (make)**	**7. ENGINE MODEL DESIGNATION**		
3191 HJ	Lycoming	V0540-B1B		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (make)**	**10. PROPELLER MODEL DESIGNATION**		**11. AIRCRAFT IS**
1	N/A	N/A		XXXXXXXXXXXXXXXX IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A 1 X STANDARD AIRWORTHINESS CERT. (Indicate category) X NORMAL UTILITY ACROBATIC TRANSPORT GLIDER BALLOON

B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)

2	LIMITED			
5	PROVISIONAL (Indicate class)	1	CLASS I	
		2	CLASS II	
3	RESTRICTED (Indicate operation(s) to be conducted)	1	AGRICULTURE & PEST CONTROL	2 AERIAL SURVEYING; 3 AERIAL ADVERTISING
		4	FOREST (Wild life 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	RACING	5 CREW TRAINING; 6 MKT. SURVEY
		0	TO SHOW COMPLIANCE WITH FAR	
8	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)	1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE	
		2	EVACUATE FROM AREA OF IMPENDING DANGER	
		3	OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT	
		4	DELIVERING OR EXPORT	5 PRODUCTION FLIGHT TESTING

C 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE →

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

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

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.): 2H3 Revision 8	X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.): 68-24-5
	AIRCRAFT LISTING (Give page No.): N/A	X	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated): SH165EA; SH252SW

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

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

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

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
12/13/68	Henry C. Jackson, Owner	Henry C. Jackson

IV. INSPECTION AGENCY VERIFICATION

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

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

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: [X] The certification requested, or [4] Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: [ ] FAA Inspector; certificate holder under [ ] FAR 65, [ ] FAR 121 or 127, or [ ] FAR 145.

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO		FAA INSPECTOR'S SIGNATURE
12/20/68	AEA-EMDO 10 4345	4		1	E. J. Smith E. J. Smith

FAA Form 8130-6 (7-70)

FIGURE 2-8. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE - FOR AN AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (REVERSE SIDE)

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Maker)*	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

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

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

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

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

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

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable	X	G. Statement of Conformity, FAA Form 317 *(Attach when required)*
	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(d) *(Copy attached)*
X	F. This Inspection Recorded in Aircraft Records		

FIGURE 2-9. SAMPLE - FAA FORM 8130-9, STATEMENT OF CONFORMITY FOR AN AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS

Form Approved: OMB No. 04-R0146

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF CONFORMITY

SECTION I - AIRCRAFT

1. MAKE Bell - Jackson	2. MODEL 47G-4
3. SERIAL NO. 321	4. REGISTRATION NO. N54321

SECTION II - ENGINE

1. MAKE	2. MODEL
3. SERIAL NO.	

SECTION III - PROPELLER

1. MAKE	2. HUB MODEL
3. BLADE MODEL	4. HUB SERIAL NO.
5. BLADE SERIAL NOS.	

SECTION IV - CERTIFICATION

I hereby certify that:

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

☒ B. The aircraft described above, conforms to its type certificate, is in a condition for safe operation, and was flight checked on 2-12-77 (Date).

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

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

Deviations:

SIGNATURE OF CERTIFIER Henry C. Jackson	TITLE Owner
ORGANIZATION	DATE 2-13-77

FAA Form 8130-9 (2-74) FORMERLY FAA FORM 317

FIGURE 2-10. SAMPLE FAA FORMS 8100-2 - STANDARD AIRWORTHINESS CERTIFICATE

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N 12345	Douglas DC-6A	43210	Transport

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

NONE

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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
12/20/68	R. R. White (signature) R. R. White	ACE EMDO 30 4346

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 (7-67) FORMERLY FAA FORM 1362 GPO 1967—O-270 931

FAA FORM 8100-2 - STANDARD AIRWORTHINESS CERTIFICATE (USED FOR SPARE AND SURPLUS PARTS

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N 54321	Bell-Jackson 47G-4	3191HG	Normal

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

NONE

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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
12/20/68	E. J. Smith (signature) E. J. Smith	AEA EMDO 10 4345

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 (7-67) FORMERLY FAA FORM 1362 GPO 1967—O-270 931

FIGURE 2-11. SAMPLE - CHECKLIST AND INSPECTION RECORD FOR AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS

Project No._____
Date_____
Ref. FAA Form 8130-6,
Dated_____

CHECKLIST AND INSPECTION RECORD

SUBJECT: Original Airworthiness Certification of Aircraft Built from Spare and/or Surplus Parts

A. Builder's Name and Address: _____

_____

B. Aircraft Type: Airplane [ ]; Rotorcraft [ ]; Other [ ]_____ (Specify)

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

_____

D. Name and Address of Type Certificate Holder_____

_____

E. Builder's Assigned Serial Number: _____

F. Registration No.: _____

G. Identification Plate Location: _____

H. Aircraft Inspected By:

_____
(Signature FAA Inspector)

_____
(District Office No. and Location)

FAA Form 8130-11 (7-77) Page 1
Local Reproduction Authorized

FIGURE 2-11

INSPECTION DATA

Period of Inspection: From _____ To _____

Conducted At: _____

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

FAA Form 8130-11 (7-77) Page 2
Local Reproduction Authorized

FIGURE 2-11

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

Remarks

FIGURE 2-11

CONFORMITY RECORD

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

FAA Form 8130-11 (7-77) Page 4
Local Reproduction Authorized

FIGURE 2-11

WEIGHT AND BALANCE

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

The Weight and Balance Report should include the following:

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

EQUIPMENT LIST

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

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

FIGURE 2-11

RECORD OF SERVICE LIFE LIMIT COMPONENTS INSTALLED

Component	Part or Assembly No.	Serial Number	Total Time on Part	Service Time Remaining Before Retirement

REMARKS:

FAA Form 8130-11 (7-77) Page 6
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FIGURE 2-11

FLIGHT TEST REPORT

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

SECTION 4. SURPLUS MILITARY AIRCRAFT

57. GENERAL. This section provides guidance and instruction on establishing the eligibility of military surplus aircraft for civil airworthiness certification under the provisions of FAR 21.183(d) when an FAA type certificate has been issued under the provisions of FAR 21.21, 21.27, 21.29, and 21.183(c). A copy of the Conformity Certificate - Military Aircraft, FAA Form 8130-2 (FAA Form 970), which should have been issued to the military service concerned at the time the aircraft was accepted, should be made available to the FAA inspector by the applicant. This should assist the inspector to establish basic conformity, including documenting of any deviations which may have been in existence at the time of manufacture. This procedure applies to a complete aircraft operated by and released as a complete aircraft from the military service. Complete military maintenance records must be available to determine continued conformity.

58. INITIAL SCREENING INSPECTION (GENERAL). These are FAA inspections performed on surplus military aircraft prior to their being offered for sale to the public. The purpose of these inspections is to determine whether or not the aircraft have a reasonable potential for airworthiness certification. An aircraft determined to have "no potential" for standard airworthiness certification during the initial screen inspection because of lack of military service historical/modification records may later be presented for rescreening if adequate additional records are obtained from the military by the owner. In these cases, the inspector performing the re-screen inspection shall submit a new screening inspection report, FAA Form 8130-10, Surplus Military Aircraft Inspection Record, to FAA Quality Standards Branch, AFS-180, Washington, D.C. 20591. Aircraft may be considered to be potentially certifiable when (1) the manufacturer's data plate is installed, (2) there is a civil counterpart model for which an FAA type certificate has been issued, and (3) the aircraft military records are adequate to determine the historical and modification background of the aircraft.

a. A mutual agreement between the Department of Defense-Defense Logistics Agency (DOD-DLA) and the FAA established that surplus military aircraft, destined for sale to the public, would be screen inspected prior to disposal by DOD-DLA to establish "potential" or "no potential" status for standard airworthiness certification. Results of these screening inspections are conveyed only to the DOD-DLA, Defense Property Disposal Office requesting the screening inspection.

b. The FAA opinion should not be misconstrued as implying that these aircraft, in their condition as sold, are entitled to a Standard Airworthiness Certificate. A considerable amount of effort and expenditure may be necessary for the applicant to show, and the FAA find, that the aircraft conforms to FAA-approved type design data and is in condition for safe operation. The FAA also does not assume any liability, or in any way guarantee, that aircraft considered to have a reasonable potential for certification are in fact certifiable.

c. Upon receipt of a written request from the Military Aircraft Service Disposal Agency designated by the DOD, the Quality Standards Branch, AFS-180, will contact the cognizant Manufacturing Inspection Sections/Branches to arrange for inspection of the aircraft. A suspense date for completion of the inspection will be established at this time. It is important that these inspections be accomplished in an expeditious manner since DOD desires to dispose of these aircraft as soon as possible.

d. In addition, AFS-180 will request that regional personnel be selected to participate in team inspection efforts when large numbers of aircraft are involved.

59. INITIAL SCREENING PROCEDURE. The initial screening inspection must consist of at least the following:

a. Examination of the aircraft identification plate(s) to determine military and civilian model numbers, serial numbers, date of manufacture, type certificate number, production certificate number, and any other pertinent data.

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

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

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

(2) The replacement of parts has been recorded, and

(3) Life limited parts records have been maintained.

d. Examination of the records to determine if the maximum weight limits/airspeeds described in the type certificate data sheet/aircraft specifications have been exceeded. If limits have been exceeded, this information will be recorded on the inspection report. The inspector will not make the determination as to what, if any, adverse effect may have resulted. AFS-180 will contact cognizant FAA engineering sections for their appraisal of this condition.

e. Examination of the aircraft to determine its degree of completeness and general condition (information only).

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

61. SCREENING REPORT. All inspection findings required by paragraphs 59.a. through 59.e. shall be reported on Surplus Military Aircraft Inspection Record, FAA Form 8130-10. The original form and appropriate attachments will be forwarded to AFS-180 within five working days after completion of the inspection.

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

a. FAA Form 8130-6, "Application for Airworthiness Certificate", properly executed and submitted (FAR 21.173).

b. Identify the FAA Type Certificate (including any Supplemental Type Certificates) for the aircraft for which he is applying for an Airworthiness Certificate.

c. Proof of ownership may be in the form of a DOD Bill of Sale or a DOD Form 1427, Notice of Award, Statement, and Release Document, which are considered to be recordable evidence and proof of ownership. Where an aircraft is sold for recovery of parts and reduction to scrap, a bill of sale is not issued by the DOD.

d. Present evidence to the FAA inspector that the aircraft conforms to the type design (and as modified by an amendment to the Type Certificate or any Supplemental Type Certificate). The type design

data used by the applicant to determine conformity should be shown in the applicant's records. The more complete the records, the easier it will be for the applicant to establish conformity. The applicant is responsible for providing the design data required to establish conformity to the type design. The following (as appropriate to the particular situation) are typical records that might be needed.

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

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

(3) Records which establish by manufacturer's serial number that the complete aircraft was produced under an FAA Production Certificate (PC), or an FAA Approved Production Inspection System (APIS), and the extent to which it was so produced.

(4) Where components and parts have been replaced since original manufacture, the records of the components and parts should show that they conform to the type design and are still in an airworthy condition. This may be shown by parts identification such as FAA-PMA, TSO, PC or APIS.

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

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

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

e. FAA Form 8130-9, "Statement of Conformity," executed and submitted with an outline explaining determination of conformity.

f. Present current weight and balance from actual weighing of aircraft.

g. Present evidence of compliance with all applicable Airworthiness Directives (AD).

h. Present records of inspection per FAR 21.183(d)(2).

i. Assure that the identification and marking requirements of FAR 45 are complied with. For an aircraft built from spare parts, FAA approval of a new aircraft identification plate which meets the requirements of FAR 45.11 and FAR 45.13 must be obtained.

63. CERTIFICATION PROCEDURES. The following would be some of the typical certification steps taken by the FAA inspector toward certification of the aircraft in conjunction with those specified in paragraph 34.

a. Review application for completeness and correctness.

b. Inspect the aircraft and review records to ascertain/determine:

(1) Compliance and conformity to the Type Certificate (taking into account any STCs or any amendments to the Type Certificate).

Note: Overhaul Maintenance and Illustrated Parts Catalog may be used as guidance and/or as an aid in identifying the aircraft configuration. These manuals, however, cannot be used for determining conformity to the type design.

(2) Compliance with applicable ADs.

(3) Currency of weight and balance from actual weighing (recommended observance of weighting).

(4) Determine which inspections and tests (including flight tests) are required to find that the aircraft is in a condition for safe operation. FAA Production Flight Test requirements will be established in conjunction with FAA Flight Test personnel.

Note: An FAA flight test would normally be required only on those aircraft built from spare and surplus parts.

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

(6) Compliance with Registration Requirements (FAR 47) and Marking Requirements (FAR 45).

(7) That the civil model designation is reflected on the data plate (Ref. FAR 45.13) and that all airworthiness documentation, including registration and airworthiness certificates reflect the civil and military model designation and serial number. The military designation and serial number should be placed in parentheses () in the same blocks as the civil model and serial number.

64. COORDINATION BETWEEN DISTRICT OFFICES. In accordance with established guidelines, EMDOs/AEDOs are responsible for original airworthiness certification of aircraft. This function may be delegated to a GADO when certification presents a burden for the responsible EMDO/AEDO. Technical/conversion data needed to make a finding of conformity to the type design for surplus military aircraft is available to all EMDOs/AEDOs. Therefore, when the GADO is required to certificate surplus military aircraft, they should contact the responsible EMDO/AEDO for necessary data and guidance prior to certificating such aircraft. Since this task is not a part of the assigned GADO work program, the regional office should be notified.

65. STANDARD AIRWORTHINESS CERTIFICATE (FAA Form 8100-2). A Standard Airworthiness Certificate is issued when the applicant for this certificate shows to the FAA that the aircraft conforms to the FAA-approved type design (including applicable modifications incorporated by an amendment to the Type Certificate or Supplemental Type Certificate) and that the aircraft is in a condition for safe operation, and after the FAA has completed the inspections they deem necessary.

66. - 76. RESERVED

FIGURE 2-12. SAMPLE - SURPLUS MILITARY AIRCRAFT INSPECTION RECORD - FAA FORM 8130-10 - NO REASONABLE POTENTIAL FOR STANDARD CERTIFICATION

SURPLUS MILITARY AIRCRAFT INSPECTION RECORD
(Initial Screening)

SUSPENSE DATE:

Section A – DESCRIPTION OF AIRCRAFT

1. MANUFACTURER	2. MODEL A. CIVIL	2. MODEL B. MILITARY	3. SERIAL NUMBER A. CIVIL	3. SERIAL NUMBER B. MILITARY
Sikorsky	S-58	HH-34J	581325	148941

4. DATE OF MANUFACTURE	5. TOTAL TIME ON ACFT.	6. FAA T.C. DATA SHEET	7. P.C. NO.
June 1961	3528:10	1H11	105

Section B – LOCATION OF AIRCRAFT

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

Section C – INSPECTION REQUESTER

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

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

Section D – FAA INSPECTION RESULTS

1A. AIRCRAFT HISTORICAL RECORDS AVAILABLE – FROM	TO	B. AIRCRAFT MODIFICATION RECORDS AVAILABLE – FROM	TO	C. RECORDS CONSIDERED –
11-19-66	2-12-76	2-21-62	2-12-76	☐ ADEQUATE ☒ INADEQUATE FOR A/W CERTIFICATION

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

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

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

Fair condition.

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

4. DISPOSITION ("X" one)

A. ☐ AIRCRAFT HAS REASONABLE POTENTIAL FOR STANDARD CERTIFICATION

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

FAA INSPECTOR (Typed and signed)	OFFICE	TELEPHONE (FTS)	INSPECTION DATE
James A. Street	AWE-180	966-6066	10-2-76

Section E – ACTION
(Reserved for AFS-180)

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

FAA Form 8130-10 (1-76)

FIGURE 2-13. SAMPLE - SURPLUS MILITARY AIRCRAFT INSPECTION RECORD - FAA FORM 8130-10 - REASONABLE POTENTIAL FOR STANDARD CERTIFICATION

SURPLUS MILITARY AIRCRAFT INSPECTION RECORD
(Initial Screening)

SUSPENSE DATE

Section A – DESCRIPTION OF AIRCRAFT

1. MANUFACTURER	2. MODEL A. CIVIL	2. MODEL B. MILITARY	3. SERIAL NUMBER A. CIVIL	3. SERIAL NUMBER B. MILITARY
Hiller	UH-120	OH-23D	1160	59-2680

4. DATE OF MANUFACTURE	5. TOTAL TIME ON ACFT.	6. FAA T.C. DATA SHEET	7. P.C. NO.
1-22-60	7640:50	4H10	607

Section B – LOCATION OF AIRCRAFT

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

Section C – INSPECTION REQUESTER

1. DATE	2. NAME	3. TITLE	4. MILITARY BRANCH
9-15-77	R.B. Smith	Chief, Aircraft Disposal Branch	USAF

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

Section D – FAA INSPECTION RESULTS

1A. AIRCRAFT HISTORICAL RECORDS AVAILABLE – FROM	TO	B. AIRCRAFT MODIFICATION RECORDS AVAILABLE – FROM	TO	C. RECORDS CONSIDERED –
12-15-59	3-23-77	5-10-60	11-17-76	[X] ADEQUATE [ ] INADEQUATE FOR A/W CERTIFICATION

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

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

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

Good condition

4. DISPOSITION ("X" one)

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

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

FAA INSPECTOR (Typed and signed)	OFFICE	TELEPHONE (FTS)	INSPECTION DATE
James A. Street	AWE-180	966-6066	10-4-77

Section E – ACTION
(Reserved for AFS-180)

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

FAA Form 8130-10 (1-76)

FIGURE 2-14. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE - SURPLUS MILITARY AIRCRAFT (FACE SIDE)

Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1 REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4 YR. MFG	FAA CODING
N 34561	Hughes	369A(OA-6A)	1966	
5 AIRCRAFT SERIAL NO	6 ENGINE BUILDER'S NAME (make)	7. ENGINE MODEL DESIGNATION		
1441 (66-3741)	Allison	250-C10B		
8 NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (make)	10 PROPELLER MODEL DESIGNATION		11. AIRCRAFT IS
1	N/A	N/A		XXXXXXXXXXXXXXXX IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A 1 X STANDARD AIRWORTHINESS CERT. (Indicate category) X NORMAL UTILITY ACROBATIC TRANSPORT GLIDER BALLOON

B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)

2	LIMITED								
5	PROVISIONAL (Indicate class)	1	CLASS I						
		2	CLASS II						
3	RESTRICTED (Indicate operation(s) to be conducted)	1	AGRICULTURE & PEST CONTROL	2	AERIAL SURVEYING	3	AERIAL ADVERTISING		
		4	FOREST (Wild life 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	RACING	5	CREW TRAINING	6	MKT SURVEY		
		0	TO SHOW COMPLIANCE WITH FAR						
8	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)	1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE						
		2	EVACUATE FROM AREA OF IMPENDING DANGER						
		3	OPERATION IN EXCESS OF MAX CERTIFICATED TAKE OFF WEIGHT						
		4	DELIVERING OR EXPORT	5	PRODUCTION FLIGHT TESTING				

C 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE →

NAME: Helicopter Operations, Inc.

ADDRESS: 2345 Perimeter Drive
Stockton, California 94044

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

X AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.): H3WE Rev. 2

X AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.): 76-21-06

AIRCRAFT LISTING (Give page No.): N/A

SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated): N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173

TOTAL AIRFRAME HOURS — XXXXXXXXXXXXXXXX: 2745:00

3 EXPERIMENTAL ONLY — Enter total flight time and certificate issued or renewed: N/A

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

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
10/10/76	James J. Jones, Gen. Mgr.	James J. Jones

IV. INSPECTION AGENCY VERIFICATION

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

2 FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)

3 CERTIFICATED MECHANIC (Give Certificate No.)

6 CERTIFICATED REPAIR STATION (Give Certificate No.)

5 AIRCRAFT MANUFACTURER (Give Name of Firm)

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: ☐ The certification requested, or 4 ☐ Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: ☐ FAA Inspector; certificate holder under ☐ FAR 65, ☐ FAR 121 or 127, or ☐ FAR 145.

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO		FAA INSPECTOR'S SIGNATURE
10/12/76	AWE AEDO 40 4343	4		1	Ben W. Porter Ben W. Porter

FAA Form 8130-6 (7-70)

FIGURE 2-15. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE - SURPLUS MILITARY AIRCRAFT (REVERSE SIDE)

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Maker)*	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

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

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

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

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

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

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable	X	G. Statement of Conformity, FAA Form 317 *(Attach when required)*
	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(d) *(Copy attached)*
X	F. This Inspection Recorded in Aircraft Records		

C FAA AC 78-8655

FIGURE 2-16. SAMPLE CONFORMITY CERTIFICATE - MILITARY AIRCRAFT - FAA FORM 8130-2

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CONFORMITY CERTIFICATE—MILITARY AIRCRAFT

(Instructions on Reverse)

A. This certifies that the aircraft described below has been manufactured in conformity with data forming the basis for Type Certificate No. 1H6, and any revision or modification thereof approved by the FEDERAL AVIATION ADMINISTRATION as of October 17, 1968 (Date) with the exception of the following deviations:

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

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

B. DESCRIPTION OF AIRCRAFT

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

C. DESCRIPTION OF ENGINES

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

D. CONTRACT NO. 646-21-4641

E. IDENTIFICATION MARKINGS DISPLAYED AF-9127

F. CONTRACTOR'S GROUND INSPECTION AND FLIGHT TEST		G. FAA GROUND INSPECTION AND FLIGHT TEST	
DATE COMPLETED	APPROVED BY	DATE COMPLETED	APPROVED BY
10/17/68	John R. Smith, Chief Engineer (SIGNATURE OF AUTHORIZED COMPANY REPRESENTATIVE)	10/25/68	R. E. Wright, AWE AEDO 40 4341 (SIGNATURE OF FAA REPRESENTATIVE) (DMIR NO.)

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

FIGURE 2-17. SAMPLE FAA FORM 8100-2 - STANDARD AIRWORTHINESS CERTIFICATE - SURPLUS MILITARY AIRCRAFT

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N 34561	Hughes 369A(OA-6A)	1441 (66-3741)	Normal

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

NONE

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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
10/12/76	Ben W. Porter Ben W. Porter	AWE AEDO 40 4343

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 (7-67) FORMERLY FAA FORM 1362 GPO : 1967—O-270 931

SECTION 5. OTHER ORIGINAL AIRWORTHINESS APPROVALS

77. AIRWORTHINESS APPROVAL/CONFORMITY CERTIFICATION TAG, FAA FORM 8130-3.

a. Inspection. The inspection requirements for engines, propellers, their components, and spare parts, produced under a TC only, APIS, or PC are generally similar to the requirements established for aircraft, as detailed in paragraphs 43, 44 or 45, as applicable. In the case of replacement parts produced under FAR section 21.303 (FAA-PMA), the general requirements of FAR 21, section 21.303(h), would apply.

b. Parts, Products, and Components.

(1) The Airworthiness Approval/Conformity Certification Tag, FAA Form 8130-3, when appropriately completed, signed, and attached to the product or part, is the evidence of FAA approval for completed engines, propellers, or their major components manufactured under a Type Certificate only or an APIS. In addition, these approval tags may be issued for items produced by a supplier, who has not been authorized to ship parts without FAA inspection, to a production certificate holder at the option and request of the MIDO responsible for surveillance of the production certificate holder.

(2) It is acceptable to issue one certification tag for a quantity of parts when the shipment is destined for one consignee and:

(a) All of the items are identical and of the same part number;

(b) If not identical, all of the items are identifiable by part and serial number listed on the tag;

(c) The items comprise a kit, such as for a modification, provided that the parts list is identified by the kit part number and the list is provided with the kit;

(d) All items are listed on a shipping document which can be identified on the tag, such as by a document serial number .

78. CONFORMITY INSPECTIONS. All inspections, conducted by FAA representatives in connection with issuance of airworthiness approval/conformity tags or in * compliance with program guidelines, may be recorded on Conformity Inspection Records, FAA Form 8100-1, or if applicable, on an Application for Export Certificate of Airworthiness, FAA Form 8130-1. *

79.-81. RESERVED.

FIGURE 2-18. SAMPLE - FAA FORM 8130-3 - AIRWORTHINESS APPROVAL/CONFORMITY CERTIFICATION TAG ISSUED FOR A COMPONENT OF A DISASSEMBLED CLASS I PRODUCT

Export Conformity Certification

FAA FORM 8130-3 (9-76) SUPERSEDES PREVIOUS EDITION

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRWORTHINESS APPROVAL TAG

DESCRIPTION OF PARTS

[X] NEW [ ] NEWLY OVERHAULED

APPROVAL BASIS

TC No. A380

QUANTITY, NAME AND PART NUMBER

1 Ea. wing assembly L.H.
P/N PA-16231
S/N 34
For installation on aircraft
S/N 12345
Reg. no. G-AMCY
Export C of A no. E31234

ELIGIBLE FOR INSTALLATION ON: (T.C. PRODUCT)

Piper PA-32-260 A/C

SEE SHIPPER'S INVOICE NUMBER

Invoice # PA-4428PIA

INSPECTED AND APPROVED

AGENCY NAME AND NUMBER

Piper Aircraft Corp.

SIGNATURE OF FAA REPRESENTATIVE

James A. Green

DATE	FAA NUMBER
7/14/69	DOA PC-206

(Face Side)

Other Conformity Certification

CONFORMITY CERTIFICATION

DESCRIPTION OF PARTS

[X] NEW [ ] NEWLY OVERHAULED

DESIGN DATA

TC no. A380

QUANTITY, NAME AND PART NUMBER

1 Ea. wing assembly L.H.
P/N PA-16231
S/N 34
For installation on aircraft
S/N 12345
Reg. no. G-AMCY

FOR INSTALLATION ON:

Piper PA-32-260 A/C

SEE SHIPPER'S INVOICE NUMBER

Invoice # PA-4428PIA

INSPECTED BY

AGENCY NAME AND NUMBER

Piper Aircraft Corp.

SIGNATURE OF FAA REPRESENTATIVE

James A. Green

DATE	FAA NUMBER
7/14/69	DOA PC-206

(Back Side)

SECTION 6. RECURRENT CERTIFICATION

82. GENERAL. The procedures for recurrent certification of aircraft will be the same as for standard certification except as noted in this section.

Type certificated products (aircraft, engines and propellers) operated in the special/airworthiness classification are sometimes excluded from Airworthiness Directive applicability. This can occur when the directive specifies an exception, such as applies to aircraft certificated in all categories except experimental. The AD is applicable to aircraft operated in all categories not excepted. Prior to issuing an airworthiness certificate in another category for an aircraft that was operated in the excepted category, assure that the AD is complied with.

83. AIRCRAFT RETURNED TO STANDARD CLASSIFICATION FOLLOWING OPERATION UNDER AN EXPERIMENTAL CERTIFICATE.

a. If the alteration is retained on the aircraft, a copy of the FAA Form 337 (or engineering order if air carrier) should be forwarded with the FAA Form 8130-6.

b. If the alteration is not retained, the aircraft should be returned to its original condition and the aircraft records should adequately reflect this. If a repair and alteration is necessary, a copy of FAA Form 337, Major Repair and Alteration, should be forwarded with the Application for Airworthiness Certificate, FAA Form 8130-6.

c. To return an aircraft that has been operated under an experimental certificate back to a standard airworthiness classification, an applicant must submit his application and evidence that the aircraft conforms to an FAA-approved type design, as required by FAR 21.183 ( )(1). The FAA inspector is required to make a "finding of conformity and that the aircraft is in condition for safe operation," FAR 21.183(d)(3). This shall consist of a review of the applicant's evidence that he has determined conformity. Spot inspections will be made of the aircraft and the applicant's evidence for the inspector to find the aircraft to be in conformity and in condition for safe operations. Under no circumstances shall the FAA inspector conduct a complete inspection of the aircraft for the applicant. It should be noted that the requirements of FAR 21.183(d)(2) do not apply to experimentally certificated aircraft that previously had been issued a Standard Airworthiness Certificate.

d. To preclude any misconception when the next annual inspection is due, when returning an aircraft from experimental to standard, the next annual inspection date should be entered in the aircraft log book in accordance with FAR 169(a)(2). Annual inspections are not applicable for aircraft maintained under a continuous maintenance program.

84.-87. RESERVED.

CHAPTER 3. SPECIAL CLASSIFICATION - AIRWORTHINESS CERTIFICATION

SECTION 1. GENERAL INFORMATION

88. GENERAL. The procedures in this chapter provide guidance material associated with original airworthiness certification and the issuance of Special Airworthiness Certificates, FAA Form 8130-7. FAR Part 21, Subparts H and I, prescribes the procedural requirements for airworthiness certification for restricted, limited, provisional, multiple and experimental categories and for issuance of special flight permits. Sample forms applicable to each category are contained at the end of that section.

89. APPLICATION FOR AIRWORTHINESS CERTIFICATE, FAA FORM 8130-6. This form is normally required whenever an airworthiness certificate is issued or amended. This includes changes to operating limitations which may have been prescribed. The applicant should complete the appropriate sections and sign the application. The application should be submitted to the appropriate FAA Representative, with any other document(s) required for the requested certification.

90. CERTIFICATION STEPS. The following procedures are generally common to issuance of both classifications of airworthiness certificates, consistent with any other specific procedures which may be prescribed in paragraphs dealing with individual airworthiness categories. In no case may any aircraft be operated unless there is an appropriate airworthiness certificate issued to and valid for that aircraft.

a. Obtain from the applicant a properly executed Application for Airworthiness Certificate, FAA Form 8130-6, and other documents as may be required for the certification action.

b. Arrange with the applicant to make the aircraft available for whatever FAA inspection is necessary.

c. Arrange for acquiring inspection records and technical data as may be needed to establish conformity to the type design.

d. Using the type certificate data sheet, aircraft specification, or aircraft listing, as applicable, determine that the aircraft is eligible by make and model.

e. Determine that the aircraft is properly registered in accordance with FAR Part 47 and that registration marks are properly displayed in accordance with FAR Part 45.

f. Determine that the aircraft identification plate is in accordance with FAR Part 45 and that information contained thereon agrees with the application for airworthiness certification.

g. Review the applicant's inspection records to determine that all required inspections and tests of the aircraft have been satisfactorily completed. Such records should be complete and reflect no unapproved design changes (including Materials Review Board actions).

h. Determine that the aircraft has been flight tested, if required, with a Special Airworthiness Certificate. If it has not been flight tested, issue an appropriate Special Airworthiness Certificate. The flight test must be recorded in the aircraft records in accordance with FAR 91.173(2)(i), as "time in service" (reference FAR 1). If the aircraft was assembled by a person other than the manufacturer (such as, a dealer or distributor) determine that it has been assembled and, when applicable, flight tested, in accordance with the manufacturer's FAA-approved procedures.

i. Establish that all of the required records and documentation have been provided for the aircraft; i.e., an up-to-date approved flight manual, a current weight and balance report, equipment list, maintenance records and manuals as required by certain airworthiness parts of the Federal Aviation Regulations.

j. Inspect the aircraft, pertinent data, and records as necessary to determine that:

(1) All required items of equipment are installed;

(2) Instruments, instrument markings, data plate and placards are as required;

(3) All items of equipment, both required and optional, are properly listed and the equipment list and the aircraft agree;

(4) All aircraft systems have been satisfactorily checked for proper operation. Also determine that the operation of the engine(s) and propeller(s) has been checked in accordance with the aircraft manufacturer's instructions;

(5) All relevant AD's have been complied with; and

(6) The aircraft conforms to the approved type certificate data and is in a condition for safe operation.

k. If the aircraft does not meet the requirements for the certification requested and the airworthiness certificate is denied, a letter should be written to the applicant stating the reason(s) for denying the airworthiness certificate. A copy of the denial letter should be attached to the application and forwarded to AAC-250 to be made part of the aircraft record. The FAA inspector should check with AAC-250 for possible existence of a denial letter, for a particular aircraft, when it is suspected that such may exist as this may assist the inspector in determining aircraft eligibility.

l. If it is determined that the aircraft meets the requirements for the certification requested, the FAA representative should:

(1) Make an aircraft log book entry (reference Chapter 7).

(2) Issue the Special Airworthiness Certificate, FAA Form 8130-7.

(3) Complete Sections V and VIII of FAA Form 8130-6, as appropriate, in accordance with the instructions contained in Chapter 7.

(4) Examine, review and route the certification file per Chapter 7.

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

a. This form should be submitted to the FAA as required by FAR 21.53 and 21.130 under the following general circumstances.

(1) By the applicant for a type certificate or a supplemental type certificate at the time the aircraft or parts thereof are submitted for FAA tests.

(2) By the applicant for a type certificate or a supplemental type certificate for each engine or propeller submitted for type certification.

(3) By a type certificate holder or licensee manufacturing products under a type certificate only, upon the initial transfer of ownership of each product or upon application for the original issue of an aircraft airworthiness certificate or an Airworthiness Approval/Conformity Certification Tag, FAA Form 8130-6.

b. The FAA inspector should review the Statement of Conformity, FAA Form 8130-9, to ensure that it has been completed in accordance with FAR 21.130, and that all entries are legibly printed in ink or typewritten and, that the signature is affixed in ink. The form must be signed by an authorized person who holds a responsible position in the manufacturing organization. If the certifier is also an FAA designee, the designee title should not be used. (Ref. Figure 3-1 at the end of this section.)

92. SPECIAL AIRWORTHINESS CERTIFICATES, FAA FORM 8130-7. The FAA representative should follow Chapter 7 regarding information for completion of this form. The Special Airworthiness Certificate, FAA Form 8130-7, is to be used for all aircraft which are to be certificated in categories other than "standard." Operating limitations generally applicable to non-standard aircraft are imprinted on the reverse side of this form in blocks lettered to correspond with the blocks on the face side. (Ref. Figure 3-4 at end of this section.)

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

93.-100. RESERVED.

FIGURE 3-1. SAMPLE - STATEMENT OF CONFORMITY - FAA FORM 8130-9 - FOR AN AIRCRAFT PRODUCED UNDER A TC ONLY OR APIS

Form Approved: OMB No. 04-R0146

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF CONFORMITY

SECTION I - AIRCRAFT

1. MAKE Miles	2. MODEL 360
3. SERIAL NO. 2	4. REGISTRATION NO. N12345

SECTION II - ENGINE

1. MAKE	2. MODEL
3. SERIAL NO.	

SECTION III - PROPELLER

1. MAKE	2. HUB MODEL
3. BLADE MODEL	4. HUB SERIAL NO.
5. BLADE SERIAL NOS.	

SECTION IV - CERTIFICATION

I hereby certify that:

[ ] A. I have complied with Section 21.33(a).

[X] B. The aircraft described above, produced under type certificate only (FAR 21 Subpart F), conforms to its type certificate, is in a condition for safe operation, and was flight checked on July 1, 1977 (Date)

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

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

Deviations: None

SIGNATURE OF CERTIFIER John R. Doe	TITLE Chief, Quality Control
ORGANIZATION Miles Airplane Co., Inc.	DATE July 2, 1977

FAA Form 8130-9 (2-74) FORMERLY FAA FORM 317

SECTION 2. RESTRICTED AIRWORTHINESS CERTIFICATION

* 101. GENERAL. The procedures in this section provide guidance for the issuance of Special Airworthiness Certificates for aircraft type certificated in the restricted category in accordance with FAR 21.25, FAR 21.29, or CAR 8.

a. An aircraft type certificated in the restricted category for agricultural operations in accordance with the provisions of CAR 8.10(b) may continue to be operated under the provisions of the original certification. Since recodification, the certification basis for all aircraft (except as otherwise specified in subparagraph b) to be type certificated in the restricted category is determined in accordance with FAR 21.25.

b. Foreign-manufactured aircraft which are type certificated in the restricted category, under FAR 21.29, are eligible for a Special Airworthiness Certificate-Restricted under FAR 21.185(c). Foreign-manufactured aircraft type certificated in any other category, under FAR 21.29, are not eligible for a Special Airworthiness Certificate-Restricted, unless the aircraft was issued a Standard Airworthiness Certificate under FAR 21.183(c) and, was subsequently modified in accordance with para. 101.c. In this instance, FAR 21.185(b) would be the basis for issuing the Special Airworthiness Certificate-Restricted, since by virtue of being previously certificated in the U.S., the aircraft is no longer considered to be an import aircraft.

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

102. CERTIFICATION PROCEDURES. The FAA representative should follow the appropriate certification steps outlined in paragraph 90.

103. ELIGIBILITY.

a. Aircraft which are eligible for a Special Airworthiness Certificate - Restricted are as follows: *

(1) Aircraft which have been type certificated in the restricted category and manufactured under a type certificate only, or under a production certificate.

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

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

(4) Type certificated aircraft which are eligible for a Standard Airworthiness Certificate which have been modified and approved for a restricted purpose under FAR 21.25, including aircraft described in para. 101.b.

b. Aircraft may be considered eligible for a Special Airworthiness Certificate - Restricted when found to comply with the noise requirements of FAR 36 in accordance with FAR 21.185(d). *

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

(1) The modification conforms to the FAA-approved data forming the basis for the restricted type certificate issued for the special purpose; and,

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

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

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

b. Forest and wildlife conservation;

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

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

e. Weather control (cloud seeding);

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

* g. Withdrawn . . . CHG 4. *

h. Any other operation specified by the Administrator.

105. STATEMENT OF CONFORMITY, FAA FORM 8130-9. The holder or licensee of a type certificate only, for a product manufactured in the U. S. shall, upon the * initial transfer of the ownership or application for an original airworthiness certificate for such product manufactured under that type certificate, give the * Administrator a Statement of Conformity, FAA Form 8130-9 (Ref. FAR 21.130 and FAR 21.183(b)).

106. OPERATING LIMITATIONS. All aircraft type certificated in the restricted category must be operated in compliance with the limitations prescribed in FAR 91.39. In addition, for turbine-powered aircraft, piston-powered aircraft with over 800 hp, rotorcraft, large aircraft (over 12,500 lbs), and any other aircraft as deemed necessary, the limitation concerning pilot qualifications, as identified in paragraph 139.b.(9), should be prescribed. The FAA representative may also prescribe additional operating limitations as deemed necessary for the special purpose involved. The additional limitations will be enumerated on a separate sheet, dated, signed and attached to the Special Airworthiness Certificate, FAA Form 8130-7.

107. AGRICULTURAL AIRCRAFT. The following provides guidance concerning the means of approval for increases in the maximum gross weight for restricted category aircraft certificated for agricultural operations. FAR 21.101 sets forth the provisions that determine the regulations applicable to a change in a type certificate. Such changes would include an increase in the maximum gross weight for an aircraft, which is defined in FAR 43 as a major alteration. For example:

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

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

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

109 - 110. RESERVED.

FIGURE 3-2. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE - NEW AIRCRAFT (FACE SIDE)

Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG.	FAA CODING
N7777	Vertol	H21B		
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME (make)**	**7. ENGINE MODEL DESIGNATION**		
3456	Wright	R1820-103		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS**	
1	N/A	N/A	XXXXXXXXXX	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A	1		STANDARD AIRWORTHINESS CERT. (Indicate category)		NORMAL		UTILITY		ACROBATIC		TRANSPORT		GLIDER	BALLOON
B		X	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)											
	2		LIMITED											
	5		PROVISIONAL (Indicate class)	1		CLASS I								
				2		CLASS II								
	3	X	RESTRICTED (Indicate operation(s) to be conducted)	1	X	AGRICULTURE & PEST CONTROL	2		AERIAL SURVEYING	3		AERIAL ADVERTISING		
				4		FOREST (Wild life 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		RACING	5		CREW TRAINING	6		MKT. SURVEY		
				0		TO SHOW COMPLIANCE WITH FAR								
	8		SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)	1		FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE								
				2		EVACUATE FROM AREA OF IMPENDING DANGER								
				3		OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT								
				4		DELIVERING OR EXPORT	5		PRODUCTION FLIGHT TESTING					
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)											

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE →

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

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

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No and Revision No.) 1H12 Rev. 7		AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 68-24
	AIRCRAFT LISTING (Give page No(s).) N/A		SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173	TOTAL AIRFRAME HOURS—Enter for used aircraft only 5:25	3	EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed N/A

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

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
12/13/68	James J. Jones Gen. Mgr.	James J. Jones

IV. INSPECTION AGENCY VERIFICATION

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

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

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: [X] The certification requested, or [4] Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: [ ] FAA Inspector; certificate holder under [ ] FAR 65, [ ] FAR 121 or 127, or [ ] FAR 145.

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO		FAA INSPECTOR'S SIGNATURE
12/21/68	AWE AEDO 40 4343	4		1	C. E. Smith C. E. Smith

FAA Form 8130-6 (7-70)

FIGURE 3-3. SAMPLE FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE - NEW AIRCRAFT (REVERSE SIDE)

VII. AIRWORTHINESS DOCUMENTATION (FAA use only)				
	X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable	X	G. Statement of Conformity, FAA Form 317 *(Attach when required)*
	X	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
		C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original attached)*
	X	D. Current Weight and Balance Information Available in Aircraft		
		E. Major Repair and Alteration, FAA 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.185(a) *(Copy attached)*
	X	F. This Inspection Recorded in Aircraft Records		

Aircraft produced under an APIS and TC only.

VII. AIRWORTHINESS DOCUMENTATION (FAA use only)				
	X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 317 *(Attach when required)*
	X	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
		C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original attached)*
	X	D. Current Weight and Balance Information Available in Aircraft		
		E. Major Repair and Alteration, FAA 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.185(a) *(Copy attached)*
	X	F. This Inspection Recorded in Aircraft Records		

Aircraft produced under a production certificate.

FIGURE 3-4. SAMPLE FAA FORM 8130-7 - SPECIAL AIRWORTHINESS CERTIFICATE - RESTRICTED (FACE SIDE)

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

A	CLASSIFICATION: Restricted		
	PURPOSE: Agricultural		
B	MANUFACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM N/A	
		TO N/A	
D	N— 7777		SERIAL NO. 3456
	BUILDER Boeing		MODEL H21B
E	DATE OF ISSUANCE December 21, 1968		EXPIRY N/A
	OPERATING LIMITATIONS DATED 12/21/68		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE C. E. Smith C. E. Smith		DESIGNATION OR OFFICE NO. AWE AEDO 40 4343

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 (3-69) SUPERSEDES FAA FORMS 1362-9; 8100-3; 8130-9 *SEE REVERSE SIDE*

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

(Reverse side)

FIGURE 3-5. SAMPLE - FAA FORM 8130-9 - STATEMENT OF CONFORMITY FOR AIRCRAFT PRODUCED UNDER A TC ONLY OR APIS

Form Approved: OMB No. 04-R0146

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF CONFORMITY

SECTION I - AIRCRAFT

1. MAKE Miles	2. MODEL 360
3. SERIAL NO. 2	4. REGISTRATION NO. N12345

SECTION II - ENGINE

1. MAKE	2. MODEL
3. SERIAL NO.	

SECTION III - PROPELLER

1. MAKE	2. HUB MODEL
3. BLADE MODEL	4. HUB SERIAL NO.
5. BLADE SERIAL NOS.	

SECTION IV - CERTIFICATION

I hereby certify that:

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

☒ B. The aircraft described above, produced under type certificate only (FAR 21 Subpart F), conforms to its type certificate, is in a condition for safe operation, and was flight checked on July 1, 1977 (Date)

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

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

Deviations: None

SIGNATURE OF CERTIFIER John R. Doe	TITLE Chief, Quality Control
ORGANIZATION Miles Airplane Co., Inc.	DATE July 2, 1977

FAA Form 8130-9 (2-74) FORMERLY FAA FORM 317

SECTION 3. MULTIPLE AIRWORTHINESS CERTIFICATION

111. GENERAL. Under the provisions of FAR 21.187, applicants for an airworthiness certificate in the restricted category, and in one or more other categories, are entitled to the certificates if they show compliance with the requirements for each category when the aircraft is in the configuration for that category.

112. CERTIFICATION PROCEDURES. The FAA representative should follow the applicable certification steps in paragraph 90.

113. ELIGIBILITY.

a. An aircraft in the normal, utility, acrobatic, transport or limited category may be eligible for multiple airworthiness certification if it can be converted to the restricted category in accordance with FAR 21.25 and 21.187. AN AIRCRAFT HAVING A SPECIAL AIRWORTHINESS CERTIFICATE - EXPERIMENTAL IS NOT ELIGIBLE FOR MULTIPLE AIRWORTHINESS CERTIFICATION.

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

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

(2) If one of the airworthiness categories is in the standard configuration, and the aircraft will be used for carriage of passengers for compensation or hire in the standard configuration, the FAA inspector should evaluate the restricted special purpose operation to determine whether the airworthiness inspection prescribed in FAR 21.187(b) will be required each time the aircraft is converted from the restricted category to the standard category. Normally, if the special purpose operation involves carriage of maximum loads, or the aircraft is subject to contamination by pesticides or herbicides, the airworthiness inspection should be required and an operating limitation to this effect should be prescribed. It should be noted that the foregoing does not apply when the normal category operating limits have been exceeded while operating in the restricted category, Ref. paragraph 117. *

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

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

*114. SPECIAL PURPOSE OPERATIONS. FAR 21.25 specifies the special purpose operations for restricted category aircraft (reference paragraph 104). Special purpose operations are not specified for limited category and standard aircraft. *

115. AIRWORTHINESS CERTIFICATES, FAA FORMS 8100-2 and 8130-7. If the requested multiple certification covers restricted and limited categories, a Special Airworthiness Certificate, FAA Form 8130-7, will be issued for each category with appropriate conditions and operating limitations issued with each certificate. If the requested multiple certification covers restricted category and standard, a Standard Airworthiness Certificate, FAA Form 8100-2, will be issued for the standard classification, and a Special Airworthiness Certificate, FAA Form 8130-7, with appropriate conditions and operating limitations, will be issued for the restricted category. A Standard Airworthiness Certificate, FAA Form 8100-2, or Special Airworthiness Certificate, FAA Form 8130-7 in the limited category, should remain in the aircraft and be displayed with the restricted certificate.

116. OPERATING LIMITATIONS. All restricted category aircraft must be *operated in accordance with FAR 91.39, in addition to the operational requirements of FAR 91. However, additional operating limitations may be prescribed by the certificating inspector as deemed necessary for safe operation. The appropriate operating limitations will be enumerated on a separate sheet and issued with the corresponding Special Airworthiness Certificate. The issuance date of the operating limitations will be shown on the face of the corresponding Special Airworthiness Certificate, FAA Form 8130-7. *

*117. OPERATION WITH MULTIPLE AIRWORTHINESS CERTIFICATION (STANDARD AND RESTRICTED.) The primary requirements for a Standard Airworthiness Certificate are that the aircraft is found to be in conformity to the type design and in condition for safe operation. Operations outside of the normal category operating limitations when in the restricted category, either weight or maneuvering, unless properly approved as appropriate for an aircraft having a Standard Airworthiness Certificate would render it impossible to determine the condition for safe operation when the aircraft is to be returned to normal category, unless a complete engineering evaluation is made. Such evaluation must determine the effects of overweight and maneuvering loads on the aircraft (including helicopters) components, and structure, to establish an inspection and/or replacement program that would return the aircraft to a condition for safe operation in the standard configuration. Unknown stresses and possible hidden damage to the aircraft structure may have resulted because of the weights, maneuvers, and speeds utilized for the restricted category operations. Therefore, to retain eligibility for return to a Standard Airworthiness Certificate after an aircraft has been operated in the restricted category, the following would apply: *

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

b. If the TC data sheet for an aircraft includes both normal and restricted category, and the maximum gross weight and/or other operating limitations for the restricted category are higher than that for normal category, the aircraft is NOT eligible for operation with a Standard Airworthiness Certificate, after having been operated in the restricted category, unless:

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

(2) If the data sheet does not have such a note or other reference, the operations outside of the normal category operating limitations including increased gross weights, had been approved as appropriate for an aircraft having a Standard Airworthiness Certificate. *

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

119.-120. RESERVED.

FIGURE 3-6. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE - MILITARY (RESTRICTED AND STANDARD)

Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG	FAA CODING
N54321	Bell	47G-4	1964	
5. AIRCRAFT SERIAL NO.	6. ENGINE BUILDER'S NAME (make)	7. ENGINE MODEL DESIGNATION		
3191	Lycoming	VO540-B1B		
8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (make)	10. PROPELLER MODEL DESIGNATION		11. AIRCRAFT IS
1	N/A	N/A		XXXXXXXXXXXX IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A 1 X STANDARD AIRWORTHINESS CERT. (Indicate category) X NORMAL UTILITY ACROBATIC TRANSPORT GLIDER BALLOON

B X SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)

2		LIMITED									
5		PROVISIONAL (Indicate class)	1		CLASS I						
			2		CLASS II						
3	X	RESTRICTED (Indicate operation(s) to be conducted)	1	X	AGRICULTURE & PEST CONTROL	2		AERIAL SURVEYING	3		AERIAL ADVERTISING
			4		FOREST (Wild life 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		RACING	5		CREW TRAINING	6		MKT. SURVEY
			0		TO SHOW COMPLIANCE WITH FAR						
8		SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)	1		FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE						
			2		EVACUATE FROM AREA OF IMPENDING DANGER						
			3		OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT						
			4		DELIVERING OR EXPORT	5		PRODUCTION FLIGHT TESTING			

C 6 X MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE →

NAME Henry G. Jackson
D/B/A Aerial Applicators Inc.

ADDRESS Municipal Airport, Hanger 5
Cranberry, New Jersey 33033

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

X AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.) 2H3 Revision 8

X AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 68-24

AIRCRAFT LISTING (Give page No(s).) N/A

X SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) SH165EA; SH252SW

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173

TOTAL AIRFRAME HOURS ~~XXXXXXXXXXXXXXXX~~ 875:00

3 EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed N/A

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

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
12/13/68	Henry G. Jackson, President	Henry G. Jackson

IV. INSPECTION AGENCY VERIFICATION

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

2 FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)

3 CERTIFICATED MECHANIC (Give Certificate No.)

6 CERTIFICATED REPAIR STATION (Give Certificate No.)

5 AIRCRAFT MANUFACTURER (Give Name of Firm)

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: ☐ The certification requested, or [4] [X] Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: ☐ FAA Inspector; certificate holder under ☐ FAR 65, ☐ FAR 121 or 127, or ☐ FAR 145.

DATE	DISTRICT OFFICE	4	DESIGNEE'S SIGNATURE AND NO	1	FAA INSPECTOR'S SIGNATURE
12/20/68	AEA EMDO 10 4345				E. J. Smith

FAA Form 8130-6 (7-70)

FIGURE 3-7. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE - MILITARY (RESTRICTED AND LIMITED)

Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG.	FAA CODING
N54321	Boeing	B-17F	1950	
5. AIRCRAFT SERIAL NO.	6. ENGINE BUILDER'S NAME (make)	7. ENGINE MODEL DESIGNATION		
98765	Wright	R1820-97		
8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (make)	10. PROPELLER MODEL DESIGNATION		11. AIRCRAFT IS
4	Hamilton Standard	23E50/6477A-0		X ~~USED~~ ~~NEW~~ IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A	1		STANDARD AIRWORTHINESS CERT. (Indicate category)			NORMAL		UTILITY		ACROBATIC		TRANSPORT		GLIDER		BALLOON
B		X	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)													
	2	X	LIMITED													
	5		PROVISIONAL (Indicate class)	1		CLASS I										
				2		CLASS II										
	3	X	RESTRICTED (Indicate operation(s) to be conducted)	1	X	AGRICULTURE & PEST CONTROL	2		AERIAL SURVEYING	3		AERIAL ADVERTISING				
				4		FOREST (Wild life 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		RACING	5		CREW TRAINING	6		MKT SURVEY				
				0		TO SHOW COMPLIANCE WITH FAR										
	8		SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)	1		FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE										
				2		EVACUATE FROM AREA OF IMPENDING DANGER										
				3		OPERATION IN EXCESS OF MAX CERTIFICATED TAKE-OFF WEIGHT										
				4		DELIVERING OR EXPORT	5		PRODUCTION FLIGHT TESTING							
C	6	X	MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)													

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE →

NAME Henry G. Jackson
D/B/A Aerial Applicators Inc.

ADDRESS Municipal Airport, Hanger 5
Cranberry, New Jersey 33033

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

	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No and Revision No) N/A	X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No) 68-24
X	AIRCRAFT LISTING (Give page No(s)) L-1 Page 29	X	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) SH165EA; SH252SW

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173	TOTAL AIRFRAME HOURS ~~XXXXXXXXXXXXXXXX~~ 1875:00	3	EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed N/A

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

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
12/13/68	Henry G. Jackson, President	Henry G. Jackson

IV. INSPECTION AGENCY VERIFICATION

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

2		FAA PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No)	3		CERTIFICATED MECHANIC (Give Certificate No)	6		CERTIFICATED REPAIR STATION (Give Certificate No)
5		AIRCRAFT MANUFACTURER (Give Name of Firm)					

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: ☐ The certification requested, or [4] [X] Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: ☐ FAA Inspector; certificate holder under ☐ FAR 65, ☐ FAR 121 or 127, or ☐ FAR 145.

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO		FAA INSPECTOR'S SIGNATURE
12/20/68	AEA EMDO 10 4345	4		1	E. J. Smith

FAA Form 8130-6 (7-70)

FIGURE 3-8. SAMPLE - FAA FORM 8130-7 - SPECIAL AIRWORTHINESS CERTIFICATE (ISSUED IN THE LIMITED CATEGORY - MILITARY CERTIFICATION)

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

A	CLASSIFICATION: Limited		
	PURPOSE: N/A		
B	MANU-FACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM N/A	
		TO N/A	
D	N—12345		SERIAL NO. 98765
	BUILDER Boeing		MODEL B-17F
E	DATE OF ISSUANCE November 1, 1968		EXPIRY N/A
	OPERATING LIMITATIONS DATED 11/1/68		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE James A. Green		DESIGNATION OR OFFICE NO. ACE EMDO 30 4345

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 (3-69) SUPERSEDES FAA FORMS 1362-B; 8100-3; 8130-5 *SEE REVERSE SIDE*

SAMPLE - FAA FORM 8130-7 - SPECIAL AIRWORTHINESS CERTIFICATE (RESTRICTED CATEGORY - MULTIPLE CERTIFICATION

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

A	CLASSIFICATION: Restricted		
	PURPOSE: Agricultural		
B	MANU-FACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM N/A	
		TO N/A	
D	N—12345		SERIAL NO. 98765
	BUILDER Boeing		MODEL B-17F
E	DATE OF ISSUANCE November 1, 1968		EXPIRY N/A
	OPERATING LIMITATIONS DATED 11/1/68		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE James A. Green		DESIGNATION OR OFFICE NO. ACE EMDO 30 4345

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 (3-69) SUPERSEDES FAA FORMS 1362-B; 8100-3; 8130-5 *SEE REVERSE SIDE*

FIGURE 3-9. SAMPLE - FAA FORM 8100-2 - STANDARD AIRWORTHINESS CERTIFICATE - STANDARD CLASSIFICATION - MULTIPLE CERTIFICATION

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

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

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

None

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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
12/20/68	E. J. Smith E. J. SMITH	AEA EMDO 10 4345

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 (7-67) FORMERLY FAA FORM 1362

SECTION 4. LIMITED AIRWORTHINESS CERTIFICATION

121. GENERAL. FAR 21.189 provides for the issuance of an airworthiness certificate in the limited category. This section contains a list of aircraft which are presently eligible for the issuance of limited category airworthiness certificates.

122. CERTIFICATION PROCEDURES. The FAA representative should follow the applicable certification steps in Paragraph 90.

123. ELIGIBILITY.

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

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

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

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

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

124. OPERATING LIMITATIONS. All limited category civil aircraft must be operated in compliance with the limitations prescribed in FAR 91.40. However, an FAA inspector may prescribe additional limitations as he deems necessary for safe operation. The additional operating limitations will be enumerated on a separate sheet and issued with the Special Airworthiness Certificate, FAA Form 8130-7.

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

126. - 128. RESERVED.

FIGURE 3-10. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE (LIMITED) (FACE SIDE)

Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG.	PAA CODING
N12345	Douglas	A-26B	1946	
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME (make)**	**7. ENGINE MODEL DESIGNATION**		
36	Pratt & Whitney	R-2800-21		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (make)**	**10. PROPELLER MODEL DESIGNATION**		**11. AIRCRAFT IS:**
2	Hamilton Standard	23E50 Hubs		XXXXXXXXXXXXXXXX IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A	1		STANDARD AIRWORTHINESS CERT. (Indicate category)		NORMAL		UTILITY		ACROBATIC		TRANSPORT		GLIDER		BALLOON	
B		X	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)													
	2	X	LIMITED													
	5		PROVISIONAL (Indicate class)	1	CLASS I											
				2	CLASS II											
	3		RESTRICTED (Indicate operation(s) to be conducted)	1	AGRICULTURE & PEST CONTROL	2		AERIAL SURVEYING	3		AERIAL ADVERTISING					
				4	FOREST (Wild life 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	RACING	5		CREW TRAINING	6		MKT. SURVEY					
				0	TO SHOW COMPLIANCE WITH FAR											
	8		SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)	1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE											
				2	EVACUATE FROM AREA OF IMPENDING DANGER											
				3	OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT											
				4	DELIVERING OR EXPORT	5		PRODUCTION FLIGHT TESTING								
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)													

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE →

NAME	ADDRESS
John P. Ivy	201 S.W. 44th Salem, Oregon 97302

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

	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No and Revision No.)	X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) 70-5-2
X	AIRCRAFT LISTING (Give page No(s).) AL-3 Pages 70 and 71		SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173	TOTAL AIRFRAME HOURS—XXXXXXXXXXXXXXXX 2121:00	3	EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed 6:30

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

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
6-5-72	John P. Ivy, Owner	John P. Ivy

IV. INSPECTION AGENCY VERIFICATION

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

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

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: [X] The certification requested, or [4] Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: [ ] FAA Inspector; certificate holder under [ ] FAR 65, [ ] FAR 121 or 127, or [ ] FAR 145.

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE
6/7/72	AWE AEDO 40 4346	4		1	Harold W. Smith Harold W. Smith

FAA Form 8130-6 (7-70)

FIGURE 3-11. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE (LIMITED) (REVERSE SIDE)

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

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

B. DESCRIPTION OF FLIGHT

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

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

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

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

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

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

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 317 *(Attach when required)*
X	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*	X	I. Previous Airworthiness Certificate Issued in Accordance with FAR 21.191(b) CAR _____ *(Original attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.189 _____ *(Copy attached)*
X	F. This Inspection Recorded in Aircraft Records		

C FAA AC 78-8055

FIGURE 3-12. SAMPLE - FAA FORM 8130-7 - SPECIAL AIRWORTHINESS CERTIFICATE (ISSUED IN THE LIMITED CATEGORY)

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

A	CLASSIFICATION: Limited		
	PURPOSE: Limited		
B	MANU-FACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM N/A	
		TO N/A	
D	N--12345		SERIAL NO. 36
	BUILDER Douglas		MODEL A-26B
E	DATE OF ISSUANCE June 7, 1972		EXPIRY N/A
	OPERATING LIMITATIONS DATED		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Harold W. Smith *Harold W. Smith*		DESIGNATION OR OFFICE NO. AWE AEDO 40 4346

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 (3-69) SUPERSEDES FAA FORMS 1362-B; 8100-3; 8130-5 *SEE REVERSE SIDE*

FIGURE 3-13. AIRCRAFT ISSUED LIMITED CATEGORY TYPE CERTIFICATES

Aircraft Manufacturer	Model Eligible	Limited Aircraft Spec. No.
Boeing	B-17F and B-17G	AL-1
North American	RB-25, B-25C, B-25G, B-25H, B-25N TB-25N, and B-25J	AL-2
Douglas	A-26B and A-26C	AL-3
Douglas	A-24B (Navy SBD-5)	AL-4
Consolidated-Vultee	PB2Y-3, PB2Y-3R, PB2Y-5, PB2Y-5R, and PB2Y-5Z	AL-5
Consolidated-Vultee	LB 30	AL-6
Sikorsky	R-4B Helicopter	AL-7
Grumman	TBF-1, TBF-1C, TBM-1, TBM-1C, TBM-3, and TBM-3E	AL-8
Douglas	A-20B, A-20C, A-20G, A-20H, A-20J	AL-9
Lockheed	P-38E, P-38J, F-5E, P-38L, F-5F, F-5G	AL-10
North American	P-51C, P-51D, P-51K	AL-11
Beech	AT-10, AT-10BH, AT-10GL	AL-12
Lockheed	B-34, PV-1, PV-2	AL-13
Northrop	P-61, P-61A, P-61B	AL-14
North American	A-36A	AL-15
Curtiss	O-52	AL-16
Grumman	J2F-3, J2F-4, J2F-5, J2F-6	AL-17
Curtiss-Wright	P-40N	AL-18
Sikorsky	R-5A Helicopter	AL-19
Martin	PBM-5	AL-20
Bell	P-63C, P-63E	AL-21
North American	BC-1	AL-22
Grumman	F8F-1	AL-23
Chance-Vought	OS2U-1, OS2U-2, OS2U-3, OS2N-1	AL-24
Grumman	FM-2	AL-25
Consolidated-Vultee	L-1, L-1A, L-1B, L-1C, L-1D, L-1E, L-1F	AL-26
North American	BT-9, BT-9A, BT-9B, BT-9C	AL-27
Culver	PQ-14A, PQ-14B, YPQ-14A, YPQ-14B, Navy TD2C1	AL-28
Sikorsky	YR-6A, R-6A, HOS-1 Helicopters	AL-29
Consolidated	C-87A	AL-30
Curtiss	AT-9, AT-9A	AL-31
North American	BT-14	AL-32
Martin	B-26C	AL-33

SECTION 5. EXPERIMENTAL CERTIFICATES

129. GENERAL. Any aircraft which does not have a current airworthiness certificate certifying that the aircraft conforms to a type certificate cannot be legally operated unless it has been issued an experimental certificate or a special flight permit. Included in the operations requiring the issuance of experimental certificates are those involving flight tests of certificated aircraft which have undergone design changes which may adversely affect the
* structural integrity, performance, or flight characteristics. *

130. CERTIFICATION PROCEDURES. The FAA representative should follow the appropriate certification steps in Paragraph 90.

131. ELIGIBILITY.

a. For an aircraft to be eligible for the issuance of an experimental certificate, the aircraft must be registered and the applicant must satisfy one or more of the purposes stated in FAR 21.191, as further discussed in paragraphs 132 and 136. The requirements for issuing experimental certificates are contained in FAR 21.191, 21.193, and 21.195 and, for policy guidance, in related advisory circulars.

b. An experimental certificate may be issued for an aircraft under a Dealer's Aircraft Registration Certificate for required flight tests by the manufacturer, or for purposes incident to sale by the manufacturer of the aircraft for which the certificate is issued. In the latter case, the FAA representative should ensure that the requirements of FAR 21.195 are met.

c. In assuring compliance with FAR 21.193(d), the following shall be
* reviewed (reference Operating Limitation 1, Para. 139).

(1) Purpose of Experiment (FAR 21,193(d)(1)). Listing the purpose(s) for which the certificate is issued in accordance with FAR 21.191 is not itself acceptable. An applicant must submit a program letter describing the purpose in sufficient detail to outline the aircraft configuration and program objectives in a manner that will permit the FAA representative to prescribe adequate limitations and conditions necessary to assure safe operation. (The key word in the previous sentence is to OUTLINE the aircraft configuration and program objectives . . .; not to include minute detail.) The use of the same aircraft for overlapping programs is not precluded. The program letter can outline one or more than one program. Upon showing compliance with FAR 91.42(b), the aircraft can be used to support other aircraft in the program or other experimental programs the manufacturer has underway, e.g., support crew movements, carry spare engines/equipment etc. This support activity, in addition to the purpose (FAR 21.191) for which the certificate is issued should be included in the program letter or be included in the procedure described in para. 140. *

* (2) Time or Number of Flights (FAR 21.193(d)(2). The applicant's program letter must include the estimated time or number of flights required to accomplish his program. The FAA representative will evaluate the request in comparison to the program in order to realistically establish the time duration of the Special Airworthiness Certificate and to establish appropriate and necessary operating limitations.

(3) Areas. The applicant must provide in the program letter sufficient detail to describe the areas over which the flights are to be conducted. It is the responsibility of the FAA representative to establish boundaries of the flight test area, and in densely populated areas or congested airways takeoff, departure and landing approach corridors that ensure that hazards to which persons and property are subjected are minimized. *

132. EXPERIMENTAL PURPOSES OTHER THAN AMATEUR-BUILT.

THE PURPOSE(S) MUST BE SHOWN ON THE CERTIFICATE AND ON THE OPERATING LIMITATIONS. Amendment of the certificate to change the purpose requires submittal of an Application for Airworthiness Certificate, FAA Form 8130-6, together with other required data if applicable. FAR 21.191 defines the operations authorized under each purpose. The following paragraphs will be confined to information of a clarifying or procedural nature.

a. Research and Development. Generally any aircraft would be eligible for an experimental certificate under this purpose. Although the operations may eventually lead to type certification, they may be conducted by the applicant only as a matter of pure research or to * determine whether an idea warrants further development. In addition to the operation specified in Section 21.191(a), the operation of a chase plane, tanker used for inflight icing tests or other aircraft not otherwise eligible for a standard or an experimental certificate (research and development), but necessary for use in direct connection with the research and development project, is considered to be within the scope of this purpose. *

b. Showing Compliance with Regulations. This purpose would be considered valid when the TC holder is revising the TC design data or a * modifier applied for an STC or field approval. In addition to the operations specified in Section 21.191(b), the operation of a chase plane, tanker used for inflight icing tests or other aircraft not otherwise eligible for a standard or an experimental certificate (showing compliance with regulations), 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 Section 21.191(c), this purpose is limited to only the applicant's flight crews, which normally would be the manufacturer's employees necessary to be trained in experimental aircraft for subsequent operation of aircraft being flight tested in type certification programs, or for production flight testing. (Crew

training of the manufacturer's customers in experimental aircraft is covered under "market survey.")

d. Exhibition. The operations permissible under this purpose are clearly defined in Section 21.191(d). Operating an aircraft to demonstrate its flight characteristics or capabilities in connection with sales promotions for the aircraft is not considered to be an eligible operation under
* exhibition. A certificate for experimental-exhibition should only be issued when an aircraft will be used for valid exhibition purposes. Experimental-exhibition should not be issued when there is any evidence of intent to circumvent the standard airworthiness requirements.

e. Air Racing. The operations permissible under this purpose are clearly defined in Section 21.191(e). A certificate for experimental-air racing should only be issued when an aircraft will be used for valid air racing purposes. Experimental-air racing should not be issued when there * is any evidence of intent to circumvent the standard airworthiness requirements.

f. Market Surveys. A U. S. manufacturer of aircraft or engines may apply for a Special Airworthiness Certificate in the experimental category for the purpose of market surveys, sales demonstrations, and customer crew training (reference Section 21.195). Sales demonstrations and customer crew training are also authorized under Section 21.191(f). The FAA inspector must ensure that the provisions of Section 21.195 are met before issuing the experimental
* certificate, and that the applicant gives the estimated time or number of flights required for the market survey operation and the area or itinerary over which the operations will be conducted (FAR 21.193)(d)(2) and (3)). The duration of the certificate should be limited to only the time needed for the described operations, and normally not to exceed 90 days, except that a longer duration may be given for a PC or APIS holder who has an approved procedure for experimental operations. An experimental certificate for market surveys should not be issued when there is any evidence of intent to circumvent the standard * airworthiness requirements.

133. SPECIAL AIRWORTHINESS CERTIFICATE, FAA FORM 8130-7.

a. An Experimental Certificate may be issued for one or more of the
* purposes shown under Paragraph 132 and for operating amateur built aircraft. When more than one purpose is requested, the issuing FAA representative must assure that adequately controlled conditions exist as specified in Operating Limitation 5, Paragraph 139.b(5). Experimental certificates issued for the purpose of Research and Development, Showing Compliance with Regulations, Crew Training, and Market Surveys should be made effective for only the length of time reasonably required to accomplish the applicant's program, not to exceed one (1) year. The issuance of multiple purpose certificates for research and development and showing compliance should be limited to PC/APIS holders. This may be extended to modifiers only when adequately substantiated, e.g., complex * programs.

b. Original experimental certificates issued for the purpose of operating amateur-built, exhibition, and air racing aircraft areeffective for a period of time necessary to complete the flight testing, but not to exceed one year. If the testing is not completed within the terms of the certificate, the aircraft must be submitted for reinspection by an FAA inspector and a new certificate issued.

c. When an amateur-built, exhibition, or air racing aircraft has successfully completed its flight testing, the owner can apply for a Special Airworthiness Certificate of unlimited duration. The certificate will show the word "unlimited" in the expiry block of the certificate and the operating limitations will be revised to reflect those applicable limitations. A certificate of unlimited duration will not be issued until the aircraft has successfully completed its flight testing in a prescribed flight test area (Section 91.42(b)).

134. FLIGHT TEST AREAS.

* a. General. FAR 91.42(b) requires that an unproven aircraft be assigned to a flight test area until it is shown to be controllable and has no hazardous design or operating features. (An unproven aircraft is one that: (1) has not shown that it is controllable throughout its normal range of speeds and throughout all maneuvers to be executed; and (2) has not shown that it has no hazardous operating characteristics or design features.) The assigned test area is prescribed in accordance with FAR 91.93. FAA representatives, when requested, should assist applicants in selecting areas which comply with FAR 91.93. The FAA representative is required to evaluate each application to determine that the flight test area does not exceed that which is reasonably required to accomplish the program. All actions pertaining to flight test areas should be coordinated with the nearest office of the Air Traffic Service. *

b. Assigned Flight Test Areas. Under Sections 91.42(b) and 91.93, all initial flight operations of experimental aircraft must be limited to the assigned flight test area until such time as the aircraft is shown to be controllable throughout its normal range of speeds and all maneuvers to be executed, and that it has displayed no hazardous operating characteristics or design features. The FAA representative should establish the boundaries of the flight test area, including takeoff, departure, and landing approach corridors, if required for flights between the flight test area and the airport used as the base of operations. In the case of the first flight of an aircraft from an airport surrounded by a densely populated area, and in a congested airway, the FAA representative should ensure that a flight corridor is selected where the least number of persons and property may be subjected to possible hazards. In addition, upon leaving such an airport, the aircraft should be required to operate from an outlying airport until its controllability, airworthiness, and safety are established, after which the aircraft may return to its base and use the established corridor for subsequent operations. The description of the area selected by the FAA representative should be made a part of the operations limitations.

* c. Operation Within an Assigned Flight Test Area. There are no specific flight time requirements for operation within an assigned flight test area. Each case must be judged on the individual conditions, such as the type and complexity of the aircraft and other variables except for amateur-built aircraft (Ref. para 136.h.). For example, flight testing in conjunction with an STC modification may require only one hour in an assigned flight test area while the initial operation of a prototype jet aircraft or a military surplus jet aircraft may require twenty or more hours before the requirements of Section 91.42(b) can be met. In any event, the FAA inspector should not amend the operating limitations to permit flight outside of the assigned flight test area until the applicant shows and the FAA finds compliance with FAR 91.42(b). This finding by the FAA may be a review of the aircraft records containing a statement by the pilot that the aircraft is controllable etc., has no hazardous operating characteristics as required by FAR 91.42(b) and the maintenance history while in the test area was satisfactory. The certificating inspector may witness flights or inspect the aircraft if deemed necessary. A new application must also be submitted. PC/APIS holders may show compliance with FAR 91.42(b) in accordance with their FAA approved experimental operating procedure (ref. paragraph 140). *

d. Acrobatics.

(1) Acrobatic maneuvers may be permitted while the aircraft is in the assigned flight test area if, in the certificating inspector's judgment, the aircraft has the capability of such flight. However, these maneuvers should not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable.

(2) Acrobatic maneuvers which have been demonstrated in the assigned flight test area should be recorded in the aircraft maintenance record. Only those acrobatic maneuvers which have been successfully accomplished should be permitted after leaving the assigned flight test area. Appropriate limitations, which identify the maneuvers and conditions under which they may be performed, should be prescribed.

135. OPERATION OUTSIDE FLIGHT TEST AREAS.

a. Aircraft which have satisfied the requirements outlined under paragraph 134.c. may be operated outside of an assigned flight test area. * Except as provided for in para. 140, operation of the aircraft outside an assigned flight test area will require issuance of a new experimental certificate with the new amended operating limitations.

b. Prior to authorizing an aircraft to operate outside of an assigned flight test area, the FAA inspector should ensure that the limitations prescribed in FAR 91.31(e)(1) through (9), as applicable, have been satisfied * and are made available in the aircraft. The FAA inspector should also develop and prescribe any others that he considers necessary in view of individual

* circumstances involved. If any major changes are made to an aircraft after it has been approved for operation outside of an assigned flight test area, the cognizant FAA Flight Standards Office must be notified and their response received in writing prior to flying the aircraft, e.g., returned to test area for X hours and have the aircraft inspected by persons identified in paragraph 139.b.(20), (21) or other persons specified by the FAA. The FAA inspector may * inspect the aircraft if deemed necessary.

c. The following placard, pertaining to gliders and sailplanes having experimental certificates, shall be displayed in the cockpit in full view of the pilot in addition to the requirements of FAR 91.31.

"No person may exceed the designer's or builder's recommended limitations as follows: Maximum gross weight_____; Center of gravity limits_____; Airplane tow speed_____; Maximum airspeed in smooth air_____; and, Maximum airspeed in rough air_____."

136. AMATEUR-BUILT AIRCRAFT. Under the provisions of FAR 21.191(g), amateur-built aircraft are those aircraft which have been fabricated and assembled by persons who undertook the construction project solely for their own education or recreation. (See paragraph 137 regarding prototype amateur-built aircraft.)

a. Eligibility.

(1) Amateur-built aircraft may be eligible for an experimental certificate when the applicant presents satisfactory evidence that the aircraft was fabricated and assembled by an individual or group of individuals, the project having been undertaken for educational or recreational purposes, and the FAA finds that the aircraft complies with acceptable aeronautical standards and practices. Aircraft which are manufactured and completely assembled as a business for sale to other persons are not considered to be bona fide amateur built.

(2) Since each case must be treated individually, specific standards cannot be developed to guide the FAA inspector in determining exactly when an aircraft is, or is not, amateur built. The inspector must use good judgment in each specific case to be satisfied that the major portion of the aircraft (excluding the procured items) was fabricated and assembled by an individual, or group of individuals, for recreational or educational purposes.

* (3) The determination of the major portion factor may be made by evaluation of the amount of work accomplished by the individual or group of individuals as against the total amount of work necessary for the complete project (excluding standard procured items). In any event the "major portion" of the aircraft is considered to mean more than 50 percent of the fabrication and more than 50 percent of the assembly. The applicant will submit FAA Form 8130-12, Eligibility Statement - Amateur-Built Aircraft (OMB No. 2120-0018), certifying that the major portion of the aircraft was fabricated and assembled for education and/or recreation and that the applicant has evidence to support the statement. The evidence may be requested by the FAA inspector for review. (See figure 3-15 for sample of FAA Form 8130-12.) *

b. Design and Construction.

(1) To meet the intent of FAR 21.191 and 21.193 and to be eligible for an experimental certificate, satisfactory evidence must be presented to show that the aircraft was not built from completely prefabricated parts or kits. The applicant, however, cannot be expected to have personally fabricated every part that makes up the aircraft any more than this can be expected of a commercial aircraft manufacturer. Items such as engines, propellers, rotor blades, rotor hubs, tires, wheel and brake assemblies, instruments, standard hardware, etc., may be procured on the open market.

(2) FAA inspectors should be reasonable in their requests to amateur builders, keeping in mind that in most instances only one aircraft is involved. Accordingly, the builder is not required to have the elaborate detail design data, systems, procedures, etc., that the holder of a type and production certificate is required to have for the production of duplicates.

c. Kits.

(1) From the criteria set forth in paragraphs 136a and 136b, it is obvious that an aircraft assembled from a kit composed of completely prefabricated parts is not eligible for the issuance of an experimental certificate as an amateur-built aircraft. An aircraft built from a kit may be eligible, however, provided that the "major portion" of the aircraft; i.e., more than 50 percent, has been fabricated and assembled by the applicant for education and/or recreation and the applicant has evidence to support the major portion requirement.

(2) The major portion of a kit should be composed of raw stock, such as lengths of wood, tubing, extrusions, etc., which may have been cut to an approximate length. A certain quantity of prefabricated parts, such as heat-treated ribs and bulkheads, would also be acceptable if the applicant can show to the the satisfaction of the FAA inspector that completion of the aircraft is not merely an assembly operation and that the builder must still fabricate and assemble the major portion of the aircraft.

(3) Some kits may include assembly jigs, templates, premarked raw stock, or other means to simplify the fabrication and assembly process. If an applicant proposes to use a kit that has such items provided, the FAA inspector should evaluate the kit to determine whether the builder will still fabricate and assemble the major portion of the aircraft and advise the applicant accordingly.

d. Kit Evaluation.

*

NOTE: This section is reserved for kit evaluation criteria for determining whether an aircraft is eligible for airworthiness certification under Federal Aviation Regulations (FAR) 21.191(g). The kit evaluation program is being held in abeyance until AWS-200 has completed a reassessment of the program. FAA inspectors will continue to certificate kit aircraft. Each application will be handled on a case-by-case basis as to whether the kit aircraft meets the major portion criteria. *

* e. Advising Applicants.

(1) The FAA inspection of an amateur-built aircraft will be limited to a general airworthiness inspection when the aircraft is submitted for airworthiness certification (reference AC 20-27C.) The FAA will not perform any progressive inspections during the construction of the aircraft. In the areas of engineering design, the builder should, if necessary, obtain the services of a qualified aeronautical engineer or consult the seller of purchased plans. All advice given to the builder should be made a matter of record for future reference if necessary. IN NO INSTANCE, WILL THE INSPECTOR ACTUALLY PERFORM ANY OF THE WORK.

(2) Many individuals who desire to construct their own aircraft have had very little if any experience and, therefore, are in need of considerable counsel and advice in fabrication methods, processes, fits, tolerances, corrosion prevention, assembly and workmanship practices, etc. The builder should be referred to the Experimental Aircraft Association (EAA) which is a national organization established for the purpose of promoting amateur aircraft building and operation, and giving technical advice and assistance to its members.

(3) When the prospective builder contacts the district office to advise the FAA of the construction project, the inspector should provide the administrative requirements that are to be met by the builder at the time of airworthiness certification.

(4) The prospective builder should submit to the FAA a three-view sketch, drawing, or photograph of the proposed aircraft project and a tentative completion date should be submitted.

(5) The FAA district office, when requested, should furnish the builder with the following forms:

(a) AIRCRAFT REGISTRATION APPLICATION (AC FORM 8050-1).

(b) APPLICATION FOR AIRWORTHINESS CERTIFICATE (FAA FORM 8130-6).

(c) ELIGIBILITY STATEMENT - AMATEUR-BUILT AIRCRAFT (FAA FORM 8130-12).

(6) At the time of airworthiness certification:

(a) The aircraft should be complete in every respect, and

(b) The applicant must submit all required documentation. If the applicant cannot, or will not provide a statement of eligibility, the applicant should be advised that the aircraft cannot be certificated as amateur built until other satisfactory evidence is provided to substantiate that the major portion of the aircraft was built for education or recreation. *

f. Weight and Balance. Prior to the first flight, the amateur builder should weigh the aircraft in accordance with established weight and balance procedures to determine the most forward and aft center of gravity limits. Such limits would be determined by the builder through calculations if the aircraft is self-designed, or specified in the data if the aircraft is a "common" design built from purchased plans. The weight and balance report, including load limits for crew, oil, fuel, and baggage, should be available in the aircraft along with the other applicable placards, listings, and markings required by FAR 91.31.

(1) The FAA inspector should determine that, prior to the first flight of the aircraft, the center of gravity limits have been established, the aircraft weighed to determine the most fore and aft locations, and that loading is within the calculated limits.

* g. FAA Certification.

(1) The FAA airworthiness certification will consist of a general airworthiness inspection of the aircraft which will be accomplished after the aircraft is complete and prior to the issuance of an airworthiness certificate. During this airworthiness inspection, the FAA inspector should not request extensive disassembly of the aircraft if the builder can provide documented results of in-process inspections. These in-process inspections should be conducted by knowledgeable persons (i.e., EAA technical counselors, certificated mechanics, etc.). The record should indicate what was inspected, by whom, and the date of the inspection. In addition, builders should document construction using photographs taken at appropriate times prior to covering or finishing. The photographs should clearly show methods of construction and quality of workmanship. Such photographic records should be included with the builder's log or other construction records. The only time extensive disassembly should be requested is when there is a question of safety that would endanger the general public. For aircraft fabricated and assembled from a kit identified by AWS-200 as being eligible as meeting requirements of the amateur-built aircraft, the FAA inspector will review the applicant's documentation supplied with the kit, i.e., a document that identifies and describes the kit and that also agrees with the identification and description given in the FAA as-evaluated document. Deviations from the FAA identified kit configuration will require that the inspector make an independent determination that the applicant fabricated and assembled the major portion of the aircraft or that a reevaluation should be conducted.

(2) Upon satisfactory completion of the airworthiness inspection and documentation review, the FAA inspector will issue a Special Airworthiness Certificate, FAA Form 8130-7, for the aircraft. This Special Airworthiness Certificate will include the operating limitations that will specify the operating parameters.

(3) A one time airworthiness certification process as specified in Order 8130.19 may be conducted at the option of the certificating inspector or designee.

* h. Transfer of Airworthiness Certificate. An airworthiness certificate is transferred with the aircraft (reference FAR 21.179); e.g., change of ownership, transfer of registration, etc. There is no FAA inspection required as a result of a transfer of an aircraft with its airworthiness certificate unless it is determined that revised operating limitations are necessary. In this case, a new Special Airworthiness Certificate, FAA Form 8130-7 must be issued to reflect the new date of the revised operating limitations. Therefore, an Application for Airworthiness Certificate, FAA Form 8130-6, is required to be submitted by the applicant.

i. Flight Test Areas.

(1) Assigned Flight Test Area. The procedures outlined under paragraph 134 are applicable to amateur-built aircraft. Although the period of assignment is not established by regulation, the following times are suggested as guidelines when issuing original airworthiness certificates.

(a) Amateur-built airplanes and helicopters (rotorcraft) applying for original airworthiness certification should be limited to operation within an assigned flight test area for at least 25 hours when a type certificated engine and propeller combination is installed, or 40 hours when an uncertificated engine and propeller combination is used.

(b) "Amateur built gliders, balloons and dirigibles (and ultralight aircraft built from kits evaluated by the FAA and found eligible to meet the requirements of FAR 21.191(g) and which meet the criteria for ultralight vehicles in FAR Part 103) applying for original airworthiness certification should be limited to operating within an assigned flight test area for least 10 hours, which should include a minimum of five takeoffs and landings."

(c) The period an amateur-built aircraft is assigned to a flight test area following any major changes in the aircraft is at the discretion of the FAA inspector.

(2) Operation Outside Flight Test Area. During operation outside the flight test area, the following placard shall be displayed in the cockpit in full view of all occupants in addition to the requirements of FAR 91.31.

NOTE: PASSENGER WARNING - THIS AIRCRAFT IS AMATEUR-BUILT AND DOES NOT COMPLY WITH FEDERAL SAFETY REGULATIONS FOR STANDARD AIRCRAFT. (This placard is not necessary for single place aircraft). *

137. PROTOTYPE AMATEUR-BUILT AIRCRAFT.

a. When persons produce prototype aircraft to be used to prove their design for amateur-built purposes, even though the design is intended to be sold as plans and/or kits, such aircraft are considered to be produced as a furtherance of a business.

b. These prototype aircraft are not produced by persons "solely for their own education or recreation" and therefore, cannot be certificated as amateur-built aircraft (reference FAR 21.191(g)). An application for "amateur-built" cannot be accepted for such aircraft, but the aircraft could qualify for the purpose of "research and development" under FAR 21.191(a). FAA inspectors may issue experimental certificates for the purpose of "Research and Development" as long as the applicant has a bona fide program of research and development.

c. Following termination of a research and development program, such prototype aircraft would ONLY be eligible for an experimental certificate for the purpose(s) of exhibition and/or air racing with appropriate operating limitations issued for such purpose(s).

138. EXPERIMENTAL OPERATING LIMITATIONS (General).

a. Federal Aviation Regulation 91.42 prescribes operating limitations which are applicable to all aircraft having experimental certificates and, in addition, under FAR 91.42(e) the Administrator may prescribe other limitations as may be considered necessary.

NOTE: Basic operating limitations for all experimental aircraft shall be issued as prescribed in paragraph 139.

b. The amendment of operating limitations, such as to permit operation outside of a defined flight test area, is considered to be an amendment of the experimental certificate, so that a new Application for Airworthiness Certificate, FAA Form 8130-6, is required to be submitted by the applicant. A new FAA Form 8130-7 is required whenever operating limitations are amended since the date of the old limitations, as shown on the corresponding certificate, would not be in accordance with the date of the new limitations, and alteration of the certificate to change the date is not acceptable.

c. Experimental military aircraft built under a military contract and identified by military aircraft identification marks do not require registration or the issuance of experimental certificates for flight

testing or demonstration prior to acceptance by the military. However, aircraft of military design built independently by manufacturers with the intention of demonstrating to prospective military purchasers, and not having military identification will be required to obtain FAA registration and an experimental certificate since such aircraft would be considered civil aircraft.

139. ISSUANCE OF EXPERIMENTAL OPERATING LIMITATIONS.

a. The basic criteria for prescribing operating limitations are contained in a chart at the end of this section. WHEN PRESCRIBING OPERATING LIMITATIONS, THEY SHALL BE DESIGNED TO FIT THE SPECIFIC SITUATION ENCOUNTERED. THE FAA INSPECTOR MAY IMPOSE ANY ADDITIONAL LIMITATIONS DEEMED NECESSARY IN THE INTEREST OF SAFETY.

b. The following operating limitations shall be prescribed in accordance with the operating limitation notes and the applicability chart at the end of this section.

* (1) No person may operate this aircraft for other than the purpose(s) of (R & D, SHOW COMPLIANCE, ETC.) to accomplish the tests outlined in the applicant's program letter, dated _____, describing compliance with FAR 21.193(d), and made available to the pilot in the aircraft. Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of FAR 91, and all additional limitations herein prescribed under the provisions of FAR 91.42(e). (Ref. Note A.)

(2) All flights shall be conducted within the geographical area described as follows: (The area shall be described by radius, or coordinates and/or landmarks, and in densely populated areas or congested airways the limitations shall include take-off, departure and landing approach corridors. The designated area must be over open water or sparsely populated areas having light air traffic. The size of the area shall be that required to safely conduct the type of anticipated maneuvers and test, as appropriate. Multiple purpose certificates may require individually prescribed geographical areas.) (Ref. Note B.)

(3) All flights shall be conducted within the geographic area described as follows: (The area may be expanded by the FAA inspector to include that required for the program, e.g., the boundary of the state.) (Ref. Note C.)

(4) All flights will be conducted in accordance with: (Describe the PC/APIS holder's approved operating procedure, e.g., ABC Aircraft Co. Experimental Operating Procedure No. 12 dated). (Ref. Note D.) *

* (5) Upon changing between operating purposes of a multiple purpose certificate, the operator shall determine that the aircraft is in a condition appropriate for the purpose intended and has documented that finding in the aircraft log (e.g., changing from research and development to market surveys). (Ref. Note E.)

(6) All proficiency flights. (Ref. Note F.)

(a) For aircraft (except as otherwise provided for in the following subparagraph (b). All proficiency flights shall be conducted within the geographical area described as follows: (The limitation should reflect the area(s) applied for when reasonable. Such areas would be considered reasonable when, for example, it is a 300 mile radius, the boundaries of a particular state, a 50-by-200 mile corridor, or by designating an area in accordance with limitation 139b(2) if necessary. Proficiency flights may be conducted in the vicinity of fly-ins or air shows. Further, these locations or events need not be listed on the operating limitations.)

(b) For sailplanes when necessary to qualify for FAI or SSA Awards: Proficiency flights are authorized without geographic restrictions, as necessary, when conducted in preparation for participation in sanctioned meets and pursuant to qualify for Federal Aeronautique International (FAI) or Soaring Society of America (SSA) awards.

(7) This aircraft is authorized for (specify whether flights or static display) at (specify whether air shows, motion pictures, air races) conducted under a waiver issued in accordance with FAR 91.63. (Waivers are not required for motion pictures, when in compliance with FAR 91.) Flights to and from these events are also authorized.

(8) Flights between the aircraft's base of operation and each (air show, air race etc.) shall be approved by the local FAA office having cognizance over the aircraft's base of operation. (Ref. Note G.)

(9) The pilot-in-command of this aircraft must, as applicable, hold an appropriate category/class rating, have an aircraft type rating, have a flight instuctor's log book endorsement or possess a "Letter of Authorization" issued by an FAA General Aviation or Air Carrier Operations Inspector. (Ref. Note H.)

(10) This aircraft shall not be flown unless it is maintained and operated in accordance with appropriate military technical publications or manufacturers' instructions for aircraft (inspector will identify publications if deemed necessary). (Ref. Note I.)

(11) Day/Night VFR operation is authorized. (Ref. Note J.) *

* (12) Day/Night VFR and IFR operation is authorized. (Ref. Note J.)

(13) No person may be carried in this aircraft during flight unless that person is required for the purpose of the flight. (Ref. Note K.)

(14) Persons may be carried in accordance with (Describe the PC/APIS Holder's approved operating procedure, e.g., ABC Aircraft Co. Experimental Operating Procedure No. 12 dated). (Ref. Note L.)

(15) This aircraft shall contain the placards, markings, etc. (or other operating instructions developed for an STC modification) required by FAR 91.31(e). (Inspector will identify flight manual, flight manual supplement, marking drawing, etc. as required.)

(16) This aircraft is prohibited from acrobatic 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. (Ref. Note M.)

(17) The cognizant FAA Flight Standards Office must be notified and their response received in writing, prior to flying this aircraft after incorporating a major change as defined by FAR 21.93. (Ref. Note D.)

(18) This aircraft shall not be operated for glider towing or parachute jumping operations. (Ref. Note N.)

(19) No person shall operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with Appendix D of Part 43 and found to be in a condition for safe operation. Additionally, this inspection shall be recorded in accordance with limitation (22) listed below.

(20) Experimental aircraft builders certificated as repairmen (show repairman's name), FAA-certificated mechanics holding an airframe and powerplant rating, and appropriately rated repair stations may perform condition inspections in accordance with Appendix D of Part 43. (Ref. Note O.)

(21) Only FAA-certificated and rated airframe and powerplant mechanics and appropriately rated repair stations may perform condition inspections in accordance with Appendix D of Part 43. (Ref. Note P.)

(22) Condition inspections shall be recorded in the aircraft maintenance records showing the following or a similarly worded statement: "I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of Appendix D of Part 43 and found to be in a condition for safe operation." The entry will include the aircraft *

total time-in service, the name, signature, and certificate type and number of the person performing the inspection.

(23) If aircraft, engine or propeller operating limitations are exceeded, an appropriate entry will be made in the historical records. (Reference Note Q.)

c. Other special purpose limitations to be considered are as follows:

(1) This aircraft shall not be operated except in compliance with
* the inspection requirements of FAR 91.169(e), Large Airplanes, Turbojet Multiengine Airplanes, and Turbo-Propeller-Powered Multiengine Airplanes. *

(2) Ejection seats shall be maintained in accordance with appropriate military technical orders and/or the manufacturer's maintenance procedures.

(3) Parachutes shall be worn by the pilot, co-pilot, or occupant.

140. PC/APIS HOLDER'S EXPERIMENTAL OPERATING PROCEDURE. PC/APIS holders may submit, for PI approval, a procedure describing the operation of experimental aircraft. This procedure, when approved, may be listed in the operating limitations as indicated in paragraph 139b. (The PI may exclude certain aircraft from the privileges of either all or part of this procedure; e.g., 1st. of a model such as the B757/B767/DCXX, nonproduction research and development aircraft.) The procedure should include at least the following:

a. A description of the test area that will be used to show compliance with FAR 91.42(b). (This area shall be described by radius, or coordinates and/or landmarks, and in densely populated areas or congested airways shall include take-off, departure and landing approach corridors. This area must be over open water or sparsely populated areas having light air traffic. The size of the area shall be that required to safely conduct the type of anticipated maneuvers and test, as appropriate. Multiple purpose certificates may require individually prescribed geographical areas.)

b. A description of the method for showing compliance with FAR 91.42(b); i.e., all flights must be conducted in the area described in paragraph 140a, a log/daily flight sheet entry by the pilot showing compliance with FAR 91.42(b) and inspection of the aircraft prior to release for flights in the expanded test area.

(1) This procedure will insure that unproven aircraft comply with
* FAR 91.42(b). An unproven aircraft is an individual aircraft that has not been flight tested to show that it is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, and has no hazardous operating characteristics or design features. This includes major changes (reference FAR 21.93) to the aircraft subsequent to the original showing of compliance with FAR 91.42(b). *

(2) This procedure will also describe the method for identifying (for the pilot, etc.) that the aircraft has complied with FAR 91.42(b) and may utilize the expanded test area; e.g., suitable entry or stamp on the log or daily flight sheet.

(3) The above records will be maintained for the duration of the certificate for review by the PI.

c. A description of the expanded test area of operation; e.g., state boundary; including the control of flights outside the expanded area; e.g., the continental U. S. when looking for specific weather conditions, including the method for recording such flights and maintaining these records for the duration of the certificate for review by the PI. (This procedure will eliminate the need for the PC/APIS holder to obtain approval for flights outside the expanded area.)

d. A description of the method to control the persons that may be * carried. This description must incorporate the following provisions:

(1) No person may be carried in the aircraft during flight unless that person is required for the purpose of the flight, except as provided in paragraph 140d(4).

(2) The pilot in command is responsible for advising each person carried of the experimental nature of the aircraft (reference FAR 91.3(a) and 91.42(d)).

(3) The method for recording of persons carried on each flight should be specified and those records maintained for the duration of the certificate for review by the PI.

(4) Persons other than flight crew may be carried when the the following conditions are met:

(a) The aircraft is of the same basic model that has previously shown compliance with FAR 91.42(b) and 21.195;

(b) The aircraft has been proven in accordance with paragraph 140b(1);

(c) Any flight tests must not include intentional maneuvers involving abrupt changes in the aircraft's attitude, abnormal attitudes, or abnormal accelerations/decelerations not necessary for normal flight;

(d) The procedures specifically cover the types of flying to be permitted while carrying passengers other than crew members; and

(e) The following placard(s) is displayed inside the aircraft, in letters at least 3/8 inches in height and in a location(s) easily visible and legible to all persons entering the aircraft:

PASSENGER NOTICE. THIS AIRCRAFT DOES NOT COMPLY WITH FEDERAL SAFETY REGULATIONS FOR STANDARD AIRCRAFT. *

* (f) A description of the method for determining that the aircraft is in the condition appropriate for the purpose intended when changing from one purpose to another (multiple purpose certificates) and documenting this inspection in the log or daily flight sheet; e.g., changing from research and development to market survey.

(g) Any other condition deemed necessary in the interest of safety by the PI.

(h) A copy of this procedure must be carried in the aircraft when operating under the privileges of this procedure. (A copy of this procedure may also be included or directly referenced in the PC/APISholder's quality manual for the convenience of the manufacturer and the PI. However, enforcement, if appropriate, would be under FAR 91.42(e) and not FAR 21, Subpart F or G).

141. DISPLAY OF MARKS (EXPERIMENTAL). The FAA representative shall determine that the aircraft displays nationality and registration marks in accordance with FAR 45.21 and that the word "Experimental" is displayed in accordance with FAR 45.23.

142.-145. RESERVED.

FIGURE 3-15

US Department of Transportation
Federal Aviation Administration

ELIGIBILITY STATEMENT - AMATEUR-BUILT AIRCRAFT — PRIVACY ACT

The information on the accompanying form is solicited under authority of 49 USC 1423 as implemented by the Federal Aviation Regulations, Part 21

Submission of the information is required to obtain benefits.

The purpose of this information is to evaluate your application.

The data will be used to determine eligibility for a certificate

Incomplete submission may result in delay or denial of your request.

TEAR OFF BEFORE USING

SUPPLEMENTAL INFORMATION

FAA Form 8130-12 (11-83)

DETACH THIS PART BEFORE USING FORM BELOW

FORM APPROVED
O.M.B. NO. 2120-0018

US Department of Transportation
Federal Aviation Administration

ELIGIBILITY STATEMENT
AMATEUR-BUILT AIRCRAFT

Instructions: Print or type all information except signature. Submit original to an authorized FAA representative. Applicant completes Section I thru III. Notary Public completes Section IV.

I. APPLICANT INFORMATION

Name: E. A. Builder

Address: 4397 Takeoff Road (No. & Street) Elmirage (City) Arizona (State) 85335 (Zip)

Telephone No.: 602 - 346-9136 (Residence) 602 - 345-9788 (Business)

II. AIRCRAFT INFORMATION

Model: Veri-Eze Engine(s) Make: Lycoming

Assigned Serial No.: EAB-1 Engine(s) Serial No.(s): 803399

Registration No.: N1234B Prop./Rotor(s) Make: Sensenich

Aircraft Fabricated: Plan ☐ Kit ☑ Prop./Rotor(s) Serial No.(s): 479638

III. MAJOR PORTION ELIGIBILITY STATEMENT OF APPLICANT

The major portion of the aforementioned aircraft was fabricated and assembled for education and/or recreation. I have evidence to support this statement and will make it available to the FAA upon request.

Date of Statement: November - 19XX

Applicant's Signature: E. A. Builder

IV. NOTARIZATION STATEMENT

(TO BE FILLED IN BY NOTARY PUBLIC)

FAA Form 8130-12 (11-83)

FIGURE 3-16 APPLICABILITY CHART FOR EXPERIMENTAL AIRCRAFT OPERATING LIMITATIONS

PURPOSE	OPERATING LIMITATION NUMBER																						
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Research and Development	A	B	C	D	E				H	I	J	J	K	L		M	D						Q
Showing Compliance with Regulations	A	B	C	D	E				H	I	J	J	K	L		M	D						Q
Crew Training	A	B	C	D	E				H	I	J	J	K	L		M	D						
Market Surveys	A	B	C	D	E				H	I	J	J	K	L		M	D						
Exhibition	A	B				F		G	H	I	J	J	K			M	D			O	P		
Air Racing	A	B				F		G	H	I	J	J	K			M	D			O	P		
Operating Amateur-Built Aircraft	A	B							H		J	J	K			M	D	N		O			

FIGURE 3-16 OPERATING LIMITATION CHART NOTES

*

A. Applies to all purposes for which a certificate is issued.

B. Applies to all certificates issued to show compliance with FAR 91.42(b). Operating limitations may be reissued to delete this limitation when the FAA finds compliance with FAR 91.42(b). See Note D. for PC/APIS holders.

C. This limitation will be prescribed to expand the area after FAA finds compliance with FAR 91.42(b). This limitation applies to the following purposes: research and development, showing compliance, crew training and market surveys. See Note D. for PC/APIS holders.

D. Limitation (4) may be specified in lieu of limitations (2), (3), and (17) for PC/APIS holders that have submitted a procedure in accordance with paragraph 140.

E. This limitation will be prescribed when the certificate is issued for multiple purposes. This limitation is not applicable when only one purpose is specified, when a PC/APIS holder's experimental operating procedure is specified (para. 140.), and for exhibition, air racing, and amateur-built aircraft.

F. This limitation will be prescribed after the FAA finds compliance with FAR 91.42(b), i.e., limitation (2). Note: This limitation does not apply to aircraft originally certificated for exhibition/air racing prior to June 22, 1978, except for turbine-powered or piston-powered aircraft over 800 horsepower used for air racing or acrobatics.

G. This limitation will be prescribed after having shown compliance with FAR 91.42(b). This limitation applies only to turbine powered or piston-powered aircraft over 800 horsepower. The last sentence of limitation (7) "Flights to and from . . ." will be deleted when limitation (8) is prescribed.

H. This limitation applies to turbine-powered, piston-powered aircraft over 800 HP, rotorcraft, aircraft over 12,500 lbs. and any other aircraft when deemed necessary. This limitation should be prescribed (in addition to other limitations, as appropriate, when specified in FARs for the particular operation) when issuing special flight permits, provisional airworthiness certificates or special flight authorizations for the aircraft described in this paragraph. Requirements for issuance of a Letter of Authorization, when applicable, are contained in Order 8710.4. *

* I. This limitation applies to turbine-powered, piston-powered aircraft over 800 HP, rotorcraft, aircraft over 12,500 lbs. and any other aircraft when deemed necessary.

J. FAR 91.42(d)(2) provides for Day VFR Operations only. If other operations are requested, upon showing compliance with FAR 91.33, the authorization shall be recorded as a limitation by an appropriate selection of (11) or (12).

K. This limitation may be deleted for PC/APIS holders and instead specify limitation (14). Upon compliance with FAR 91.42(b), this limitation may also be deleted for exhibition, air racing, and amateur-built aircraft but not turbine-powered, piston-powered aircraft over 800 HP.

L. This limitation is applicable only to PC/APIS holders that have submitted a procedure in accordance with paragraph 140.

M. Acrobatic flights may be permitted in the assigned test area. The applicant should be advised that acrobatics or violent maneuvers should not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable. Only those acrobatics/maneuvers which have been satisfactorily accomplished and recorded in the aircraft records during the flight test period should be permitted upon leaving the assigned test area. Appropriate limitations identifying the acrobatics/maneuvers and conditions under which they may be performed should be prescribed. The certificating inspector may witness acrobatics/maneuvers if deemed necessary.

N. This limitation will be prescribed when issuing an original airworthiness certificate for amateur-built aircraft. This limitation will not apply to aircraft which have been previously authorized to operate for these purposes and for those aircraft which are in compliance with the following criteria:

a. An amateur-built aircraft may be permitted to tow gliders under the requirements of Section 91.17 and the limitations of Section 91.42, and when the following criteria has been complied with:

(1) The structural integrity of the tow hitch and the installation must be substantiated in accordance with the criteria contained in AC 43.13-2A, Chapter 8, Section 2, and recorded in the aircraft records by the owner.

(2) The operational capability of the aircraft to tow and release a glider satisfactorily must be demonstrated in an assigned test area under actual operational conditions to an FAA inspector, and be duly recorded in the aircraft maintenance record. *

(3) Appropriate placards are to be installed as prescribed in AC 43.13-2A, Chapter 8, Section 2.

(4) Provisions shall be made whereby the towed vehicle can be observed at all times by the pilot of the tow plane.

(5) The operator of the tow plane shall advise the glider pilot of the experimental nature of the tow plane (this is to be added to the operating limitations).

b. An amateur-built aircraft may be used to carry and discharge parachutists under the provisions of Part 105, as applicable, and when the following criteria have been complied with:

(1) A structural modification to the aircraft will be evaluated to the established criteria for the original certification for amateur-built aircraft as prescribed in paragraph 136.

(2) The aircraft must be flown in an assigned test area to evaluate operation with the door removed, external step or platform and or wind deflector installed.

(3) A demonstration of a parachute jump from the aircraft must be made and witnessed by an FAA inspector.

*

O. This limitation applies only to amateur-built and amateur-built exhibition, and amateur-built air racing aircraft.

P. This limitation applies to exhibition and air racing aircraft, other than amateur-built aircraft covered by Note O.

Q. This limitation applies only when an aircraft is temporarily in experimental and will be returned to the original certificate status, e.g., STC project. *

FIGURE 3-17. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE (EXPERIMENTAL - AMATEUR-BUILT ORIGINAL CERTIFICATION) (FACE SIDE)

Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG.	FAA CODING
N23456	Pratt	B-1	1968	
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME (make)**	**7. ENGINE MODEL DESIGNATION**		
1	Lycoming	O-290-D		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (make)**	**10. PROPELLER MODEL DESIGNATION**		**11. AIRCRAFT IS**
1	Sensenich	N76AM-2-50		XXXXXXXXXXX / IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

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

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) — IF DEALER, CHECK HERE →

NAME	ADDRESS
Howard W. Pratt	1320 West Street St. Louis, Missouri 41346

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

AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.): N/A	AIRWORTHINESS DIRECTIVES (Check if all applicable ADs complied with and give latest AD No.): N/A
AIRCRAFT LISTING (Give page No(s)): N/A	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated): N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173	TOTAL AIRFRAME HOURS— XXXXXXXXXXXXXXX 0:00	3	EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed: 0.0

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

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
12/13/68	Howard C. Pratt, Owner	Howard C. Pratt

IV. INSPECTION AGENCY VERIFICATION

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

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

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: [X] The certification requested, or [4] [ ] Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: [ ] FAA Inspector; certificate holder under [ ] FAR 65, [ ] FAR 121 or 127, or [ ] FAR 145.

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE
12/20/68	ACE-EMDO 30 4345	4		1	L. B. Walker

FAA Form 8130-6 (7-70)

FIGURE 3-18. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE (EXPERIMENTAL - AMATEUR-BUILT ORIGINAL CERTIFICATION) (REVERSE SIDE)

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

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

B. DESCRIPTION OF FLIGHT

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

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

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

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

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

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

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 317 *(Attach when required)*
X	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
X	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.191(g) *(Copy attached)*
X	F. This Inspection Recorded in Aircraft Records		

FIGURE 3-19. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE (FROM STANDARD CATEGORY TO EXPERIMENTAL) (REVERSE SIDE)

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

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

B. DESCRIPTION OF FLIGHT

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

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

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

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

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

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

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 317 *(Attach when required)*
X	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
X	C. Data, Drawings, Photographs, etc. *(Attach when required)*	X	I. Previous Airworthiness Certificate Issued in Accordance with FAR 21.183(a) CAR _____ *(Original attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.191(a) and(b) _____ *(Copy attached)*
X	F. This Inspection Recorded in Aircraft Records		

FIGURE 3-20. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE - TO SHOW COMPLIANCE WITH THE REGULATIONS

Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG	FAA CODING
12345	Piper	PA-700	1968	
5. AIRCRAFT SERIAL NO	**6. ENGINE BUILDER'S NAME (make)**	**7. ENGINE MODEL DESIGNATION**		
100	Avco Lycoming	0-290-D		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (make)**	**10. PROPELLER MODEL DESIGNATION**		**11. AIRCRAFT IS**
2	McCauley	1C172/TM		NEW X USED X IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

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

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) — IF DEALER, CHECK HERE → X

NAME Piper Aircraft Corporation

ADDRESS Municipal Airport, Hanger No. 2
Vero Beach, Fla. 32960

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

AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No and Revision No) N/A	AIRWORTHINESS DIRECTIVES (Check if all applicable ADs complied with and give latest AD No) N/A
AIRCRAFT LISTING (Give page No(s)) N/A	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173	TOTAL AIRFRAME HOURS ~~XXXXXXXXXXXXXXXX~~ 334:00	3	EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed 334:00

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

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
12/13/68	John A. Smith, Chief Engineer	John A. Smith

IV. INSPECTION AGENCY VERIFICATION

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

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

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: [X] The certification requested, or [4] Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: [ ] FAA inspector; certificate holder under [ ] FAR 65, [ ] FAR 121 or 127, or [ ] FAR 145.

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO		FAA INSPECTOR'S SIGNATURE
12/14/68	ASO EMDO 40 4343	4		1	A R Wells A. R. Wells

FAA Form 8130-6 (7-70)

FIGURE 3-21. SAMPLE - FAA FORM 8130-7 - SPECIAL AIRWORTHINESS CERTIFICATE (ISSUED FOR THE EXPERIMENTAL PURPOSE TO SHOW COMPLIANCE WITH THE REGULATIONS)

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

A	CLASSIFICATION: Experimental		
	PURPOSE: Showing Compliance With Regulations		
B	MANU-FACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM N/A	
		TO N/A	
D	N—12345		SERIAL NO. 100
	BUILDER Piper		MODEL PA-700
E	DATE OF ISSUANCE January 8, 1969		EXPIRY July 30, 1969
	OPERATING LIMITATIONS DATED 1/8/69		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE John R. Doe		DESIGNATION OR OFFICE NO. DOA PC No. 7

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 (3-69) SUPERSEDES FAA FORMS 1362-B; 8100-3; 8130-5 *SEE REVERSE SIDE*

SAMPLE - FAA FORM 8130-7 - SPECIAL AIRWORTHINESS CERTIFICATE (ISSUED FOR THE EXPERIMENTAL PURPOSE OF OPERATING AMATEUR-BUILT AIRCRAFT)

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

A	CLASSIFICATION: Experimental		
	PURPOSE: Operating Amateur-built Aircraft		
B	MANU-FACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM N/A	
		TO N/A	
D	N—12345		SERIAL NO. AB1
	BUILDER Arthur E. Black		MODEL Black Special
E	DATE OF ISSUANCE November 1, 1968		EXPIRY November 1, 1969
	OPERATING LIMITATIONS DATED 11/1/68		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Edward E. Smith		DESIGNATION OR OFFICE NO. ASW EMDO 20 4341

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 (3-69) SUPERSEDES FAA FORMS 1362-B; 8100-3; 8130-5 *SEE REVERSE SIDE*

SECTION 6. PROVISIONAL AIRWORTHINESS CERTIFICATION

146. GENERAL. Under the provisions of FAR 21, Subpart I, two classes of provisional airworthiness certificates may be issued. Class I certificates may be issued for all categories, whereas Class II certificates are issued for transport category aircraft only. In each case, a corresponding provisional type certificate or provisional amendment to the type certificate must be in effect to be eligible for a corresponding provisional airworthiness certificate.

147. CERTIFICATION PROCEDURES. The certificating inspector should follow the appropriate certification steps outlined in Paragraph 90.

148. ELIGIBILITY. Only an aircraft manufacturer, aircraft engine manufacturer, or certificated air carrier may apply for provisional airworthiness certificates as provided in FAR 21, Subpart I. Since the aircraft is normally one which is being used in the type certification process, the FAA manufacturing inspector should already be generally familiar with its progress and conformity status. Therefore, upon determining that the application and attachments are satisfactory, he need only inspect the aircraft to the extent he considers necessary to determine that it is in a condition for safe operation when operated within its operating limitations.

149. SPECIAL PURPOSE OPERATIONS. The special purpose operations for which provisionally certificated aircraft may be operated is contained in FAR 91.41. These operations include:

a. Training flight crews, including simulated air carrier operations;

b. Demonstration flights by the manufacturer for prospective purchasers;

c. Market surveys by the manufacturer;

d. Flight checking of instruments, accessories and equipment, that does not affect the basic airworthiness of the aircraft; or

e. Service testing of aircraft.

150. STATEMENT OF CONFORMITY, FAA FORM 8130.9. A properly completed Statement of Conformity, FAA Form 8130.9, containing the information required by FAR 21.221 and FAR 21.223, may be used by the manufacturer as his conformity statement and should be attached to the Application for Airworthiness Certificate, FAA Form 8130-6.

151. SPECIAL AIRWORTHINESS CERTIFICATE, FAA FORM 8130-7. Upon a satisfactory determination that the aircraft conforms to its provisional type certificate, or provisional amendment to a type certificate, and is in a condition for safe operation, the FAA inspector should issue the Special Airworthiness Certificate, FAA Form 8130-7. The issuance of a provisional airworthiness certificate, corresponding with a provisional amendment to a type certificate (FAR 21.225), is considered to be an original issuance in the provisional category.

152. OPERATING LIMITATIONS. Operating limitations, established for the issuance of the provisional type certificate, are considered to be a part of the provisional airworthiness certificate issued to an individual aircraft. The FAA inspector should, therefore, determine that they are available in the aircraft, in compliance with FAR 91.31. Limitations and restrictions, as required by FAR 91.41, and which may not be included in placards or the provisional flight manual, should be enumerated on a separate sheet and displayed with the provisional airworthiness certificate.

153. - 157. RESERVED.

FIGURE 3-22. SAMPLE FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE (PROVISIONAL CLASS II) (FACE SIDE)

Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG.	FAA CODING
N12345	Boeing	747-100	1971	
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME (make)**	**7. ENGINE MODEL DESIGNATION**		
241	Pratt Whitney	JT9D-3		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (make)**	**10. PROPELLER MODEL DESIGNATION**		**11. AIRCRAFT IS**
4	N/A	N/A		X NEW X USED IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A	1		STANDARD AIRWORTHINESS CERT. (Indicate category)		NORMAL		UTILITY		ACROBATIC		TRANSPORT		GLIDER		BALLOON
B		X	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)											
	2		LIMITED											
	5	X	PROVISIONAL (Indicate class)	1		CLASS I								
				2	X	CLASS II								
	3		RESTRICTED (Indicate operation(s) to be conducted)	1		AGRICULTURE & PEST CONTROL	2		AERIAL SURVEYING	3		AERIAL ADVERTISING		
				4		FOREST (Wild life 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		RACING	5		CREW TRAINING	6		MKT. SURVEY		
				0		TO SHOW COMPLIANCE WITH FAR								
	8		SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)	1		FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE								
				2		EVACUATE FROM AREA OF IMPENDING DANGER								
				3		OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT								
				4		DELIVERING OR EXPORT	5		PRODUCTION FLIGHT TESTING					
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)											

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE →

NAME	ADDRESS
The Boeing Company	Seattle, Washington 98155

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

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.) A20WE	X	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.)
	AIRCRAFT LISTING (Give page No(s)) N/A		SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173	TOTAL AIRFRAME HOURS—Enter for used aircraft only	3	EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed
	5:50		5:50

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

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
12/1/71	George G. Smith, President	George G. Smith

IV. INSPECTION AGENCY VERIFICATION

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

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

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: ☐ The certification requested, or [4] ☐ Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: ☐ FAA Inspector; certificate holder under ☐ FAR 65, ☐ FAR 121 or 127, or ☐ FAR 145.

DATE	DISTRICT OFFICE		4	DESIGNEE'S SIGNATURE AND NO.	1	FAA INSPECTOR'S SIGNATURE
12/2/71	AWE 40	AEDO 4346				John J. Jones

FAA Form 8130-6 (7-70)

FIGURE 3-23. SAMPLE FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE (PROVISIONAL CLASS II) (REVERSE SIDE)

VII. AIRWORTHINESS DOCUMENTATION (FAA use only)				
	X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 317 (Attach when required)
	X	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)
		C. Data, Drawings, Photographs, etc. (Attach when required)	X	I. Previous Airworthiness Certificate Issued in Accordance with FAR 21.191(b) CAR _____ (Original attached)
	X	D. Current Weight and Balance Information Available in Aircraft		
		E. Major Repair and Alteration, FAA 337 (Attach when required)	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.223 (Copy attached)
	X	F. This Inspection Recorded in Aircraft Records		

FIGURE 3-24. SAMPLE FAA FORM 8130-7 - SPECIAL AIRWORTHINESS CERTIFICATE ISSUED IN THE CLASS II PROVISIONAL CATEGORY (FACE SIDE)

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

A	CLASSIFICATION: Provisional - Class II		
	PURPOSE: Market Survey and Crew Training		
B	MANU-FACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM N/A	
		TO N/A	
D	N—12345		SERIAL NO. 241
	BUILDER Boeing		MODEL 747-100
E	DATE OF ISSUANCE December 2, 1971		EXPIRY Per FAR 21.217
	OPERATING LIMITATIONS DATED N/A		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE John J. Jones		DESIGNATION OR OFFICE NO. AWE AEDO 40 4346

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 (3-69) SUPERSEDES FAA FORMS 1362-B; 8100-3; 8130-5 *SEE REVERSE SIDE*

SECTION 7. SPECIAL FLIGHT PERMITS

158. GENERAL.

a. Special flight permits are issued for aircraft that may not currently meet applicable airworthiness requirements, but are capable of safe flight.
* FAR 21.197(a) applies to aircraft which may not meet applicable airworthiness requirements and which will be operated for a purpose specified in FAR 21.197(a)(1) through (5). FAR 21.197(b) applies to aircraft which will be operated overweight, and which meet all applicable airworthiness requirements except those which cannot be met because of the overweight condition. FAR 21.197(c) applies only to holders of operating certificates issued under FAR 121, 127, or 135 for those aircraft they operate and maintain under a continuous airworthiness maintenance program. (The instructions for issuance of a special flight permit with a continuing authorization are contained in Order 8320.12, Air Carrier Airworthiness Inspector's Handbook, Chapter 3, Section 9.)

b. FAA Form 8130-6, Application for Airworthiness Certificate, and FAA Form 8130-7, Special Airworthiness Certificate, are used for the administration of FAR 21.197 and 21.199. The instructions for completion of these forms are contained in Chapter 7 except as noted in this Section.

c. Special flight permits for purposes other than production flight testing and customer demonstration flights will be issued by the district office having jurisdiction over the geographical area in which the flight is to originate. If the applicant's aircraft is outside the jurisdiction of the district office receiving the request, the applicant should be referred to the appropriate office. (This paragraph does not apply to FAR 121, 127, and 135 certificate holders.)

d. Special flight permits for FAR 121, 127, and 135 certificate holders (who do not have a continuous authorization) will be issued by their certificate holding office, or by the office having geographical responsibility, with the concurrence of the certificate holding office.

e. The validity of the special flight permit is not affected by the operation of the aircraft outside the border of the U.S. so long as it is operated for the intended purpose under FAR 21.197 and within the time frame specified on the permit. The special flight permit, however, does not authorize flight over foreign countries under the terms of Section D(2) on the reverse side of the permit without permission of that country. If such operation is contemplated, then the effectiveness of the permit is contingent upon compliance with Section D(2) of the permit and it becomes the responsibility of the owner/operator to obtain such permission.

NOTE: Paragraph 158.e. does not apply to authorizations covered by Order 8320.12, Chapter 3, Section 9.

f. Withdrawn -- Change 5.

g. In those cases where an Airworthiness Directive (AD) prohibits ferry flights under FAR 21.197, the region issuing the AD has found that safety demands such a limitation. No person may operate a product to which an AD applies, except in accordance with the requirements of the AD (ref. FAR 39.3). If an AD requires compliance before further flight and does not have a provision for the issuance of special flight permits, the operation of an aircraft to which it applies would not be permitted and a special flight permit should not be issued.

h. If the product is not an aircraft, and the AD does not provide for the product's operation during a ferry flight, the product may not be operated during such a flight (ref. FAR 39.3). If the aircraft on which the product is installed can be safely operated without operating the product, a special flight permit could be issued with a limitation that the product be rendered inoperative in flight (ref. FAR 21.197(a)).

159. PURPOSES. Section 21.197 prescribes the general purposes for which a special flight permit may be issued. In addition, the following specific operations are also considered to be within the scope of the general provisions:

a. The flight for any purpose covered by FAR 21.197 of a U.S.-registered aircraft, even though a type certificate has not been issued, if the aircraft is capable of safe flight.

b. The delivery of an aircraft of either U.S. or foreign manufacture to the base of the purchaser or to a storage point in the United States.

c. The operation of non-air carrier multiengine aircraft with one engine inoperative. (The provisions of FAR 91.45 should be used as a guide.)

d. For flying an aircraft, whose annual inspection has expired, to a base where an annual inspection is to be made.

* e. For flying an amateur-built aircraft, whose annual condition inspection has expired, to a base where the annual condition inspection is to be made. *

160. APPLICATION AND ISSUANCE - GENERAL.

a. When the application for a Special Flight Permit (on FAA Form 8130-6, Application for Airworthiness Certificate) is found in compliance with all requirements, the FAA inspector should issue a Special Airworthiness Certificate, FAA Form 8130-7, together with operating limitations deemed necessary for safe operation. The operating limitations should be enumerated on a separate sheet, identified with the aircraft by registration and serial number, dated, and signed. The applicant should be advised that the special airworthiness certificate and operating limitations must be displayed in the aircraft in accordance with FAR 91.27(b).

b. An FAA inspector may complete, for the applicant, an Application for Airworthiness Certificate, FAA Form 8130-6, based on information furnished by telephone, letter or telegram. The name of the applicant should be entered in the space provided for his signature. A notation as to how the information was received should be entered above his name, e.g., "Received by letter dated _____." If the information provided is adequate, and all requirements for issuance are satisfied, the FAA inspector may issue a Special Airworthiness Certificate/Telegraphic Special Flight Permit with appropriate limitations. These limitations will include inspection requirements as deemed necessary. The Special Airworthiness Certificate/Telegraphic Permit and prescribed operating limitations must be displayed in the aircraft in accordance with FAR 91.27(b) prior to conducting the special flight.

c. If a district office processes numerous applications for telegraphic special flight permits, a standard format with blanks for notification pertinent to each individual issuance may be filed with the local telegraph office. Following is an example of a telegraphic special flight permit:

> RE YOUR REQUEST OF (DATE) FERRY AERONCA 7AC, N82344, SERIAL 7AC-124 AUTHORIZED VFR DAY LOUISVILLE, KENTUCKY DIRECT KANSAS CITY, KANSAS, FOR REPAIRS. RESTRICTED TO ESSENTIAL CREW. A&P MECHANIC LOG ENTRY CERTIFYING AIRCRAFT SAFE FOR THIS FLIGHT REQUIRED. AUTHORIZATION EXPIRES ARRIVAL DESTINATION OR (DATE).

d. A copy of each certification document should be retained in the files of the issuing office. Only copies required per paragraph 224, as applicable, are to be forwarded to AAC-250.

161. AIRCRAFT INSPECTION.

a. It is the responsibility of the FAA inspector to determine whether or not inspections or tests are necessary to ensure that the aircraft is capable of safe flight for the intended purpose.

b. The FAA inspector may make, or require the applicant to make, appropriate inspections or tests considered necessary for safety.

c. The FAA inspector should personally inspect damaged aircraft or an aircraft where the airworthiness is questionable in any respect. Also, he should personally inspect those aircraft models for which a U.S. type certificate has never been issued.

d. When the FAA inspector requires the applicant to make the inspection the applicant must be advised that such inspection must be:

(1) Accomplished by an appropriately certificated mechanic or repair station familiar with all the procedures and requirements contained in this chapter; and

(2) Certified by an appropriate entry in the aircraft logbook by the authorized person who conducted this inspection.

e. In a remote area of impending danger, the FAA Inspector may delegate inspection authority to a designated person. When an inspection is performed, under these conditions, it must be recorded in the aircraft logbook by the person delegated the authority to make the inspection.

162. SPECIAL OPERATING LIMITATIONS. The FAA Inspector should establish limitations as deemed necessary for safe operation. Since individual circumstances may vary greatly, a list of limitations applicable in every case cannot be provided. The objective is to assure safe operation of the aircraft, and if necessary, technical assistance of other FAA offices or specialities should be utilized. Limitations should be clear and concise so they can be easily understood. In addition to the limitations deemed necessary for the particular flight, the following items should be considered when establishing operating limitations.

a. Technical data to which the aircraft must conform.

b. Operational equipment necessary for safe operation of the aircraft.

c. Special crew member and pilot qualifications required. (For flights which involve long distances where various weather conditions may be encountered, the pilot-in-command should also be appropriately instrument rated.)

d. Aircraft weight limits.

e. Fuel and fuel distribution limits.

f. Center of gravity limits.

g. Maneuvers to which the aircraft is limited.

h. Limits on usage of flight equipment, such as autopilots, etc.

i. Meteorological conditions to be avoided (and the inspections required if inadvertently encountered.

j. Airspeed limits as required.

k. Areas on the ground which should be avoided to ensure safety of the general public.

l. Runway selections if considered necessary for safety.

m. Route to be flown.

n. Communications required with airport tower personnel to inform them prior to takeoff or landing of the nonstandard condition of the aircraft.

o. Requirement for Flight Over an ICAO Country. The operating limitations issued with the special flight permit should include, when appropriate, the following statement: This aircraft does not comply with the International Airworthiness Standards of Annex 8 to the Convention on International Civil Aviation as follows:

(DESCRIBE HERE THE ITEM (S) WHICH DO NOT COMPLY WITH THE AIRWORTHINESS REQUIREMENTS FOR STANDARD AIRCRAFT.)

The Inspector must also emphasize, to the applicant, that special permission must be obtained from the foreign country over which the aircraft will be operated. In addition Section "C" of the Special Airworthiness Certificate should contain the remark "subject to paragraph D(2), reverse side." Reference Figure 3-27.

p. Any other limitation that should be prescribed for the particular flight.

163. SPECIAL FLIGHT PERMITS FOR OPERATION OF OVERWEIGHT AIRCRAFT.

a. General.

(1) The Federal Aviation Administration is concerned with two primary considerations when issuing special flight permits for the temporary operation of overweight aircraft.

(a) The first is to assure that the public will be guarded in the event of an accident.

(b) The second is to assure that when the aircraft is returned to a standard configuration, it has not been rendered unairworthy due to the overweight operations.

(2) With safety being the primary concern in processing special flight permits for the purpose of authorizing the temporary operation of an overweight aircraft, it is essential that the processing office utilize the technical assistance of other FAA offices or specialties as deemed necessary to assure the highest degree of safety possible. All installations such as long range fuel system and navigational equipment must be installed in accordance with FAA-approved data.

(3) Applications where the proposed maximum weight does not exceed 110 percent of the maximum certificated weight, and the certificated center of gravity limits are not exceeded, may be processed by district offices without obtaining an engineering evaluation (except for rotorcraft).

(4) Applications where the proposed maximum weight exceeds 110 percent of the maximum certificated weight, or the center of gravity limits exceed the certificated limits, must be coordinated with the Aircraft Certification Office (ACO) for engineering evaluation of the structural provisions, and any other provisions deemed necessary. *

(5) All applications for rotorcraft must be coordinated with the ACO for an engineering evaluation of the structural and flight provisions or any other provisions deemed necessary.

(6) The processing of an application should encompass a review of the airworthiness status of the basic aircraft, an evaluation of the added installations which constitute the excess weight, the required crew qualification, and the proposed operating limitations.

* b. Added Installations.

(1) Technical Data.

(a) When the application comes under the provisions of paragraph 163(a)(4) or 163(a)(5), the drawings and structural substantiating reports submitted with the application should be in sufficient detail to allow a determination that the added installations are structurally and functionally safe and to allow a conformity inspection of the added installations.

(b) The structural substantiating report should contain a reference to the drawings of the added installations that are being evaluated.

(2) Record of Added Installations.

(a) The installations which are added to the aircraft for the intended overweight flight must be recorded in accordance with the requirements of FAR 43.9.

(b) The following statement must be entered in Section 3 of FAA Form 337, Major Repair and Alteration: "No person may operate this aircraft, as altered herein, unless it has within it an appropriate and current special flight permit issued under the provisions of Federal Aviation Regulations Part 21." (See sample form Figure 3-28.)

(3) Auxiliary Fuel System Installations. In the evaluation of the auxiliary fuel system installations, the following items should be considered:

(a) The aircraft and auxiliary fuel system must meet all applicable airworthiness requirements, except those which the aircraft cannot meet because of its overweight condition, and must be found safe for the intended flight.

(b) Fuel tanks installed in a pressurized area should be tested for the maximum pressure differential existing between cabin pressurization and aircraft maximum operating altitude with fuel tank empty. *

* (c) Adequate ventilation should be provided for the fuel tanks and the area in which the fuel tank is located to prevent the accumulation of fumes which would be detrimental to the crew or present a fire or explosion hazard.

(d) A means should be provided to readily determine the quantity of fuel in the auxiliary tank(s) prior to takeoff. Also, a means should be provided to indicate, prior to takeoff and DURING FLIGHT, the quantity of fuel in that tank which has a vapor/excess fuel return line.

(e) The location of the fuel tank in the aircraft is a major factor in determining that the aircraft is safe for flight, since the added fuel and fuel facilities have the greatest effect on tha aircraft center of gravity. In addition, the fuel system installation should not restrict entrance to or exiting from the aircraft as provided by applicable FAR, and if required under FAR 23.1001 (Amendment 23-7), should have an adequate fuel jettisoning system installed.

(f) Auxiliary fuel systems which are not complete, that is, not connected to the basic aircraft fuel system, should not be considered for issuance of a special flight permit until such time as they are connected to the aircraft fuel system.

(4) Engine Oil Quantity. The applicant should show that the oil supply provided for each engine is sufficient to ensure satisfactory cooling and system circulation for the duration of the flight. If considered necessary, an oil transfer system for replenishing the engine oil while the aircraft is in flight should be provided.

(5) Maximum Weight and Center of Gravity Limits.

(a) Section 21.197(b) of FAR Part 21 limits the excess weight over the certificated maximum weight to the additional fuel, fuel carrying facilities and navigational equipment added for the intended flight. It should be determined that this part of the maximum weight selected by the applicant 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 center of gravity (CG) limits. The *

* computations should be evaluated for accuracy. It may also be necessary to require flight test at the new maximum weight and CG limits to determine that the aircraft is safe for operation. Computed weight and balance information should be reflected on the reverse side of Major Repair and Alteration, FAA Form 337 (ref. Figure 3-29).

(c) Operation of rotorcraft at excess weights, over the certificated maximum weight, presents some unique conditions over and above those encountered with fixed-wing aircraft; however, special attention should be given to this type of aircraft. A careful evaluation should be made of the effect that the overweight operation has upon the retirement times of critical parts.

(6) Operating limitations should be prescribed as deemed necessary, (reference par. 139 and 162) and include:

(a) Operation in the overweight condition must be conducted to avoid cities, towns, villages, and congested areas, or any other areas where the flights might create hazardous exposure to persons or property.

(b) Runway (specify) must be used for overweight takeoff. (If enroute 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 at (city).

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

164. SPECIAL FLIGHT PERMIT FOR PRODUCTION FLIGHT TESTING. A special flight permit issued for production flight testing may be used by a manufacturer to meet the requirements of FAR 91.27 when operating new production aircraft for the purpose of production flight testing, as provided in FAR 21.197. This permit may be used with a Certificate of Aircraft Registration, AC Form 8050-3, a Dealer's Aircraft Registration Certificate, AC Form 8050-6, or an Application for Aircraft Registration, AC Form 8050-1. The permit is valid only for the purpose of production flight testing, and is transferable from one aircraft to

another. The applicable operating limitations are printed in Block B on the reverse side of the Special Airworthiness Certificate, FAA Form 8130-7 (Ref. Figure 3-30).

a. Eligibility.

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

(a) Subpart F, "Production Under a Type Certificate Only," (It is not necessary for the manufacturer to have an APIS.)

(b) Subpart G. "Production Certificates," or

(c) Subpart J, "Delegation Option Authorization Procedures."

(2) A manufacturer producing aircraft prior to issuance of the type certificate is also eligible for special flight permit for production flight testing if he can meet all of the following conditions:

(a) The manufacturer holds a type certificate and a currently effective production certificate for at least one other aircraft in the same category.

(b) The FAA official flight test program, with respect to the issuance of a type certificate, is in process.

(c) A prototype aircraft of the model has been flown by the manufacturer under an experimental certificate to assure that there are no adverse flight characteristics and that production test pilots are fully familiar with the aircraft.

(d) An FAA-approved production flight test procedure and checklist, for the aircraft involved, will be used to assure that all requirements for production test flights are compiled with.

(e) The aircraft is not being flown by the manufacturer for purposes other than production flight tests.

b. Application and Issue.

(1) Application for a special flight permit for production flight testing is made on an Application for Airworthiness Certificate, FAA Form 8130-6. After receipt of a properly executed application, the Manufacturing Inspection District Office (MIDO) should transmit to the manufacturer the quantity of special airworthiness certificates requested.

(2) A MIDO which has issued special flight permits for production flight testing should maintain suitable accountability records which will show the expiration dates, not to exceed one year from the date of issuance, and the quantity of permits issued to each applicant. It is recommended that each permit issued be numbered serially in the upper right-hand corner of the form by the issuing inspector; e.g., MIDO (designation)-1. The same serial numbers may

be reissued to a manufacturer each year. The inspector will sign the permit in ink over his/her typed name. A copy of the letter of transmittal will be forwarded by the MIDO to the ACO. *

165. Special Flight Permit for Conducting Customer Demonstration Flights. A special flight permit may be used by a manufacturer to meet the requirements of FAR 91.27 when operating a new production aircraft for the purpose of conducting customer demonstration flights, ref. FAR 21.197(a)(5). This permit may be used with a Certificate of Aircraft Registration, AC Form 8050-3, a Dealer's Aircraft Registration Certificate, AC Form 8050-6, or an Application for Aircraft Registration, AC Form 8050-1. This permit is valid only for the above purpose and will not be issued in conjunction with any other special flight permit purposes.

a. Eligibility. A special flight permit for conducting customer demonstration flights may be issued when the following conditions are met:

(1) The new production aircraft was produced under a PC or TC only, and,

(2) has satisfactorily completed production flight tests. (Completion of production flight tests indicate acceptance by the production flight test pilot and no further flight tests are required).

b. Application and Issue.

(1) Application for a special flight permit for customer demonstration flights is made on Application for Airworthiness Certificate, FAA Form 8130-6. Until this form is changed, Parts II and VII will be completed. Item 8(2) of Part II should be crossed out and CUSTOMER DEMONSTRATION FLIGHTS inserted. Part VII will be completed as indicated on the form, ref. Figure 3-31. Also, a letter from the manufacturer should be included describing the customer demonstration flights to be made, if sufficient information can not be included on the application.

(2) Upon receipt of a properly executed application, the issuing inspector will inspect the aircraft and prescribe the operating limitations in accordance with paragraphs 139 and 162 as deemed necessary for safe operation. (It is not necessary to repeat the limitations on the reverse side of FAA Form 8130-7 except for the statement: SUBJECT to D(2) ON REVERSE SIDE which should be entered in Block C on the face side of the form). The demonstration flight area(s) will also be listed on the operating limitations. Special flight permits should be issued only for the period needed to complete the demonstrations flights, and no longer than 90 days.

* (3) The MIDO issuing special flight permits for customer demonstration flights will maintain a copy of the complete file in accordance with record retention requirements. *

166. Reserved.

FIGURE 3-25. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE - SPECIAL FLIGHT PERMIT - PRODUCTION FLIGHT TESTING (FACE SIDE)

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: *(Check applicable items)*

A	1		STANDARD AIRWORTHINESS CERT. *(Indicate category)*		NORMAL		UTILITY		ACROBATIC		TRANSPORT		GLIDER		BALLOON
B		X	SPECIAL AIRWORTHINESS CERTIFICATE *(Check appropriate items)*										
			2		LIMITED								
			5		PROVISIONAL *(Indicate class)*	1		CLASS I					
						2		CLASS II					
			3		RESTRICTED *(Indicate operation(s) to be conducted)*	1		AGRICULTURE & PEST CONTROL	2		AERIAL SURVEYING	3		AERIAL ADVERTISING
						4		FOREST *(Wild life 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		RACING	5		CREW TRAINING	6		MKT. SURVEY
						0		TO SHOW COMPLIANCE WITH FAR					
			8	X	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 MAX. CERTIFICATED TAKE-OFF WEIGHT					
						4		DELIVERING OR EXPORT	5	X	PRODUCTION FLIGHT TESTING		
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE *(Check appropriate Restricted Operation and Standard or Limited as applicable above)*										

(Reverse side)

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME The Boeing Company — ADDRESS P.O. Box 707 Renton, Washington 12345

B. PRODUCTION BASIS *(Check applicable item)*

- [X] PRODUCTION CERTIFICATE *(Give production certificate number)* PC58
- [ ] TYPE CERTIFICATE ONLY
- [ ] APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS: FIVE

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE
July 10, 1969	James C. Smith President	James C. Smith

FIGURE 3-26. SAMPLE - FAA FORM 8130-7 - SPECIAL AIRWORTHINESS CERTIFICATE - ISSUED FOR PRODUCTION FLIGHT TESTING (FACE SIDE)

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

A	CLASSIFICATION: Special Flight Permit		
	PURPOSE: Production Flight Testing		
B	MANU-FACTURER	NAME The Boeing Company	
		ADDRESS P.O. Box 707, Renton, Washington 12345	
C	FLIGHT	FROM N/A	
		TO N/A	
D	N— N/A	SERIAL NO. N/A	
	BUILDER N/A	MODEL N/A	
E	DATE OF ISSUANCE July 15, 1969	EXPIRY July 15, 1970	
	OPERATING LIMITATIONS DATED N/A	ARE A PART OF THIS CERTIFICATE	
	SIGNATURE OF FAA REPRESENTATIVE Robert A. Kelley	DESIGNATION OR OFFICE NO. AWE AEDO 40 4346	

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 (3-69) SUPERSEDES FAA FORMS 1362-B; 8100-3; 8130-5 *SEE REVERSE SIDE*

FIGURE 3-27. SAMPLE FAA FORM 8130-7 - SPECIAL FLIGHT PERMIT - ISSUED FOR EXPORT DELIVERY UNDER U.S. REGISTRATION (FACE SIDE)

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

A	CLASSIFICATION: Special Flight Permit		
	PURPOSE: Delivery To Customer		
B	MANU-FACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM Wichita, Kansas (Subject to Para. D(2)	
		TO London, England (reverse side)	
D	N—12345		SERIAL NO. 9876
	BUILDER Cessna		MODEL 320F
E	DATE OF ISSUANCE September 10, 1968		EXPIRY September 25, 1968
	OPERATING LIMITATIONS DATED 9/10/68		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Howard B. Black		DESIGNATION OR OFFICE NO. ACE EMDO 30 4343

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 (3-69) SUPERSEDES FAA FORMS 1362-B; 8100-3; 8130-5 *SEE REVERSE SIDE*

(Reverse side)

A	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
B	This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
C	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate tho 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 3-28. SAMPLE - FAA FORM 337 - MAJOR REPAIR AND ALTERATION APPROVING INSTALLATION FOR OVERWEIGHT OPERATION WITH A SPECIAL FLIGHT PERMIT (FACE SIDE)

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
Budget Bureau No. 04-R060.1

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.

1. AIRCRAFT	MAKE: Beech	MODEL: D50A
	SERIAL NO.: 4312	NATIONALITY AND REGISTRATION MARK: N9314Z
2. OWNER	NAME (As shown on registration certificate): Ted K. Bauer	ADDRESS (As shown on registration certificate): 1496 Oak Lane, Vienna, Virginia 21666

3. FOR FAA USE ONLY

No person may operate this aircraft, as altered herein, unless it has within it an appropriate and current Special Flight Permit issued under the provisions of Federal Aviation Regulations Part 21.

4. UNIT IDENTIFICATION / 5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Flight Inc. 419 Harford Road Windsor Locks, Connecticut	U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC X CERTIFICATED REPAIR STATION MANUFACTURER	1234 Airframe Class 3

D. I certify that the repair and or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
November 10, 1964	S. J. Wilborn S. J. Wilborn

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is [X] APPROVED [ ] REJECTED

BY							OTHER (Specify)
	X	FAA FLT STANDARDS INSPECTOR		MANUFACTURER		INSPECTION AUTHORIZATION	
		FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
11/12/64	ACE-GADO 30 4522	A. W. Reed A. W. Reed

FAA Form 337 (7-67) GPO : 1972 O - 475-500 (8320)

*

FIGURE 3-29. SAMPLE - FAA FORM 337 - MAJOR REPAIR AND ALTERATION - APPROVING INSTALLATION FOR OVERWEIGHT OPERATION WITH A SPECIAL FLIGHT PERMIT (REVERSE SIDE)

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Added Auxiliary Fuel System in Accordance with Flight Inc., Drawing No. 2-26189 dated May 6, 1964

Item	Weight	Arm	Moment
Aircraft Empty Wt. (Actual)	4,434.3	118.45	525.242.8
Engine Oil (6 x 7.5)	45.0	71.1	3,199.5
Crew (2)	340.0	115.88	39,399.2
Prop. Anti-icing Fluid,3 gal.	20.0	115.0	2,300.0
Fuel, Main (88 x 6)	528.0	139.0	73,392.0
Fuel, Aux. (92 x 6)	552.0	126.9	70,048.8
Fuel - Cabin, Fwd (106 x 6)	636.0	134.5	85,542.0
Fuel - Cabin, Cntr (164 x 6)	984.0	158.5	155,964.0
Fuel - Cabin, Aft (45 x 6)	270.0	185.0	49,950.0
Cabin Tank Install.	120.0	140.0	16,800.0
Pump Board Assem.	20.0	105.0	2,100.0
Baggage	200.0	60.0	12,000.0
	8,149.3	(127.1)	1,035,938.3

Maximum Weight - 8,150 pounds
CG Limits - Fwd - 116.8
Aft - 127.1

☐ ADDITIONAL SHEETS ARE ATTACHED

FIGURE 3-30. SAMPLE FAA FORM 8130-7 - SPECIAL AIRWORTHINESS CERTIFICATE (APPLICABLE OPERATING LIMITATIONS FOR PRODUCTION FLIGHT TESTING) (FACE SIDE)

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

A	CLASSIFICATION: Special Flight Permit	
	PURPOSE: Production Flight Testing	
B	MANUFACTURER — NAME Beech Aircraft Co.	
	ADDRESS Wichita, Kansas	
C	FLIGHT — FROM N/A (Subject to D-2)	
	TO N/A (Reverse Side)	
D	N— N/A	SERIAL NO. N/A
	BUILDER N/A	MODEL N/A
E	DATE OF ISSUANCE August 1, 1974	EXPIRY July 31, 1975
	OPERATING LIMITATIONS Block B	ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE G. W. James GEORGE W. JAMES	DESIGNATION OR OFFICE NO. WE-AEDO-45

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 (3-69) SUPERSEDES FAA FORMS 1362-B; 8100-3; 8130-5 *SEE REVERSE SIDE*

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

Reverse Side

* FIGURE 3-31. - SAMPLE FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE. SPECIAL FLIGHT PERMIT - CUSTOMER DEMONSTRATION FLIGHTS (FACE SIDE).

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

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

(REVERSE SIDE)

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER: ABC Aircraft Co.	ADDRESS: 21 Main Street, Anytown, VA
BUILDER (Make): ABC	MODEL: A9
SERIAL NUMBER: 90001	REGISTRATION MARK: N12345

B. DESCRIPTION OF FLIGHT CUSTOMER DEMONSTRATION FLIGHTS

FROM: Anytown, VA Local Area	TO (Additional Demonstration Areas to be Listed.)	
VIA:	DEPARTURE DATE: 8/1/81	DURATION: 45 Days

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

X PILOT X CO-PILOT NAVIGATOR OTHER (Specify)

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

Interior not completed.
Life Rafts not installed.
All escape slides not installed (customer furnished equipment).

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

Passengers carried limited to 6 persons.

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

DATE	NAME AND TITLE (Print or type)	SIGNATURE
7/27/81	Albert B. Charles, President	A.B. Charles

*

* FIGURE 3-32. SAMPLE FAA FORM 8130-7 - SPECIAL AIRWORTHINESS ISSUED FOR CUSTOMER DEMONSTRATION FLIGHTS (FACE SIDE)

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

A	CLASSIFICATION: SPECIAL FLIGHT PERMIT		
	PURPOSE: CUSTOMER DEMONSTRATION FLIGHTS		
B	MANU-FACTURER	NAME ABC AIRCRAFT CO.	
		ADDRESS 214 MAIN ST., ANKTOWN, VA	
C	FLIGHT	FROM N/A	(SUBJECT TO D.2)
		TO N/A	(ON REVERSE SIDE)
D	N— 12345		SERIAL NO. 90001
	BUILDER ABC		MODEL A9
E	DATE OF ISSUANCE 7/31/81		EXPIRY 9/14/81
	OPERATING LIMITATIONS DATED 7/31/81		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE JEAN J. SMITH *Jean J. Smith*		DESIGNATION OR OFFICE NO. AEA-EMDO-44

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 (3-59) SUPERSEDES FAA FORMS 1362-B; 8100-3; 8130-5 *SEE REVERSE SIDE*

*

SECTION 8. RECURRENT CERTIFICATION

167. GENERAL. The procedures for recurrent certification of aircraft will be the same as for original certification except as noted in this section.

* 168. ANNUAL ISSUANCE OF EXPERIMENTAL CERTIFICATES FOR AMATEUR-BUILT, EXHIBITION, AND AIR RACING AIRCRAFT WHICH HAVE NOT BEEN SUBJECT TO MAJOR CHANGES.

a. For aircraft not approved to operate outside of an assigned flight test area, the applicant should furnish the information required by Section 21.193 except that he need not resubmit drawings or photographs.

b. As a result of a recent amendment to Section 21.181(a)(3), recurrent certification will no longer be required for aircraft certificated for the purpose of operating amateur built, exhibition, and air racing when they have been approved to operate outside the flight test area. Duration of these certificates will be unlimited unless the Administrator finds, for good cause, that a specific period should be established. *

169.-171. RESERVED.

CHAPTER 4. IMPORT

SECTION 1. GENERAL INFORMATION

172. GENERAL. This chapter provides guidance and procedures relative to U.S. airworthiness certification and approval of import aircraft, aircraft engines, propellers, materials, parts (including subassemblies), and appliances, which are exported from a foreign country with which the United States has an agreement for the acceptance of those products for export and import.

173. CERTIFICATION STEPS. The following procedures are generally common to issuance of all classifications of airworthiness certificates, consistent with any other specific procedures which may be prescribed in paragraphs dealing with individual airworthiness categories. In no case may any aircraft be operated unless there is an appropriate airworthiness certificate issued to and valid for that aircraft.

a. Obtain from the applicant a properly executed Application for Airworthiness Certificate, FAA Form 8130-6, and other documents as may be required for the certification action. These documents should be in English or translation services made available.

b. Arrange with the applicant to make the aircraft available for whatever FAA inspection is necessary.

c. Arrange for acquiring inspection records and technical data as may be needed to establish conformity to the type design. Parts catalogs and maintenance information may be used to assist in this determination; however, they are not considered a part of the approved type design data.

d. Using the type certificate data sheet, aircraft specification, or aircraft listing, as applicable, determine that the aircraft is eligible by make and model.

e. Determine that the aircraft is properly registered in accordance with FAR Part 47 and that registration marks are properly displayed in accordance with FAR Part 45.

f. Determine that the aircraft identification plate is in accordance with FAR Part 45 and that information contained thereon agrees with the application for airworthiness certification.

g. Review the applicant's inspection records to determine that all required inspections and tests of the aircraft have been satisfactorily completed. Such records should be complete and reflect no unapproved changes.

h. Determine that the aircraft has been flight tested, if required, and only after an appropriate airworthiness certificate has been issued. The flight test is to be recorded in the aircraft records. If the aircraft was assembled by a person other than the manufacturer (such as a dealer or distributor), determine that it has been assembled and, when applicable, flight tested in accordance with the manufacturer's FAA-approved procedures.

i. Establish that all of the required records and documentation have been provided for the aircraft; i.e., an up-to-date approved flight manual, a current weight and balance report, equipment list, maintenance records and manuals as required by certain airworthiness parts of the Federal Aviation Regulations.

j. Inspect the aircraft, pertinent data, and records as necessary to determine that:

(1) All required items of equipment are installed;

(2) Instruments, instrument markings, data plate and placards are as required;

(3) All items of equipment, both required and optional, are properly listed and the equipment list and the aircraft agree;

(4) All aircraft systems have been satisfactorily checked for proper operation. Also determine that the operation of the engine(s) and propeller(s) has been checked in accordance with the aircraft manufacturer's instructions;

(5) All U.S. AD's and all foreign mandatory requirements, with which compliance is required by the country of manufacture, have been satisfied;

(6) The aircraft conforms to the approved type certificate data and is in a condition for safe operation; and

* (7) The aircraft has been maintained in an airworthy condition, there is no evidence of deterioration due to improper storage or changes or modifications that would invalidate the exporting country's airworthiness certification. *

k. If the aircraft does not meet the requirements for the certification requested, and the airworthiness certificate is denied, a letter should be written to the applicant stating the reason(s) for denying the certificate. A copy of the denial letter should be attached to the application and forwarded to AAC-250 to be made part of the aircraft record. The FAA inspector should check with AAC-250 for the possible existence of a denial letter, for a particular aircraft, when it is suspected that such letter may exist, as this may assist the inspector in determining aircraft eligibility.

l. If it is determined that the aircraft meets the requirements for the certification requested, the FAA representative should:

(1) Make an aircraft logbook entry (reference Chapter 7).

(2) Issue the airworthiness certificate requested, FAA Form 8100-2 or FAA Form 8130-7.

(3) Complete applicable sections of FAA Form 8130-6 in accordance with the instructions contained in Chapter 7.

(4) Examine, review and route the certification file per Chapter 7.

174. - 175. RESERVED.

SECTION 2. IMPORT AIRCRAFT

176. GENERAL. To be eligible for the issuance of an airworthiness certificate, a foreign manufactured aircraft must have been type certificated in accordance with FAR 21.29 or CAR 10, except where an aircraft may have previously been type certificated in the U.S. prior to March 28, 1955, the effective date of CAR 10. In the later case, the related aircraft specification or aircraft listing will govern the eligibility. The regulatory provisions, pertaining to airworthiness certificates, for import aircraft are FAR 21.183(c) and FAR 21.185(c).

177. CERTIFICATION PROCEDURES. The FAA inspector should follow the appropriate certification steps outlined under paragraph 173.

178. NEW AND USED FOREIGN-MANUFACTURED AIRCRAFT (STANDARD AIRWORTHINESS).

a. FAR 21.183(c) provides for the acceptance of any foreign-manufactured aircraft for which an FAR 21.29 T. C. has been issued when the country in which the aircraft was manufactured certifies (except as otherwise provided for under third party agreements), and the FAA finds, that the aircraft conforms to that approved type design and is in a condition for safe operation.

(i) Under the provisions of FAR 21.183(c) an applicant for a standard airworthiness certificate, for an aircraft imported directly into the U.S. from a foreign country, is required to submit with his application, a Certificate of Airworthiness for Export issued by the civil air authority of the country in which the aircraft was manufactured. The document will certify that the aircraft conforms to the U.S.-approved type design (ref. FAR 21.29) and that the aircraft is in a condition for safe operation. In addition, a finding must be made by the representative of the Administrator that the aircraft conforms to the U.S.-approved type design and that it is in a condition for safe operation.

* b. The U.S. has bilateral airworthiness agreements with certain countries which provide for the import of products from a country, other than the country of manufacture. In these instances, the applicant for a U.S. airworthiness approval may show compliance with the requirements of FAR 21.183(c) by submitting a statement from the exporting country which certifies that the aircraft conforms to the U.S. type certificate and that it is in a proper *

state of airworthiness, together with the original or a true certified copy of the certificate of airworthiness for export issued by the civil air authority of the country in which the aircraft was manufactured.

c. Any deviations, or exceptions, from the U.S.-approved type design under FAR 21.29, in either of the above cases, shall be resolved prior to the acceptance of the aircraft.

d. While detailed conformity inspections may not be required, the FAA inspector is required to make a finding to the extent to establish that the aircraft conforms to the existing U.S.-approved type design and is in a condition for safe operation. Aircraft which are assembled after import will require flight and operational inspections.

179. INSPECTION. In the final analysis the FAA inspector shall be responsible for the determination that the aircraft is in conformity with U.S.-approved type design and that it is in a condition for safe operation. In addition, a determination shall be made that all applicable design conditions, specified in the aircraft specification or type certificate data sheet have been complied with.

180. MAINTENANCE RECORDS (TRANSPORT CATEGORY). The procedures outlined under the preceding paragraphs of this section are the same for both large and small aircraft. For used transport and/or complex aircraft, however, a determination shall be made that the aircraft has been maintained in accordance with an approved maintenance program established by the aircraft manufacturer and/or air carrier which has been approved by the civil air authority of the country of manufacture. For example, records of maintenance, modifications and overhaul should be reviewed.

181. FOREIGN MANUFACTURED AIRCRAFT (RESTRICTED CATEGORY). The procedures outlined under paragraphs 176 through 180, as applicable, also pertain to the issuance of a Special Airworthiness Certificate for imported restricted category aircraft on which airworthiness certification is requested uder the provisions of FAR 21.185(c).

182.-185. RESERVED.

FIGURE 4-1. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE - IMPORT GLIDER (FACE SIDE)

Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK: N54321	2. AIRCRAFT BUILDER'S NAME (make): Schleicher	3. AIRCRAFT MODEL DESIGNATION: AS-K- 13	4. YR. MFG.: 1968
5. AIRCRAFT SERIAL NO.: 1111	6. ENGINE BUILDER'S NAME (make): N/A	7. ENGINE MODEL DESIGNATION: N/A	FAA CODING
8. NUMBER OF ENGINES: N/A	9. PROPELLER BUILDER'S NAME (make): N/A	10. PROPELLER MODEL DESIGNATION: N/A	11. AIRCRAFT IS: XXXXXXXXXXXXXXXX X IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A 1 X STANDARD AIRWORTHINESS CERT. (Indicate category) NORMAL UTILITY ACROBATIC TRANSPORT X GLIDER BALLOON

B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)

- 2 LIMITED
- 5 PROVISIONAL (Indicate class): 1 CLASS I; 2 CLASS II
- 3 RESTRICTED (Indicate operation(s) to be conducted): 1 AGRICULTURE & PEST CONTROL; 2 AERIAL SURVEYING; 3 AERIAL ADVERTISING; 4 FOREST (Wild life 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 RACING; 5 CREW TRAINING; 6 MKT. SURVEY; 0 TO SHOW COMPLIANCE WITH FAR
- 8 SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side): 1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE; 2 EVACUATE FROM AREA OF IMPENDING DANGER; 3 OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT; 4 DELIVERING OR EXPORT; 5 PRODUCTION FLIGHT TESTING

C 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE →

NAME: Elmer J. Boggs
ADDRESS: 501 Harrison Avenue, San Diego, California 95472

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

X AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.): G15EU
X AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.): Issue 68-24
AIRCRAFT LISTING (Give page No(s)): N/A
SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated): N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173
TOTAL AIRFRAME HOURS—XXXXXXXXXXXXXXX: 0:45
3 EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed: N/A

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

DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE
12/13/68	Elmer J. Boggs, Owner	Elmer J. Boggs

IV. INSPECTION AGENCY VERIFICATION

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

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

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: [X] The certification requested, or [4] Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: [ ] FAA Inspector; certificate holder under [ ] FAR 65, [ ] FAR 121 or 127, or [ ] FAR 145.

DATE	DISTRICT OFFICE	DESIGNEE'S SIGNATURE AND NO.	FAA INSPECTOR'S SIGNATURE
12/15/68	AWE AEDO 40 4341	4	1 H S Black H.S. Black

FAA Form 8130-6 (7-70)

FIGURE 4-2. SAMPLE FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE - IMPORT GLIDER (REVERSE SIDE)

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

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

B. DESCRIPTION OF FLIGHT

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

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

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

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

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

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

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

X	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable		G. Statement of Conformity, FAA Form 317 *(Attach when required)*
	B. Current Operating Limitations Attached	X	H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA 337 *(Attach when required)*		J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(c) _____ *(Copy attached)*
X	F. This Inspection Recorded in Aircraft Records	X	

SECTION 3. AIRCRAFT ENGINES AND PROPELLERS

186. GENERAL. The provisions of FAR 21.500 establishes the procedures for the approval of imported aircraft engines and propellers, manufactured in a foreign country, with which the U.S. has an agreement for the acceptance of those products for export and import.

a. FAR 21.500 provides for the acceptance of any foreign-manufactured engine or propeller for which an FAR 21.29 type certificate has been issued when the civil air authority of the country in which the engine or propeller was manufactured certifies that the engine or propeller conforms to the U.S.-approved type design and is in a condition for safe operation.

b. The U.S. has bilateral airworthiness agreements with certain countries which provide for the import of products from a country, other than the country of manufacture. In these instances, the applicant for a U.S. airworthiness approval may show compliance with the requirements of FAR 21.500 by submitting a statement from the exporting country which certifies that the product conforms to the U.S. type certificate and is in a proper state of airworthiness, along with a copy of the certificate of airworthiness for export issued by the country in which the product was manufactured.

187. FOREIGN COUNTRY CERTIFICATION. Each holder or licensee of a U.S. type certificate for an aircraft engine or propeller manufactured in a foreign country shall furnish with each such aircraft engine or propeller imported into this country a certificate of airworthiness for export, issued by the country of manufacture, certifying that the aircraft engine or propeller -

a. Conforms to its U.S. type certificate and is in condition for safe operation; and

b. Has been subjected by the manufacturer to a final operational check.

188.-190. RESERVED.

SECTION 4. MATERIALS, PARTS, AND APPLIANCES

191. GENERAL.

a. The provisions of FAR 21.502 establish the procedures for the approval of import materials, parts (including subassemblies), and appliances manufactured in a foreign country with which the U.S. has an agreement for the acceptance of those materials, parts, and appliances for export and import.

b. Materials, parts, and appliances are considered to meet the import requirements for approval in the FAR's when the country of manufacture issues a certificate of airworthiness for export certifying that the individual material, part, or appliance meet those requirements unless the FAA finds they are otherwise not consistent with the intent of the FAR's.

c. The applicant must, upon request, submit to the FAA any technical data respecting that material, part, or appliance.

192. FOREIGN COUNTRY CERTIFICATION.

a. The foreign country's certification consists of a certificate of airworthiness for export signed by an authorized official of the civil air authority of the country in which the material, part, or appliance is manufactured.

b. Some foreign countries may not have a Certificate of Airworthiness for Export form. The foreign country may also delegate approval responsibility to organizations and/or persons to certify on behalf of the civil aviation authority. Such a delegation may be similar to our DOA and DMIR delegation procedures. When these conditions exist, there must be an agreement between the U.S. and foreign country for the acceptance of this alternate method to meet the intent of FAR 21.502. Such an alternate condition exists between the U.S. and United Kingdom.

c. When conditions exist, as noted in paragraph b., and authenticity of the form and/or signature is questionable, the FAA inspector should contact the regional office to verify the authorization of using such forms and signatures.

193. AIRWORTHINESS AGREEMENTS. All of the foregoing methods apply only when the U.S. has a bilateral airworthiness agreement with the country of manufacture (and with the exporting country when the method described in paragraph 178.b and paragraph 186.b, is applicable), which provides for the acceptance of such aircraft, engines, propellers, materials, parts, appliances, and spare parts.

194.-195. RESERVED.

CHAPTER 5. EXPORT APPROVAL PROCEDURES

196. GENERAL. This chapter provides policy and procedure for issuing export approvals under the provisions of Federal Aviation Regulations Part 21, Subpart L, and Advisory Circular No. 21-2. The advisory circular is to be considered part of this order in administering the regulations governing export approvals and should be followed by all FAA representatives authorized to issue such approvals. The following paragraphs are related to the various sections of the regulation and provide information, guidance, and instructions pertinent thereto. Sample forms are contained at the end of this chapter.

197. APPLICABILITY (FAR 21.321). The rules define Class I, II and III products; however, to determine whether an application for a Class II product is acceptable, particular care should be exercised to avoid processing an application for products claimed by the exporter to be Class II, but which actually are Class III. In general, Class III products are detail parts and minor assemblies whose failure would not jeopardize safety, all "standard hardware" parts, and parts not identified with a specific type certificated product.

198. ELIGIBILITY (FAR 21.323). The rules and the corresponding advisory circular material provide sufficient information on this subject. Those manufacturers who are eligible for the appointment of a Designated Manufacturing Inspection Representative (DMIR), but have not yet obtained such appointment, should be encouraged to do so as soon as possible in order to reduce FAA workload and permit expeditious issuance of export approvals. Manufacturers operating under the delegation option procedures of FAR Part 21, Subpart J, are also authorized to issue export approvals. FAA INSPECTORS SHOULD NOT ISSUE EXPORT OR CONFORMITY CERTIFICATION APPROVALS FOR CLASS III PRODUCTS UNDER ANY CIRCUMSTANCES.

199. EXPORT APPROVALS (FAR 21.325).

a. Unassembled Aircraft. It should be noted that all new aircraft presented for export approval must be aircraft which are completely assembled and flight tested, except for Part 23 (including old CAR Part 3 or 4a) aircraft and gliders which are manufactured under a production certificate. This exception is made possible due to the relative simplicity of such aircraft and the fact that compliance with the production certification rules should ensure conformity with the approved type design. Under section 21.335, the exporter is required to furnish to the importer the manufacturer's assembly instructions and the FAA approved flight test checkoff form. Care should be exercised to determine that the importing foreign country has no special requirements that prohibit exporting under these conditions.

NOTE: FAR 21.325(b)(1) authorizes the issuance of Export Certificates of Airworthiness for new or used Class I products. A used U.S.-manufactured aircraft, which is foreign owned, and is located in the U.S., would be eligible for an Export Certificate of Airworthiness subject to compliance with the other requirements of Subpart L of FAR Part 21.

b. Products Located in Foreign Countries. The rule permits the issuance of export approvals to aircraft, engines, and propellers located in a foreign country. The responsibility for determining whether the acceptance of related applications, and the resultant necessary FAA inspection and issuance of approvals, would create an undue burden on the FAA, is the responsibility of the FAA international office concerned. The rule was adopted as a service to U.S. citizens abroad to assist them in the legitimate disposal of airworthy used products to foreign citizens. Caution should be exercised to ensure that this feature of the rule is not used as a means of obtaining an easy "rubber stamp" approval. All applicable requirements must be met; and before accepting an application, the responsible international office should assure itself that the applicant is able and willing to meet them.

200. SPECIAL REQUIREMENTS OF IMPORTING COUNTRIES (AC 21-2).

a. Certain foreign countries have notified the FAA of their special requirements applicable to import into their countries of U.S.-manufactured aeronautical products or parts. Such requirements have been published in Appendix 2 of Advisory Circular No. AC 21-2. These are generally the special requirements referred to in Subpart L of FAR 21; however, this does not preclude one of these countries from applying unique special requirements at their own option. As applicable in such cases: (1) The applicant should secure a statement from the civil air authority of the importing country to the effect that the foreign government is waiving a requirement published in AC 21-2, or that they will validate an export certificate of airworthiness for a product which does not meet specified, normally applicable FAA requirements. (2) All exceptions/waivers covered by the statement from the foreign civil air authority should be listed by the issuing FAA representative on the Export Certificate of Airworthiness, FAA Form 8130-4. (3) The special requirements of an importing country, whether general or unique, take precedence over any conflicting FAA airworthiness requirements and are not considered as being "exemptions" from the FAR.

b. The FAA is party to bilateral agreements, concluded with a number of foreign countries, which fall generally within two types; i.e., (1) formal agreements negotiated through the Department of State for reciprocal acceptance of airworthiness certificates, and (2) informal agreements to the effect that the FAA will ensure compliance

with the special requirements prescribed by the foreign country. Both kinds of agreements are represented with respect to the special requirements contained in Appendix 2 of Advisory Circular No. 21-2. When a foreign country with which no agreement, either formal or informal, exists is involved in an export certification action, the FAA inspector, if requested, should issue an export certificate of airworthiness provided that only compliance with U.S. airworthiness standards is required.

c. Some foreign countries have submitted Special Design Conditions to regions which have design control responsibility over a particular aircraft make and model. The Special Design Conditions are requirements in addition to those specified in the FAR's and the special import requirements submitted by foreign countries which are contained in AC 21-2. If the certificating district office is not fully aware of any possible existence of Special Design Conditions submitted by certain foreign countries, the district office should check with their regional office prior to exporting an aircraft. It may also be necessary for the exporting region to check with the regional office in which the aircraft was manufactured, if different than the exporting region, for possible existence of these conditions.

201. APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS, FAA FORM 8130-1 (FAR 21.327).

a. Part I of the application, FAA Form 8130-1, should be completed for Class I products and Part II for Class II products. Application should be made to the appropriate FAA representative. For completing the application, all items are self-explanatory except as follows:

(1) Exporter's Certification - Part I.

(a) Export Certificate No. - Leave blank. This block is to be completed by the FAA representative.

(b) Item 3. This block should be left blank if the aircraft is being exported under the provisions of FAR 21.339, "Special export airworthiness approval".

(c) Item 4. Enter the country of destination. If the aircraft is being exported under the provisions of FAR 21.339, all countries to which the aircraft will be demonstrated for possible sales should be entered.

(d) Item 5. Identification No. For aircraft not under U.S. registry, insert in the Identification No. block the nationality and registration marks supplied by the country of registry or intended registry and which are displayed

on the aircraft. For aircraft under U. S. registry, insert the identification marks as assigned under FAR Part 47. DO NOT ENTER BOTH U. S. AND FOREIGN REGISTRATION MARKS. ENTER ONLY THE IDENTIFICATION MARKS WHICH PERTAIN TO THE COUNTRY IN WHICH THE AIRCRAFT IS REGISTERED. Any questions concerning the marking requirements of the importing country should be resolved between the exporter/importer and the civil air authority of that country.

(e) Item 5. FAA Spec. No. Fnter the appplicable specification number or type certificate data sheet number.

* (f) Item 5. Operating Time (Hours). For new aircraft, log total time, ref. AC 21-2, paragraph 10, Determination of "New" and "Used" Products. For used aircraft, log total time and time since overhaul, if applicable. For engines and propellers which are not being exported as part of an aircraft, log total time and time since overhaul, if applicable, ref. AC 21-2, paragraph 10. When the application covers an aircraft, the engine and, if applicable, the propeller blocks should also be completed. *

(g) Item 6. This item is applicable to new aircraft; used aircraft being certificated for the first time; and to operational flights of used aircraft following repairs, alterations, etc., that may have an appreciable change in the aircraft's flight characteristics, or substantially affect its operation in flight (reference FAR 91.167).

(h) Item 7 and 8. If the "NO" block is checked and the aircraft has been removed from U. S. registry, the approval of any modification is the responsibility of the importing country's civil air authority. The original or true copy of the approval statement must be attached to the Export Certificate of Airworthiness. Temporary installations such as ferry fuel tanks or avionics may not require an approval by the importing country; however, the Export Certificate of Airworthiness must list any deviations from the type design.

(i) Item 10. In addition to Items 7 and 8, this space may also be used by the exporter to convey any other information he feels appropriate to facilitate issuance of the Export C of A. Also list the documentation required by the regulation to be submitted with the application.

(j) Item 11. This certification is to be dated and signed over the typed name or, if necessary, the printed name of the exporter.

(2) Exporter's Certification - Part II.

(a) Item 16. Enter the make and model of the aircraft, engine, or propeller (Class I product) on which the Class II product(s) (part(s)) are eligible for installation, and the FAA specification(s), or type certificate data sheet(s) applicable to such aircraft, engine or propeller.

(b) Item 18. If the quantity of Class II products (parts) are too voluminous for the space provided, check the first block and specifically identify, and attach, the exporter's shipping document, etc., covering the parts being exported. Otherwise check the second block and list the parts involved. If more than one type of Class II product is involved, they are to be listed according to the Class I product to which they are applicable. Also list serial number(s) or equivalent means of identifying each physical product.

(c) Item 19. Same as item 11.

(3) Approval - Part III.

(a) Item 20. Signature of the FAA representative should be in permanent ink over his typed name. The number entered should be that of the district office, DMIR, or DOA, as applicable. The appropriate representative's block should also be checked.

(b) Item 21. This item should be left blank for Class I products.

(c) Item 22. Spot check of the file will be indicated by signature of the supervising inspector in permanent ink over his typed name; the district office number; and date. If the file is not spot checked, omit the name and signature but enter the district office number and date.

b. Section 21.327(b) of FAR Part 21 provides that the holder of a production certificate may make oral application for Class II products approved under his production certificate to the appropriate Flight Standards District Office or the nearest International Field Office. It is very unlikely that a production certificate would ever be issued to a foreign manufacturer and, therefore, an FAA International

Office normally will not be involved. It was necessary to place this provision in the rule in order to be compatible with FAR 21.137 which makes it possible to issue a production certificate to a foreign manufacturer, although this is not very probable because of the undue burden it would normally create.

c. Oral applications, for Class II and Class III export airworthiness approvals, may be processed by authorized FAA designees when made by their employers, under the provisions of FAR 21.327(b) and (c). Only where designees have not yet been appointed and/or authorized to process export approvals, should the FAA inspector process approvals for Class II products.

202. ISSUE OF EXPORT CERTIFICATES OF AIRWORTHINESS FOR CLASS I PRODUCTS (FAR 21.329).

a. Export C of A's may be issued only for COMPLETE Class I products shown by the applicant to meet the applicable requirements specified under FAR 21.329. An aircraft exported disassembled under the provisions of FAR 21.325(b)(1)(i) or (ii) is considered to be a complete aircraft. An Export C of A should not normally be issued if any components of the product are not installed; for example, when certain components are to be manufactured and installed in the country of import.

b. In addition to the rule and the related advisory circular material, the following instructions will be adhered to in processing applications and issuing Export C of A's for Class I products.

(1) Review. Upon receipt, the Application for Export Certificate of Airworthiness, FAA Form 8130-1, Part I, will be reviewed to determine that the product is eligible and that the application has been properly completed and signed. This review includes a determination as to the acceptability of all other data which the applicant is required by the regulation to submit, as applicable to each case. Airplane and rotorcraft flight manuals must be current, including FAA engineering approval of changes, as required by the applicable FARs.

(2) Determination Whether Product is New or Used. The regulations do not define "new" or "used" products, but there are requirements pertinent to each, both in the rules and in the special requirements of some of the foreign countries. There appears to be no problem in making this determination with individual engines and propellers to be exported because any "time in service", when previously part of an aircraft, is considered to make them "used" products. An aircraft will be considered

"new" if it meets either of the following criteria specified in (a) or (b) below, otherwise it will be considered "used":

* (a) Meets the criteria described in AC 21-2, paragraph 10, Determination of "New" and "Used" Products. *

(b) Is built from spare and surplus parts, even though the parts may be "used" as well as "new" and has been operated under an experimental certificate only for the purpose of conducting flight tests for meeting the requirements set forth in FAR 21.127 by the applicant and by an FAA test pilot.

NOTE: When any case results in controversy, the FAA representative should advise the applicant that the matter should be settled between the exporter/importer and the civil air authority of the importing country. The export documents should be completed based on the ruling provided by the foreign civil air authority. In the event that the criteria used by the foreign civil air authority differ from the above, the export documents should refer to the foreign communication that accepted the deviation.

(3) Product Inspection. If the application is in order, the FAA representative will inspect the product to the extent necessary (including review of substantiating records) to ensure that the product is airworthy, that it conforms to its FAA specification or type certificate data sheet and, that the special requirements, if any, of the importing country have been met. Except for the latter and the rules applicable to used products, airworthiness determination will be made in a manner similar to U. S. domestic certification or approval.

(4) Export Certificate of Airworthiness Number Assignment Card, AC Form 8050-72.

(a) This serially prenumbered card is used to facilitate the identification and recording of the official export files in Oklahoma City and, therefore, they are accountable. These cards will be furnished upon request by the Aircraft Registration Branch, AAC-250, Oklahoma City, to the Regional Office concerned for redistribution to the district offices. District offices will supply DOA manufacturers and DMIRs with a supply of these cards as required. Regional/district offices will maintain appropriate accountability records of these cards.

(b) This card is to be completed by the FAA representative from the information submitted in the application, making sure that the identity of the product agrees with the application and the product itself. Insert the card serial number on both the application, FAA Form 8130-1, and on the Export C of A, FAA Form 8130-4.

(c) Corrections may be made and information erased on this card if necessary. For example, if the card is completed for a product to be exported, and it is later decided not to export that product, the entered information on the card may be erased and the card used for another product.

(5) Approval of Modifications. In many instances, an aircraft that conforms to the type design may be modified prior to export, in accordance with the foreign purchaser's requirements. The responsibility for approval and recordation of such modifications would primarily be dependent upon the registration status of the aircraft. The following guidelines should be used in issuing Export C of A's for modified aircraft.

(a) If the aircraft is modified while under U.S. registry, the applicable rules in FAR Part 21 or Part 43 would apply to FAA approval of the modifications, depending upon whether an airworthiness certificate had been issued for it. Any test flying which may be necessary would require the issuance of an experimental certificate. The Export C of A would not require any listing of exceptions, since the aircraft would meet the appropriate FAA standards whether the Export C of A is issued before or after the FAA-approved modifications had been made.

(b) If the aircraft is modified after the aircraft has been removed from U.S. registry, the approval of the modifications would be the responsibility of the civil air authority of the foreign country of registry or intended registry. The applicant/exporter is responsible for obtaining the foreign approval. Any test flying which may be necessary would require the issuance of a special flight authorization. The Export C of A would require no listing of exceptions if the aircraft conformed to the type design before the modifications; but if the Export C of A is issued after the aircraft is modified, then reference to the documentary evidence of foreign approval should be shown under exceptions.

(6) Preparation of Export C of A, FAA Form 8130-4. Upon determining that the product is satisfactory, this form will be prepared in duplicate. When the product being exported is an aircraft, the make, model, and serial numbers of all engines and propellers installed thereon shall also be listed. If the product has been found not to comply with any applicable requirement, the Export C of A should not be issued until the applicant either corrects the deficiency or the exporter obtains a statement from the civil air authority of the importing country that it will validate the Export C of A having such noncompliance items listed thereon. Such noncompliances plus reference to the foreign government's statement should be listed on the Export C of A under "Exceptions." NOTE: This form does not constitute authority to operate an aircraft.

(a) When a foreign manufactured Class I product is being exported to a third party country with whom an airworthiness bilateral agreement is in effect, the following statement will be inserted on the Export C of A under the heading: "Exceptions:" "This (product) was not manufactured in the U.S. and, therefore, this certificate is not issued pursuant to the bilateral agreement providing for the reciprocal recognition of airworthiness certificates between the U.S. and the Government of (name of country) which has stated its willingness to accept this certificate under these conditions, as indicated in their communication, reference_____ dated_____."

NOTE: The above statement would not be applicable if certain bilateral agreements provide for "third party" country acceptance of airworthiness from an importing country which is not the country of manufacture.

(b) SINCE THE EXPORT C OF A IS AN OFFICIAL U.S. GOVERNMENT DOCUMENT ISSUED TO FOREIGN COUNTRIES, ALL ENTRIES WILL BE TYPEWRITTEN AND NO ERASURES OR STRIKEOVERS ARE PERMITTED. Both copies of the certificate will be signed in ink over the typed name of the authorized FAA representative. The original will be turned over to the applicant or his representative, together with those documents required with the product. Some provision should be made to preclude the Export C of A from becoming mutilated in transit due to its being an official U.S. document.

(c) Temporary Installation for Delivery Purposes. When temporary installations have been made in an aircraft for the purpose of export delivery, such as, provisions for extra fuel or navigational equipment, the following applies with regard to preparation of the Export C of A:

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 turned over to the applicant or his representative.

2 If the Export C of A is issued PRIOR to making the temporary installation, such as at the manufacturer's plant, and the aircraft is then flown to another location for installation of the temporary equipment, the Export C of A should reflect the configuration of the aircraft at the time the certificate was issued. It then becomes the responsibility of the exporter and importer to secure whatever installation documents or data which may be required by the civil air authority of the country of import. The U.S. Export C of A should not be amended, reissued, or revalidated after original issuance.

(d) The item "Agency Represented and Number" has been deleted from the form at its latest revision; however, existing stock of the previous forms should be used until exhausted. The entries at the bottom of the form should be completed as follows:

1 Signature of Authorized Representative. The name and FAA authority of the person signing the form should be typed adjacent to or under the signature with the signature signed in ink on the original and copy(s).

2 Date. Enter the date the inspection of the aircraft was completed.

3 Agency Represented and Number. This item is applicable only when an unrevised form is being used. An FAA inspector should enter "Federal Aviation Administration." A DMIR or a delegation option manufacturer should enter the name of the company.

4 District Office or Designee Number.

a An FAA inspector should enter his district office designation.

b A DMIR should enter the letters "DMIR" and his number.

c A delegation option manufacturer should enter the name of the company and production certificate number (or authorization number if assigned by the region) on a revised form. On an unrevised form, only the PC or authorization number should be entered.

(7) Use of Airworthiness/Approval Conformity Certification Tags, FAA Form 8130-3, with Class I Products. When Class I products, usually aircraft, are disassembled for shipment either before or after issuance of an Export C of A, upon request of the exporter, the FAA inspector or DMIR may attach Export Certification tags for export, or Conformity Certification tags for domestic shipment. When used in this manner, the primary purpose of the tags is to identify the components with the product for which the Export C of A was issued; therefore, each tag should bear the Export C of A, and the registration marks, if the product is an aircraft.

(8) Routing and Processing of Export Files. Promptly following issuance of the Export C of A, the responsible FAA representative should complete items 20 and 21 in Part III - APPROVAL of the FAA Form 8130-1. All files, including those processed by DMIRs and delegation option manufacturers, should be reviewed or spot-checked as necessary by the responsible district office prior to sending them to AAC-250, Oklahoma City. Under item 22

of FAA Form 8130-1, spot-check of the file will be indicated by signature of the supervising inspector, the district office number, and the date. If not spot-checked, omit the signature in item 22 but fill in the district office number and date. As applicable in each case, the documents as specified in paragraph 224, including special export files processed under FAR 21.339, will be forwarded promptly to AAC-250 as the final step in the certification process.

203. ISSUE OF AIRWORTHINESS APPROVAL/CONFORMITY CERTIFICATION TAGS FOR CLASS II PRODUCTS (FAR 21.331). In addition to the regulations and the related advisory circular material, the following instructions should be adhered to in processing applications and issuing Airworthiness Approval/Conformity Certification Tags, FAA Form 8130-3, for products.

a. Review. Upon receipt of the Application for Export C of A, FAA Form 8130-1, the responsible FAA representative should review Part II to determine its accuracy, completeness, and that the products listed or referenced thereon are bona fide Class II products eligible for FAA export approval. Manufacturers who hold production certificates are not required to submit formal applications for Class II products approved under their production certificates. FAA representatives acting upon oral requests from such manufacturers will maintain appropriate records of these requests and subsequent issuances and denials of approval tags. These records should be made available for review and evaluation, as necessary, by FAA supervisory personnel.

b. Product Inspection.

(1) If the application is in order, the FAA representative should inspect the products and records to the extent necessary to ensure that the products are airworthy, that they conform to approved design data, are properly identified, and that the special requirements, if any, of the importing country have been met.

(2) Before issuing Airworthiness Approval/Conformity Certification Tags for newly overhauled Class II products, the FAA inspector should ensure that:

(a) The product has not been operated or placed in service except for functional testing since having been overhauled, inspected and approved for return to service in accordance with the applicable FAR's.

(b) If more than one part is to be covered by a single Airworthiness Approval/Conformity Certification Tag, the FAA inspector should positively determine that each part is:

1 Identical with respect to the overhaul procedures, condition, repairs and/or modifications, or

2 That each part and its differences are identified by serial number on the face of the tag or on an attachment.

c. Following the issuance of the Airworthiness Approval/Certification Tag, FAA Form 8130-3, the FAA representative should complete items 20 and 21 in Part III of the Form 8130-1, Application for Export Certificate of Airworthiness, and submit it to the appropriate FAA district office. The form will be reviewed by the responsible FAA inspector who will complete item 22. FAA Form 8130-1 should be filed in the district office and retained for a minimum of two years, then destroyed in accordance with standard agency procedures.

204. ISSUE OF AIRWORTHINESS APPROVAL/CONFORMITY CERTIFICATION TAGS FOR CLASS III PRODUCTS (FAR 21.333). Airworthiness Approval/Conformity Certification Tags, FAA Form 8130-3, may be issued for Class III products only by authorized designees (DMIR's) in the employment of a manufacturer holding some form of FAA production approval (reference FAR 21.323(b)), or by authorized manufacturers under delegation option procedures (reference FAR 21, Subpart J). Tags issued under these circumstances will be handled in a manner similar to Class II products, except that only one tag need be issued for any one shipment of Class III products to a specific foreign importer. Such tags need carry only a general description of the Class III products concerned and a reference to the manufacturer's invoice or shipping document number. Each designee authorized to issue Class III approvals will maintain suitable records of such issuances for the periodic review and evaluation by the FAA inspector. Such records should include the date of issuance, country of destination, general description of parts involved, the manufacturer's invoice or shipping document number, and the quantity of approval tags issued.

205. SPECIAL EXPORT AIRWORTHINESS APPROVAL FOR AIRCRAFT (FAR 21.339). The primary purpose of FAR 21.339 is to make it possible for an aircraft manufacturer (or other aircraft exporter) to conduct sales deomonstrations to prospective customers in various foreign countries and to consummate a sale in one of them without the delay and expense which would

result from returning the aircraft to the United States for FAA inspection and issuance of the Export C of A, FAA Form 8130-4. For the issuance of an Export C of A under FAR 21.339, the following procedures apply.

a. Prior to issuance of the Export C of A, the FAA representative should determine that all of the conditions specified in FAR 21.339 have been met. With regard to the applicant's compliance with foreign special requirements, the FAA representative should ensure that the exporter has all of the documents and data required by each country on the itinerary readily available for immediate shipment if the aircraft is sold in any of the listed countries. The applicant must meet those requirements which involve compliance with foreign airworthiness standards before the Export C of A is issued. Meeting such technical requirements may present some problems, since they may conflict with those of the foreign country in which the aircraft is ultimately sold.

b. The FAA representative should carefully screen the special requirements of each prospective importing country to determine if there is any conflict. If a conflict exists, the exporter should be advised that before the Export C of A can be issued, he must obtain a statement from each country affected, stating that the Export C of A would be validated if the aircraft is sold in that country. Such statements should be referenced under "Exceptions" on the Export C of A, FAA Form 8130-4.

c. Upon a satisfactory showing that all requirements of FAR 21.339 have been complied with, the FAA representative should issue the Export C of A. The certificate should be dated as of the date of signature by the FAA representative, and a number should be assigned in accordance with paragraph 202.b.(4)(b). The application form and a copy of the Export C of A should then be forwarded to AAC-250. Upon issuance of the Export C of A, the exporter should be requested to make ink or typewriter deletions of all countries listed on the form (when title to an aircraft passes or has passed to a foreign purchaser) EXCEPT the country in which the aircraft is eventually sold, in addition to the following.

d. The FAA inspector should remind the exporter of the following responsibilities:

(1) Request cancellation of the U.S. Registration and Airworthiness Certificates, giving the date of transfer of title, and the name and address of the foreign owner;

(2) Return the registration and airworthiness certificates, AC Form 8050-3 and FAA Form 8100-2, to the FAA; and

(3) Submit a statement certifying that the U.S. identification and registration numbers have been removed from the aircraft in compliance with FAR 45.33.

206. ISSUANCE OF EXPORT CERTIFICATE OF AIRWORTHINESS FOR AIRCRAFT TYPE CERTIFICATED IN NORMAL AND RESTRICTED. Operations outside of the normal category operating limitations when in the restricted category, either weight or maneuvering, unless properly approved as appropriate for an aircraft having Standard Airworthiness Certificate would render it impossible to determine the condition for safe operation when the aircraft is to be returned to normal category. Unknown stresses and possible hidden damage to the aircraft structure may have resulted because of the weights, maneuvers, and speeds utilized for the restricted category operations. Therefore, to retain eligibility for issuance of an Export Certification of Airworthiness as a standard aircraft after having been operated in the restricted category, the following would apply:

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

b. If the TCDS for an aircraft includes both normal and restricted category, and the maximum gross weight and/or other operating limitations for the restricted category are higher than that for normal category, the aircraft is NOT eligible for issuance of an Expert Certificate of Airworthiness 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 normal category after having been operated at the limitations applicable to the restricted category or,

(2) If the TCDS does not have such a note or other reference, the operations outside of the normal category operating limitations, including increased gross weight, had been approved as appropriate for an aircraft having a Standard Airworthiness Certificate.

207. ISSUANCE OF EXPORT CERTIFICATE OR AIRWORTHINESS FOR RESTRICTED CATEGORY AIRCRAFT. The following comment will be included under
* EXCEPTIONS: "The above is a Restricted Category Aircraft. This aircraft has not been determined to meet the international standards concerning the airworthiness of aircraft as provided for in Annex 8 to the Convention on International Civil Aviation/Chicago Convension of December 7, 1944." *

208. RESERVED.

FIGURE 5-1. SAMPLE - AC FORM 8050-72 - EXPORT CERTIFICATE NUMBER ASSIGNMENT CARD (CLASS I PRODUCT)

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

EXPORT CERTIFICATE NUMBER ASSIGNMENT CARD

CERTIFICATE No. E 109845

DATE ISSUED: April 29, 1969

PRODUCT: AIRCRAFT

MANUFACTURER: ABC AIRCRAFT CORP. CLEVELAND, OHIO

MODEL: HAWKEYE C-5

SERIAL NO.*: 2468

EXPORTER: ABC AIRCRAFT CORPORATION, 102 E. LAKE Dr., CLEVELAND, OHIO 44146

FOREIGN PURCHASER: FRANCE AERO SERVICE

ADDRESS: AERODROME, 78 TOUSSUS-le-NOBLE, FRANCE

IDENTIFICATION MARK DISPLAYED—U.S.: FOREIGN F-BOJM

EXPORT PROCESSED BY

SIGNATURE—AUTHORIZED REP.: John R. Smith
JOHN R. SMITH

AGENCY REPRESENTED: FEDERAL AVIATION ADMIN.

AGENCY OR DESIGNEE NO.: AGL EMDO CO 4347

AC Form 8050-72 (9-69) Formerly FAA Form 1613

*Indicate additional serial numbers on reverse side.

(Reverse side blank)

FIGURE 5-2. SAMPLE FAA FORM 8130-1 - APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS (CLASS I PRODUCT)

UNITED STATES OF AMERICA
Federal Aviation Agency

Application for Export Certificate of Airworthiness

Form approved. Budget Bureau No. 04-R059.

EXPORT CERTIFICATE NO. E 109845

INSTRUCTIONS.—This application is to be submitted to an authorized FAA representative (one copy) when the product(s) to be exported is (are) presented for inspection. Use Part I for Class I products and Part II for Class II. For complete aircraft execute items 1 through 11 as applicable. For engines and propellers, omit items 5A and 6. Part III is for FAA use only.

PART I

1. APPLICATION IS MADE FOR AN EXPORT CERTIFICATE OF AIRWORTHINESS TO COVER THE PRODUCT(S) DESCRIBED BELOW, WHICH IS (ARE): ☒ NEW ☐ USED (*Aircraft*) ☐ NEWLY OVERHAULED

2. NAME AND ADDRESS OF EXPORTER	3. NAME AND ADDRESS OF FOREIGN PURCHASER	4. COUNTRY OF DESTINATION
ABC AIRCRAFT CORPORATION 102 E. LAKE DRIVE CLEVELAND, OHIO 44146	FRANCE AERO SERVICE AERODROME, 78 TOUSSUS-le-NOBLE, FRANCE	FRANCE

5. DESCRIPTION OF PRODUCT(S)

TYPE	MAKE AND MODEL	IDENTIFICATION NO.	SERIAL NUMBERS	FAA SPEC. NO.	OPERATING TIME (Hours) SINCE OVERHAUL	OPERATING TIME (Hours) TOTAL
a. AIRCRAFT	ABC AIRCRAFT HAWKEYE C-5	F-BOJM	2468	6A17		
b. ENGINES	TELEDYNE CONTINENTAL MODEL IO-470-D		18976 Left 18978 Right	3E1		
c. PROPELLERS	HARTZELL MODEL HC-A3VF-2		HUB AC 101 Left HUB AC 102 Right	P6EA		

6. THE AIRCRAFT WAS GIVEN A SATISFACTORY FLIGHT TEST ON APRIL 28, 1969 (*Date*)

7. DOES THE PRODUCT COMPLY WITH ALL APPLICABLE FEDERAL AVIATION REGULATIONS, AIRWORTHINESS DIRECTIVES, AND OTHER FAA REQUIREMENTS? ☐ YES ☒ NO (*Explain in "Remarks"*)

8. HAVE APPLICABLE SPECIAL REQUIREMENTS OF THE IMPORTING COUNTRY BEEN COMPLIED WITH? ☒ YES ☐ NO (*Explain in "Remarks"*)

9. HAS PROPER PREVENTATIVE TREATMENT BEEN APPLIED TO PRODUCTS SUSCEPTIBLE TO RAPID CORROSION WHEN BEING SHIPPED? ☐ YES ☒ NO Not Applicable - Fly-away Delivery

10. REMARKS

Item No. 7. A temporary auxiliary fuel system has been installed in this aircraft in conformity with ABC Aircraft Corporation drawing 10061 to facilitate its delivery flight.

11. EXPORTER'S CERTIFICATION

The undersigned certifies that the above statements are true and that the product(s) described herein is (are) airworthy and in condition for safe operation except as may be noted under item 10 "Remarks," above.

April 29, 1969	John D. Doe	Sales Manager
(*Date*)	(*Signature of Applicant or Authorized Representative*)	(*Title*)

FAA Form 8130-1 (7-66) FORMERLY FAA FORM 306. 0052-024-9000

FIGURE 5-3. SAMPLE FAA FORM 8130-1 - APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS (CLASS I PRODUCT) (REVERSE SIDE)

PART III—APPROVAL (FOR FAA USE ONLY)

20. IT IS CONSIDERED THAT THE PRODUCT(S) DESCRIBED IN Part I (Part I or II) IS (ARE) AIRWORTHY AND CONFORM(S) TO PERTINENT REQUIREMENTS EXCEPT AS NOTED IN ITEM 10.

Charles D. Brown
Charles D. Brown (Signature) | 1003 (Number) | July 12, 1969 (Date)

Check One: [X] DMIR [ ] DELEGATION OPTION MFR. [ ] FAA INSPECTOR

21. _____ (Quantity) APPROVAL TAGS, FORMS FAA 8130-3, WERE ISSUED FOR THE PARTS DESCRIBED IN PART II.

22. EXPORT FILE SPOT-CHECKED BY:

Edward E. Smith
Edward E. Smith (FAA Supervising Inspector) | ASW EMDO 20 4341 (D. O. No.) | July 15, 1969 (Date)

SAMPLE - FAA FORM 8130-1 - APPROVAL OF CLASS III PRODUCTS

PART III—APPROVAL (FOR FAA USE ONLY)

20. IT IS CONSIDERED THAT THE PRODUCT(S) DESCRIBED IN Part I (Part I or II) IS (ARE) AIRWORTHY AND CONFORM(S) TO PERTINENT REQUIREMENTS EXCEPT AS NOTED IN ITEM 10.

John R. Smith
JOHN R. SMITH (Signature) | AGL EMDO CO 4347 (Number) | April 30, 1969 (Date)

Check One: [X] DMIR [ ] DELEGATION OPTION MFR. [ ] FAA INSPECTOR

21. _____ (Quantity) APPROVAL TAGS, FORMS FAA-186, WERE ISSUED FOR THE PARTS DESCRIBED IN PART II.

22. EXPORT FILE SPOT-CHECKED BY:

(FAA Supervising Inspector) | (D. O. No.) | (Date)

FIGURE 5-4 - SAMPLE FAA FORM 8130-4 - EXPORT CERTIFICATE OF AIRWORTHINESS (CLASS I PRODUCT)

The United States of America
Department of Transportation
Federal Aviation Administration
Washington, D.C.

No. E 109845

Export Certificate of Airworthiness

This certifies that the product identified below and more particularly described in Specification (s)[1] of the Federal Aviation Administration, Numbered 6A17, 3E1, and P6EA has been examined and as of the date of this certificate, is considered airworthy in accordance with a comprehensive and detailed airworthiness code of the United States Government, and is in compliance with those special requirements of the importing country filed with the United States Government, except as noted below. This certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.

Product: Aircraft

Manufacturer: ABC Aircraft Corp.

Model: Hawkeye C-5

Serial No.: 2468

New ☒ Newly Overhauled ☐

Used Aircraft ☐

Country to which exported: Argentina

Engines Installed:
Teledyne Continental IO-470-D
Serial No.'s 18976 and 18978

Propellers Installed:
Hartzell HC-A3VF-2 Hubs
with V7636D Blades.
Hub Serial No.'s AC 101 and AC 102

Exceptions: A temporary auxiliary fuel system has been installed in this aircraft in conformity with ABC Aircraft Corporation drawing 10061 to facilitate its delivery flight. This certificate is valid when the temporary installation is removed.

John R. Smith
JOHN R. SMITH, Aviation Safety Inspector (Manufacturing)
Signature of Authorized Representative

April 30, 1969
Date

AGL EMDO
CO 4347
District Office or Designee Number

[1] For complete aircraft, list applicable specification or Type Certificate Data Sheet numbers for the aircraft, engine, and propeller. Applicable specifications or Type Certificate Data Sheet, if not attached to this export certificate, will have been forwarded to the appropriate governmental office of the importing country.

FAA Form 8130-4 (7-68) Formerly Form FAA 26

C FAA AC 72-1188

FIGURE 5-5. SAMPLE FAA FORM 8130-1 - EXPORT CERTIFICATE OF AIRWORTHINESS (CLASS II PRODUCTS) (REVERSE SIDE)

PART II

12. APPLICATION IS MADE FOR APPROVAL OF AERONAUTICAL PARTS FOR EXPORT AS INDICATED BELOW:

13. NAME AND ADDRESS OF EXPORTER	14. NAME AND ADDRESS OF FOREIGN PURCHASER	15. COUNTRY OF DESTINATION
ABC AIRCRAFT CORPORATION 102 E. LAKE DRIVE CLEVELAND, OHIO 44146	AEROTRANSPORTES WOLLKOPF LIBERTAD 1388 BUENOS AIRES, ARGENTINA	ARGENTINA

16. PARTS ARE ELIGIBLE FOR INSTALLATION ON ABC AIRCRAFT HAWKEYE C-5 (Make and Model Class I Product) 6A17 (FAA Spec. No.)

17. THE PARTS ARE (check one): ☒ NEW ☐ NEWLY OVERHAULED

18. THE PARTS ARE DESCRIBED (check one):

☐ By Name, Part Number, and Quantity on the attached Invoice or Packing Sheet No. _____

☒ Below by Name, Part Number, and Quantity.

NAME:	PART NUMBER:	QUANTITY:
Aileron	A-456-4	2
Elevator Assy.	A-789-2A	2

19. EXPORTER'S CERTIFICATION

I certify that the foregoing statements are true and that the parts described herein are airworthy and conform to FAA approved design data.

March 25, 1969 (Date) — John D. Doe — JOHN D. DOE (Signature of Applicant or Authorized Representative) — Sales Manager (Title)

PART III—APPROVAL (FOR FAA USE ONLY)

20. IT IS CONSIDERED THAT THE PRODUCT(S) DESCRIBED IN Part II (Part I or II) IS (ARE) AIRWORTHY AND CONFORM(S) TO PERTINENT REQUIREMENTS EXCEPT AS NOTED IN ITEM 10.

John R. Smith — JOHN R. SMITH (Signature) — AGL EMDO CO 4347 (Number) — March 27, 1969 (Date)

Check One: ☐ DMIR ☐ DELEGATION OPTION MFR. ☒ FAA INSPECTOR

21. 4 (Quantity) APPROVAL TAGS, FORMS FAA 8130-3, WERE ISSUED FOR THE PARTS DESCRIBED IN PART II.

22. EXPORT FILE SPOT-CHECKED BY:

(FAA Supervising Inspector) (D. O. No.) (Date)

FIGURE 5-6. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE (SPECIAL FLIGHT PERMIT FOR EXPORT DELIVERY UNDER U.S. REGISTRATION) (FACE SIDE)

Form Approved
Budget Bureau No. 04-R0058

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG	FAA CODING
5. AIRCRAFT SERIAL NO	6. ENGINE BUILDER'S NAME (make)	7. ENGINE MODEL DESIGNATION		
8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (make)	10. PROPELLER MODEL DESIGNATION		11. AIRCRAFT IS
				XXXXXXXXXXXX IMPORT

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

A	1		STANDARD AIRWORTHINESS CERT. (Indicate category)		NORMAL		UTILITY		ACROBATIC		TRANSPORT		GLIDER	BALLOON
B		X	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)											
	2		LIMITED											
	5		PROVISIONAL (Indicate class)	1	CLASS I									
				2	CLASS II									
	3		RESTRICTED (Indicate operation(s) to be conducted)	1	AGRICULTURE & PEST CONTROL	2	AERIAL SURVEYING	3	AERIAL ADVERTISING					
				4	FOREST (Wild life 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	RACING	5	CREW TRAINING	6	MKT SURVEY					
				0	TO SHOW COMPLIANCE WITH FAR									
	8	X	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 MAX CERTIFICATED TAKE-OFF WEIGHT									
				4	X DELIVERING OR EXPORT	5	PRODUCTION FLIGHT TESTING							
C	6		MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)											

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE →

NAME	ADDRESS

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

AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No and Revision No.)	AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.)
AIRCRAFT LISTING (Give page No(s).)	SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173	TOTAL AIRFRAME HOURS XXXXXXXXXXXXXXXX	3	EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed

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

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

IV. INSPECTION AGENCY VERIFICATION

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

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

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: ☐ The certification requested, or [4] Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: [X] FAA Inspector; certificate holder under ☐ FAR 65, ☐ FAR 121 or 127, or ☐ FAR 145.

DATE	DISTRICT OFFICE	4	DESIGNEE'S SIGNATURE AND NO	1	FAA INSPECTOR'S SIGNATURE
10/10/68	ACE EMDO 30 4343				Howard B. Black Howard B. Black

FAA Form 8130-6 (7-70)

FIGURE 5-7. SAMPLE - FAA FORM 8130-6 - APPLICATION FOR AIRWORTHINESS CERTIFICATE (SPECIAL FLIGHT PERMIT FOR EXPORT DELIVERY UNDER U.S. REGISTRATION) (REVERSE SIDE)

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME

ADDRESS

B. PRODUCTION BASIS (Check applicable item)

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER: Cessna Aircraft Company	ADDRESS: Municipal Airport Wichita, Kansas 67201
BUILDER (Maker): Cessna	MODEL: 320F
SERIAL NUMBER: 9876	REGISTRATION MARK: N12345

B. DESCRIPTION OF FLIGHT

FROM: Wichita, Kansas	TO: London, England	
VIA: Dayton, Ohio & Boston, Mass.	DEPARTURE DATE: 10/10/68	DURATION: 15 Days

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

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

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

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

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

DATE	NAME AND TITLE (Print or type)	SIGNATURE
10/9/68	John R. Doe, President	John R. Doe

VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)

- [ ] A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable
- [ ] B. Current Operating Limitations Attached
- [ ] C. Data, Drawings, Photographs, etc. (Attach when required)
- [ ] D. Current Weight and Balance Information Available in Aircraft
- [ ] E. Major Repair and Alteration, FAA 337 (Attach when required)
- [ ] F. This Inspection Recorded in Aircraft Records
- [ ] G. Statement of Conformity, FAA Form 317 (Attach when required)
- [ ] H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)
- [ ] I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ (Original attached)
- [ ] J. Current Airworthiness Certificate Issued in Accordance with FAR _____ (Copy attached)

FIGURE 5-8. SAMPLE FAA FORM 8130-1 - EXPORT CERTIFICATE OF AIRWORTHINESS (CLASS II PRODUCTS) (REVERSE SIDE)

PART II

12. APPLICATION IS MADE FOR APPROVAL OF AERONAUTICAL PARTS FOR EXPORT AS INDICATED BELOW:

13. NAME AND ADDRESS OF EXPORTER	14. NAME AND ADDRESS OF FOREIGN PURCHASER	15. COUNTRY OF DESTINATION
Lakeland Aircraft Corporation 1002 Pineridge Road Detroit, Michigan 48210	Aero Sales (Pty) Ltd., Hanger No. 6, Rand Airport Germiston, South Africa	Republic of South Africa

16. PARTS ARE ELIGIBLE FOR INSTALLATION ON Aero Commander 680F (Make and Model Class I Product) 2A4 (FAA Spec. No.)

17. THE PARTS ARE (check one): [X] NEW [ ] NEWLY OVERHAULED

18. THE PARTS ARE DESCRIBED (check one):

[ ] By Name, Part Number, and Quantity on the attached Invoice or Packing Sheet No. _____

[X] Below by Name, Part Number, and Quantity.

NAME:	PART NUMBER:	QUANTITY:
Aileron Assembly	6850130-125	12

19. EXPORTER'S CERTIFICATION

I certify that the foregoing statements are true and that the parts described herein are airworthy and conform to FAA approved design data.

8/8/69 (Date) Joe E. Barnes (Signature of Applicant or Authorized Representative) Quality Manager (Title)

PART III—APPROVAL (FOR FAA USE ONLY)

20. IT IS CONSIDERED THAT THE PRODUCT(S) DESCRIBED IN Part II (Part I or II) IS (ARE) AIRWORTHY AND CONFORM(S) TO PERTINENT REQUIREMENTS EXCEPT AS NOTED IN ITEM 10.

John J. Jonea (Signature) 1019 (Number) August 10, 1969 (Date)

Check One: [X] DMIR [ ] DELEGATION OPTION MFR. [ ] FAA INSPECTOR

21. 12 (Quantity) APPROVAL TAGS, FORMS FAA 8130-3, WERE ISSUED FOR THE PARTS DESCRIBED IN PART II.

22. EXPORT FILE SPOT-CHECKED BY:

Richard A. Green (FAA Supervising Inspector) ACE EMDO 30 4341 (D. O. No.) 8/12/69 (Date)

FIGURE 5-9. SAMPLE - FAA FORM 8130-3 - AIRWORTHINESS APPROVAL/ CONFORMITY CERTIFICATION TAG (CLASS III PRODUCTS FOR EXPORT PURPOSES AND FOR RECORDING THE CONFORMITY STATUS OF PROTOTYPE ARTICLES)

Export of Class III articles

FAA FORM 8130-3 (9-76) SUPERSEDES PREVIOUS EDITION

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRWORTHINESS APPROVAL TAG

DESCRIPTION OF PARTS

[X] NEW [ ] NEWLY OVERHAULED

APPROVAL BASIS

TC No. 3A13 & 3A24

QUANTITY, NAME AND PART NUMBER

Aircraft spare parts as listed on invoice no. C-1740263

ELIGIBLE FOR INSTALLATION ON: (T.C. PRODUCT)

Cessna 182G, 182 & 185A

SEE SHIPPER'S INVOICE NUMBER

C-1740263

INSPECTED AND APPROVED

AGENCY NAME AND NUMBER

Cessna Aircraft Co.

SIGNATURE OF FAA REPRESENTATIVE

William R. Brown

DATE: 7/29/72

FAA NUMBER: DOA PC-4

(Face Side)

Conformity of conforming article not to be exported

CONFORMITY CERTIFICATION

DESCRIPTION OF PARTS

[X] NEW [ ] NEWLY OVERHAULED

DESIGN DATA

TC No. H-3

QUANTITY, NAME AND PART NUMBER

2 Ea. Main Rotor Blade assemblies, P/N 52-9387, serial nos. S-3279 & S-3280

FOR INSTALLATION ON:

Sikorsky S-52 Helicopter

SEE SHIPPER'S INVOICE NUMBER

S-948690

INSPECTED BY

AGENCY NAME AND NUMBER

Sikorsky Aircraft

SIGNATURE OF FAA REPRESENTATIVE

R. B. Black

DATE: 7/28/72

FAA NUMBER: DMIR No. 1122

(Back Side)

FIGURE 5-10. SAMPLE - FAA FORM 8130-3 - AIRWORTHINESS APPROVAL/ CONFORMITY CERTIFICATION TAG (CLASS II PRODUCTS FOR EXPORT PURPOSES AND FOR RECORDING THE CONFORMITY STATUS OF PROTOTYPE ARTICLES)

Export of Class II article

FAA FORM 8130-3 (10-70) SUPERSEDES PREVIOUS EDITION

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRWORTHINESS APPROVAL TAG

DESCRIPTION OF PARTS

[X] NEW [ ] NEWLY OVERHAULED

APPROVAL BASIS
TC No. H-3

QUANTITY, NAME AND PART NUMBER
8 ea. Main Rotor Blade assemblies, PN52-9387, serial nos. S-3279 through S-3286

4 ea. Tail Rotor Blade assemblies, PN52-8387, serial nos. S-5363 through S-5366

ELIGIBLE FOR INSTALLATION ON: (T.C. PRODUCT)
Sikorsky S-52 Helicopter

SEE SHIPPER'S INVOICE NUMBER
S-948690

INSPECTED AND APPROVED

AGENCY NAME AND NUMBER
Sikorsky Aircraft Co.

SIGNATURE OF FAA REPRESENTATIVE
R. B. Black

DATE 7/28/69 | FAA NUMBER DMIR No. 1122

(Face Side)

Conformity of Prototype articles

CONFORMITY CERTIFICATION

DESCRIPTION OF PARTS

[X] NEW [ ] NEWLY OVERHAULED

DESIGN DATA Fan Blade Drw. No. 653890-PO 3, Rev. A, 8/9/75

QUANTITY, NAME AND PART NUMBER
2 Fan Blades
PN 654890-PO3
CF6-50

FOR INSTALLATION ON: (Prototype)
G. E. Mod. CFM-56 Engine

SEE SHIPPER'S INVOICE NUMBER
TRW IR29684

INSPECTED BY

AGENCY NAME AND NUMBER
FAA

SIGNATURE OF FAA REPRESENTATIVE
William R. Brown

DATE 3/29/76 | FAA NUMBER EA-EMDO-41

(Back Side)

CHAPTER 6. SPECIAL FLIGHT AUTHORIZATIONS FOR FOREIGN CIVIL AIRCRAFT

209. GENERAL.

a. The navigation of foreign civil aircraft in the United States is subject to permission granted by the Civil Aeronautics Board (CAB) under Section 1108(b) of the Federal Aviation Act of 1958. The CAB has implemented Section 1108(b) of the Act by promulgating CAB Special Regulations Part 375, which sets forth the rules, conditions, and limitations governing the navigation of foreign civil aircraft in the United States. Among other things, Part 375 specifies that foreign civil aircraft being operated in the United States shall carry aboard currently effective airworthiness and registration certificates issued or rendered valid by the country of registry.

b. A foreign civil aircraft which does not have a currently effective airworthiness certificate issued by the country of registry would require a special authorization issued by the CAB, except that the CAB has established in Part 375 certain purposes for which a CAB special authorization is not necessary provided the FAA issues the aircraft a flight authorization to be carried aboard the aircraft in lieu of an airworthiness certificate. Such authorizations in the past have been issued by FAA headquarters in the form of exemptions from Section 610(a)(1) of the FA Act, which prohibits operation in the U.S. of a civil aircraft without a currently effective airworthiness certificate, and from FAR 91.27(a)(1), which implements that section of the FA Act requirement. An aircraft registered in a country which is not a member of the International Civil Aviation Organization (ICAO) would in all cases require a special authorization from the CAB to be navigated in the United States.

c. Amendments 91-54 and 91-130 to FAR Part 91 have set forth in the FAR the purposes and conditions, which parallel those in Part 375, under which exemptions from the airworthiness certificate requirements may be issued by the regions in the form of special flight authorizations without the need for time consuming formal rule making procedures.

210. ELIGIBILITY.

a. General. The provisions of FAR 91.28 are applicable to foreign registered aircraft which DO NOT have currently effective airworthiness certificates (equivalent to U.S. Standard Airworthiness Certificates) which attest that the aircraft complies with a detailed and comprehensive airworthiness code as provided by the International Civil Aviation Organization (ICAO) Annex 8 to the Convention on International Civil Aviation. Any certificates, flight permits, or

similar documents, issued for such foreign aircraft by the country of registry would, therefore, be equivalent to U.S. special airworthiness certificates. For example, the Canadian Department of Transport issues "Flight Permits" which are equivalent to U.S. experimental certificates; therefore, a special flight authorization under FAR 91.28 would be required for operation of Canadian aircraft having "Flight Permits" which do not attest to compliance with ICAO requirements.

b. Basic Eligibility. An aircraft is eligible for issuance of a special flight authorization if it meets the following basic conditions:

(1) Aircraft Registered in ICAO Member Countries.

(a) The aircraft does not have an airworthiness certificate attesting that the aircraft complies with ICAO requirements, or its airworthiness certificate is invalidated because of modifications or damage to the aircraft; and

(b) The proposed operation is within the scope of the purposes specified in FAR 91.28(b)(1) through 91.28(b)(6).

NOTE: If the proposed operation is not within the scope of FARs 91.28(b)(1) through 91.28(b)(6), the applicant should be advised that he must petition the CAB for a special authorization under CAB SR 375, and the FAA, Washington, D.C. 20591, under FAR 11.25 for an exemption from Section 610(a)(1) of the Federal Aviation Act and FAR 91.27(a)(1). Canadian registered amateur-built aircraft may be brought into the U.S. for airshow demonstrations in accordance with FAR 91.28(a) and need not petition under FAR 11.25.

(2) Aircraft Registered in Countries not Members of ICAO.

(a) The applicant should be referred to the CAB, regardless of the kind of airworthiness certificate the aircraft may have, or of the purpose requested.

(b) The applicant is eligible for issuance of a special flight authorization when he presents with his application a CAB special authorization which covers any of the purposes under FAR 91.28(b)(1) through (b)(6). For any other purpose, he must petition the FAA, Washington, D.C., for an exemption (reference "Note" under paragraph 210.b.(1)(b)).

(6) The assigned foreign nationality and registration marks, and information to indicate whether a registration certificate has been issued for the aircraft (reference FAR 91.28(c)).

(7) The kind of airworthiness document, if any, issued for the aircraft by the country of registry.

(8) The base of operations for the proposed flights, the areas where the flights will be conducted, and/or the proposed U.S. ports of entry and the itinerary while operating in the U.S.

(9) If applicable, whether a U.S. STC approval of a modification is being sought.

(10) If a damaged aircraft is involved, the operating limitations, if any, assigned by the country of registry after its inspection.

(11) The duration for which the special flight authorization is requested.

c. Blanket Authorizations. An application from a U.S. aircraft manufacturer for a blanket special flight authorization should normally contain the following information.

(1) The name and address of the manufacturer.

(2) The purpose or purposes under FAR 91.28(b)(3) for which the blanket special flight authorization is requested and the number of signed copies required to meet operating needs.

(3) Information in sufficient detail to establish that the flights, with appropriate limitations, will not adversely affect safety.

213. ISSUANCE.

a. General. The Regional Director may delegate authority for issuance of special flight authorizations to lower echelons pursuant to Chapter 2, Section 3 of Order 1100.5. If the applicant is a U.S. firm or individual acting in behalf of the foreign applicant, the region responsible for processing the special flight authorization would be the one in which such firm or individual is located. If the foreign owner or operator is applying in his own behalf, from his own country, the region having jurisdiction over FAA matters in the country involved would be responsible for processing the application (Reference Handbook 1100.5, Appendix 2).

b. Format. The format, as applicable to the purpose shown in Figures 6-1 through 6-7, should be followed when preparing a special flight authorization, unless individual circumstances indicate that some deviation is warranted.

c. Numbering. Each special flight authorization issued will be assigned a number, beginning with the number one (1), and prefixed by the routing symbol of the issuing region; e.g., AEA, ASO, ACE, ASW, AWE, APC, AAL, AEU, ANE, ANW, ARM or AGL. If a special flight authorization is extended, based on good and valid reasons provided by the applicant, a new special flight authorization should be issued using the number assigned to the original issuance followed by the letter suffix "A". In some cases, because of unforeseen circumstances, a special flight authorization may require extension more than once, in which case the second extension would still use the original number, but followed by the letter suffix "B".

d. Control. A permanent file should be established by the appropriate regional Engineering and Manufacturing Branch, for retention of at least one copy of each special flight authorization issued. This file when maintained in a current condition may serve as adequate control in assigning sequential numbers to new issuances; however, any other system for control of issuances may be used at regional option. For blanket special flight authorizations, the transmittal letter should advise the applicant that he is accountable for each signed copy, and, when he is authorized to make copies for export purposes, that he should maintain a file containing the following information:

(1) Name and address of the aircraft owner.

(2) Nationality and Registration marks displayed on the aircraft.

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

(4) Date the copy is issued for the aircraft.

(5) Signature of authorized representative.

214. DURATION.

a. Individual Aircraft Authorizations. Generally the duration of a special flight authorization issued for an individual aircraft would be as requested by the applicant; however, discretion should be used by the issuing office. For example, if the purpose is one where delays may be expected, such as in STC projects or extended ferry flights, the region may allow for possible delays by establishing a duration for the special flight authorization longer than that requested by the applicant, to preclude the need for extensions.

b. Blanket Authorizations. Blanket special flight authorizations may be issued to remain in effect indefinitely; however, the issuing region at its option may prescribe an expiration date if the circumstances in the case indicate that a fixed period is desirable. For example, before issuing a "permanent" special flight authorization, the region may wish to determine that the manufacturer can safely conduct and control the authorized operations.

215. OPERATING LIMITATIONS. Since a special flight authorization is issued to cover operation of an aircraft which may not meet airworthiness standards established by ICAO, appropriate limitations must be prescribed to minimize hazard to persons or property. Certain limitations would be applicable to all of the purposes authorized under FAR 91.28(b). Because of the different kinds of operations involved, special limitations, as outlined under paragraphs 215.b. through 215.f., must also be prescribed in each case. The following paragraphs provide examples of "standard" and "special" limitations which would be prescribed when issuing a special flight authorization. (Note: The headings of paragraphs b. through f. indicate the section of FAR Part 91 to which the special limitations apply.) (Ref. paragraph 215.f.(3).)

a. Standard Operating Limitations Normally Applicable to Issuance of all Flight Authorizations Unless Noted Otherwise in the Paragraphs Dealing with Special Limitations. The phrase "An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation" should be incorporated into all special flight authorizations ahead of the following standard operating limitations.

(1) A copy of this authorization shall be displayed in the aircraft at all times when operating under the terms of this authorization.

(2) The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft in accordance with that country's applicable requirements.

(3) Persons or property shall not be carried for compensation or hire.

(4) No person may be carried in the aircraft in flight unless he is essential to the purpose of the flight and has been advised of the contents of this authorization and of the airworthiness status of the aircraft. (Ref. paragraph 215.f.(3).)

(5) The aircraft shall be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry.

(6) All flights shall be conducted in compliance with the applicable general operating and flight rules of Part 91 of the Federal Aviation Regulations.

(7) All flights shall be conducted under visual flight rules (VFR), day only, unless otherwise authorized (i.e., IFR operations may be authorized for aircraft whose operating altitudes require IFR operations).

(8) All flights shall be conducted to avoid areas having heavy air traffic and to avoid cities, towns, villages, and congested areas, or any other area where flights might create hazardous exposure to persons or property.

(9) This authorization shall remain in effect until expiry date, unless sooner superseded or rescinded.

b. FAR 91.28(b)(1). The standard operating limitations would generally apply to any aircraft operated under this section; however, as individual conditions warrant, additional limitations may be prescribed. Standard limitations may also be deleted; for example, if, due to the condition of the aircraft, the carriage of any passengers is prohibited.

(1) Aircraft Located in the United States. Under FAR 91.28(b)(1), the determination that the aircraft has been damaged to the extent that the airworthiness certificate is invalid is the responsibility of the country of registry. Under Annex 8 of ICAO, the country of registry, based on its findings, may either prohibit further flight of the aircraft until it is restored to an airworthy condition, or may prescribe limiting conditions under which the aircraft would be safe to fly to a base, either inside or outside the U.S., where repairs can be made. The appropriate regional office should, therefore, contact the civil air authority of the country of registry to determine the course of action that the country of registry desires to pursue. In the event the flight is from the United States to another country, the limitation under paragraph 215.d.(3)(a)1 and 2 should be prescribed.

(a) Should the country of registry choose to inspect the aircraft, any limitations it prescribes should be considered special limitations and made part of the special flight authorization, in addition to all of the standard limitations which do not conflict with the limitations prescribed by the country of registry.

(b) In the event the country of registry requests the FAA to inspect the aircraft on their behalf, the regional office should arrange for inspection of the aircraft by personnel from the nearest Flight Standards District Office. Any limitations considered necessary as a

result of the inspection, due to the condition of the aircraft, should be prescribed as special limitations in addition to the standard limitations.

(2) Aircraft Located Outside the United States. A foreign registered aircraft which sustains damage in a country other than the United States would be outside of the jurisdiction of the FAA, unless the owner or operator chooses to fly the aircraft to the U.S. for repairs, provided, of course, that it is capable of safe flight. Such a possibility would be most likely if the aircraft had been manufactured in the U.S. and the owner desired to return it to its manufacturer for repairs. Regardless of the country in which the damage was sustained, the country of registry would still be responsible for inspection of the aircraft and for establishing any necessary special operating conditions and limitations. The responsible FAA region (reference paragraph 213.a) would issue the special limitations provided by the country of registry. It should be made clear to the applicant, by letter of transmittal, that the special flight authorization constitutes authority only for that portion of the flight which is within U.S. territory, and that approval for flights over any other foreign countries must be obtained from the civil air authorities of the countries involved.

c. FAR 91.28(b)(2). For the operation authorized under this rule, the standard limitations should be prescribed, together with a limitation establishing a general flight itinerary to a U.S. border by the most direct route. If the aircraft complies with U.S. and/or ICAO airworthiness requirements, except for the invalidated airworthiness certificate, it may not be necessary to prescribe the limitations specified in paragraphs 215.a(4), (7), and/or (8), as individual circumstances warrant. Such a case, for example, would be a used U.S.-registered aircraft having a standard airworthiness certificate being sold and registered in a foreign country, but not having been issued an airworthiness certificate by the new country of registry.

d. FAR 91.28(b)(3). This rule provides for three purposes, each of which will be discussed separately in the following paragraphs. In accordance with FAR 91.28(c), an aircraft operated under FAR 91.28 (b)(3) need not have a registration certificate issued by the country of the foreign buyer; however, the aircraft must bear the identification marks issued by the country of registry or intended registry.

(1) Flight Testing. The regional office should carefully evaluate the reasons why the flight tests must be conducted in the United States, the qualifications and integrity of the

U.S. individual or firm who will be primarily responsible for conducting and controlling the flight test operations, and the nature of the flight tests. The conclusions reached from the aforementioned evaluation are an important factor in determining the special operating limitations, in addition to the standard limitations, which should be prescribed. The following special operating limitations would generally be applicable in any case, but may be altered or additional limitations may be prescribed as deemed appropriate in each individual case:

(a) All flight tests shall be conducted in compliance with Section 91.93 of Part 91 of the Federal Aviation Regulations.

NOTE: If the flight tests involve dropping of material (for example, water drops to test a new forest fire suppression system) Section 91.13 should also be cited in this limitation.

(b) Prior to conducting any flight test, the local FAA inspector shall be contacted for any additional operating restrictions or limitations he may find necessary for the protection of persons and property on the ground.

NOTE: A specific FAA inspector or District Office may be substituted for the words "the local FAA inspector," at the discretion of the Regional Office.

(c) All maintenance and inspection of the aircraft shall be conducted under the direct supervision of qualified personnel holding appropriate licenses issued or rendered valid by the (insert country of registry civil air authority) and in accordance with (insert country of registry) aircraft maintenance requirements.

(d) Except for flight tests conducted in accordance with the terms of this authorization, additional flights within the United States shall be limited to those necessary to proceed from a United States border to (insert the name of the airport or other area from which the flight tests will be conducted), and return to the United States border all by the most direct route except for deviations necessary to maintain VFR weather conditions.

(2) Training of a Foreign Buyer, His Employees, or His Designees. For operations under this purpose, all of the standard operating limitations should be applied, except for the limitation under paragraph 215.a(7). In most cases, a special flight

authorization issued for this purpose would be a "blanket" authorization issued to an aircraft manufacturer; therefore, the following special operating limitations, which should be applied in addition to the required standard limitations, are worded in a manner to indicate that more than one aircraft is involved. If a special flight authorization under this paragraph is issued for a single aircraft, appropriate changes should be made.

(a) Each aircraft operated for indoctrination training flights shall carry this authorization to which is affixed an attachment stating the name and address of the aircraft owner, the aircraft's assigned nationality and registration marks, and the dates on which the indoctrination training flights are scheduled to begin and end.

NOTE: This limitation applies only if a "blanket" authorization has been issued, and, when used, should replace the standard limitation covered under paragraph 215.a(1)).

(b) All indoctrination training and aircraft maintenance shall be conducted under the direct supervision of qualified (insert name of manufacturer) personnel.

(c) Indoctrination training flights on any one aircraft shall be conducted during a time interval not exceeding 30 days.

(d) Before beginning indoctrination training flights with any one aircraft, (insert name of manufacturer) shall submit to the local FAA manufacturing inspector the information specified in paragraph (a) pertaining to that aircraft.

(3) Ferrying an Aircraft for Export Delivery.

(a) Individual Aircraft Authorizations. All of the standard operating limitations should be prescribed for an aircraft operated for this purpose, except that, the limitations under paragraphs 215.a(7) and 215.a(8) may be omitted if the aircraft has a valid Export Certificate of Airworthiness, FAA Form 8130-4, with no major exceptions listed, and/or is not carrying extra fuel or navigational equipment. If such equipment is installed, the instructions in paragraphs 202b(6)(c)1 & 202b(6)(c)2, as applicable, should be followed. In addition, if the aircraft is to be operated overweight, appropriate limitations as outlined under paragraph 162 should be included. The following special limitations should be applied in all cases:

1 This authorization constitutes authority for flights only over United States territory. Permission for flights over, or into other countries must be obtained by the owner or operator of the aircraft.

2 The aircraft shall be flown to the United States border from the point of departure by the most direct route not in conflict with the other operating conditions and limitations of this authorization.

(b) Blanket Authorizations. In general, the same limitations applicable to an individual aircraft authorization apply. Since the manufacturer is authorized to issue copies without individual FAA review, the blanket authorization must be worded in such a manner that any possible situation will be covered by each copy issued. In view of this, the sample "Blanket Authorization for Ferrying Aircraft to Make Export Delivery" has been developed to show all of the operating limitations which should be prescribed. Certain of the "standard" operating limitations have been reworded to conform to regulatory drafting procedure, but should be used in this form only in blanket authorizations issued under this section.

e. FAR 91.28(b)(4). In general, the instructions and procedures outlined under paragraph 215 would apply to operations under this section, which is applicable to both U.S.-manufactured and foreign manufactured aircraft. Since a special flight authorization issued under this section would most likely cover only one aircraft, the wording of the applicable special operating limitations would require suitable alteration by the issuing office.

f. FAR 91.28(b)(5). Before accepting and processing an application under this section, the office responsible for issuance of special flight authorizations should require the applicant to show he meets the conditions specified in FAR 91.28(b)(5)(i) through (v) (reference Amendment 91-73, effective March 13, 1970). This rule covers two purposes, as follows:

(1) Demonstration. The kind of demonstration covered under this provision is that normally associated with market surveys or prospective sales. A foreign aircraft intended to be operated in an air show, fly-in, or other such exhibition is not eligible for a special flight authorization under FAR 91.28 (b)(5). An applicant for a special flight authorization for such exhibition operations should be directed to petition the CAB and the FAA (Reference the "Note" under paragraph 210b(1)(b). All of the standard operating limitations

are applicable to the operation of an aircraft for bona fide demonstration purposes; except that, if the aircraft has a provisional type and airworthiness certificate issued by a country which has a bilateral airworthiness agreement with the United States, special limitations should be prescribed to (1) incorporate the basic requirements of FAR 91.41(f)(2), (2) require operation in accordance with the limitations in the provisional flight manual, and (3) incorporate the limitation cited in paragraph 215d(3)(a)1.

(2) Test of the Whole or Any Part of the Aircraft. In addition to the standard operating limitations, all of the procedures and provisions of paragraph 215d(1) would be applicable.

(3) Carriage of Persons, Special Flight Authorizations Issued Under FAR 91.28(b)(5). The carriage of any person(s) interested in a sales demonstration and/or the carriage of FAA personnel for familiarization purposes on such flights is considered to be within the scope of FAR 91.28(b)(5).

g. FAR 91.28(b)(6). The Regional Director of the FAA region where an airshow is located may issue a special flight authorization for the flight of a Canadian-registered amateur-built experimental aircraft brought to the U.S. for the purpose of demonstration at an airshow. Before processing an application, it should be determined that there is a bona fide airshow scheduled at the place and time stated in the application. A general flight itinerary from the U.S. border to the airshow and return to the U.S. border by the most direct route possible should be established. One authorization may be issued to permit the operation of more than one aircraft at a specific airshow, providing a copy of the authorization with limitations is carried aboard each aircraft. A sample flight authorization is located at the end of this section.

216.-218. RESERVED.

FIGURE 6-1. SAMPLE SPECIAL FLIGHT PERMIT AUTHORIZATION FOR CANADIAN AMATEUR-BUILT AIRCRAFT

EXAMPLE: AUTHORIZATION FOR THE PURPOSE OF ATTENDING AIRSHOWS (FAR 91.28(b)(6))

Authorization No. ANW-1

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NORTHWEST REGION

FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION

Aircraft: Make: Taylor Model: 125

Serial No.: 560

Nationality and Registration Marks: CF-APB

Name and Address of Registered Owner: John Doe, Montreal, Canada

Name and Address of Agent: Jack D. Jones, New York City, New York

Pursuant to Federal Aviation Regulations (FAR 91.28(b)(6)), John Doe of Montreal, Canada, is hereby authorized to operate the aircraft identified above for the purpose of attending the airshow at Seattle, Washington, July 3 through July 5, 1975. The aircraft has been issued a Canadian flight permit. All operations of the aircraft shall be in accordance with the following restrictions and limitations. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation.

1. The currently effective Canadian flight permit and this authorization shall be carried on board the aircraft.

2. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft in accordance with that country's applicable requirements.

3. Persons or property may not be carried for compensation or hire on board the aircraft.

4. The aircraft shall be operated under visual flight rules (VFR), day only. (Ref. paragraph 215(a)(7).)

FIGURE 6-1. (CONT'D.). SAMPLE SPECIAL FLIGHT PERMIT AUTHORIZATION FOR CANADIAN AMATEUR-BUILT AIRCRAFT

5. Except when otherwise directed by Air Traffic Control or in the event of an emergency, congested areas and areas of heavy air traffic shall be avoided when operating the aircraft. (Ref. paragraph 215(a)(7).)

6. The operator of the aircraft shall advise all air traffic control towers of the experimental nature of the aircraft when contact is made with such towers.

7. The aircraft shall be operated in accordance with restrictions imposed by the Canadian Department of Transport provided that those restrictions do not limit or change the conditions herein imposed.

8. Except when they have been waived by the Administrator for the purpose of the airshow, the aircraft shall be operated in accordance with the air traffic and operating rules of Part 91 of the Federal Aviation Regulations, and, in particular, Section 91.43.

9. The local Flight Standards inspector at the airshow may impose any additional conditions or limitations deemed necessary to ensure the protection of persons or property.

10. The aircraft shall be operated at the airport of entry, Bellingham Municipal Airport, Washington; at and in the vicinity of the airshow covered by this authorization; and along the most direct and practical routes between Bellingham, Washington, and Canada via the airport of entry.

11. This authorization is effective July 1, 1975, and terminates on July 7, 1975, unless sooner superseded or rescinded.

Director
Northwest Region

Issued in Seattle, Washington, on June 23, 1975.

FIGURE 6-2. SAMPLE - SPECIAL FLIGHT AUTHORIZATION FOR THE FLIGHT OF AN AIRCRAFT TO A PLACE WHERE REPAIRS OR ALTERATIONS ARE TO BE MADE (FAR 91.28(b)(1)

Authorization No. ACE-1

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CENTRAL REGION

FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION

Aircraft: Make: Cessna Model: 180H

Serial No.: 18051515

Nationality and Registration Marks: CF-ABC

Registered Owner: Mr. Richard A. Roe, 777 Quebec Street
Smithton, Ontario, Canada

Pursuant to Federal Aviation Regulations Part 91, Section 91.28(b)(1), Mr. Richard A. Roe is hereby authorized to operate the aircraft identified above for the purpose of flying it from Rockford, Illinois, to Canada for permanent repair of damage incurred during a landing accident at Rockford. A representative of the Canadian Department of Transport has inspected the aircraft and found it safe for the intended flight provided that the airspeed does not exceed 130 miles per hour and no passengers are carried aboard the aircraft in flight. In consideration of the foregoing, all operations of the aircraft shall be in accordance with the following restrictions and limitations. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation.

1. A copy of this authorization shall be displayed in the aircraft at all times when operating under the terms of this authorization.

2. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft in accordance with that country's applicable requirements.

3. The aircraft shall be operated only by an airman holding an appropriate license or certificate issued or validated by the United States or the country of registry.

4. All flights shall be conducted in compliance with the applicable general operating and flight rules of Part 91 of the Federal Aviation Regulations.

FIGURE 6-2. (CONT'D.) SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE FLIGHT OF AN AIRCRAFT TO A PLACE WHERE REPAIRS OR ALTERATIONS ARE TO BE MADE (FAR 91.28(b)(1)

5. All flights shall be conducted under visual flight rules (VFR), day only, unless otherwise authorized. (Ref. paragraph 215(a)(7)).

6. All flights shall be conducted to avoid areas having heavy air traffic and to avoid cities, towns, villages, and congested areas, or any other area where flights might create hazardous exposure to persons or property.

7. No passengers shall be carried aboard the aircraft during flight.

8. All flights shall be conducted at airspeeds not to exceed 130 miles per hour.

9. This authorization constitutes authority for flights only over United States territory. Permission for flights over, or into other countries must be obtained by the owner or operator of the aircraft.

10. Flights to the United States border from the point of departure shall be by the most direct route not in conflict with other operating limitations of this authorization.

11. This authorization shall remain in effect until March 15, 1968, or until the aircraft reenters Canada, whichever occurs first.

Director
Central Region

Issued in Kansas City, Missouri on March 4, 1968.

FIGURE 6-3. SAMPLE - SPECIAL FLIGHT AUTHORIZATION FOR THE FLIGHT OF AN AIRCRAFT TO A NEW COUNTRY OF REGISTRY (FAR 91.28(b)(2). NOTE: THIS FORMAT IS ALSO GENERALLY APPLICABLE TO A SINGLE AIRCRAFT AUTHORIZATION FOR FERRY FLIGHTS, UNDER FAR 91.28 (b)(3)

Authorization No. ASO-1

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
SOUTHERN REGION

FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION

Aircraft: Make: Beech Model: D18S

Serial No.: A-23456

Nationality and Registration Marks: HK-ABQ

Registered Owner: Mr. Hernando Restrepo
22 Calle del Presidentes
Fusagasuga, Colombia

Pursuant to Federal Aviation Regulations Part 91, Section 91.28(b)(2), Mr. Hernando Restrepo is hereby authorized to operate the aircraft identified above for the purpose of flying it from Atlanta, Georgia, to the U.S. border, en route to Fusagasuga, Colombia. The aircraft identified above was under Canadian registry and held a current and valid Canadian airworthiness certificate before its sale to Mr. Restrepo, but will not be issued a current and valid Colombian airworthiness certificate until after its entry into Colombia. In consideration of the foregoing, all operations of the aircraft shall be in accordance with the following restrictions and limitations. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation.

1. A copy of this authorization shall be displayed in the aircraft at all times when operating under the terms of this authorization.

2. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft in accordance with that country's applicable requirements.

3. Persons or property shall not be carried for compensation or hire.

FIGURE 6-3. (CONT'D.) SAMPLE - SPECIAL FLIGHT AUTHORIZATION FOR THE FLIGHT OF AN AIRCRAFT TO A NEW COUNTRY OF REGISTRY (FAR 91.28(b)(2). NOTE: THIS FORMAT IS ALSO GENERALLY APPLICABLE TO A SINGLE AIRCRAFT AUTHORIZATION FOR FERRY FLIGHTS, UNDER FAR 91.28 (b)(3)

4. The aircraft shall be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry.

5. All flights shall be conducted in compliance with the applicable general operating and flight rules of Part 91 of the Federal Aviation Regulations.

6. This authorization constitutes authority for flights only over United States territory. Permission for flights over, or into other countries must be obtained by the owner or operator of the aircraft.

7. Flights to the United States border from the point of departure shall be by the most direct route not in conflict with other operating limitations of this authorization.

8. This authorization shall remain in effect until March 15, 1968, or until the aircraft crosses the U.S. border en route to Colombia, whichever occurs first.

Director
Southern Region

Issued in Atlanta, Georgia, on March 1, 1968.

FIGURE 6-4. SAMPLE - SPECIAL "BLANKET" FLIGHT AUTHORIZATION FOR FERRYING AIRCRAFT TO MAKE EXPORT DELIVERY (FAR 91.28 (b)(3)

Authorization No. AWE-1

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION

This authorization is issued to the John Smith Airplane Company, 711 Water Boulevard, San Diego, California, 82101, under authority of FAR 91.28(b)(3). A copy of this authorization furnished by that Company constitutes authority in lieu of an airworthiness certificate for the purpose of export delivery of an aircraft manufactured by the Company (which is on a foreign register and has no airworthiness certificate) when the copy is in effect and carried aboard the particular aircraft being delivered by export, subject to the following terms, conditions and limitations:

1. No person may operate an aircraft using a copy of this authorization unless it is displayed in the aircraft, is in effect, and contains the following information:

   a. _____
   Name and address of the aircraft owner.

   b. _____
   Nationality and registration marks displayed on the aircraft.

   c. _____
   Make, model, and serial number of the aircraft.

   d. _____
   Date the copy is issued for the aircraft.

   e. _____
   Signature of authorized representative of John Smith Company.

2. No persons may operate an aircraft using a copy of this authorization contrary to the terms, conditions, and limitations set forth herein or any others specified in writing by an FAA inspector and made a part of this authorization.

3. The aircraft shall not be operated without the identification marks assigned to the aircraft by the country of registry displayed on the aircraft in accordance with that country's applicable requirements.

4. The aircraft shall not be operated with equipment installed for the carriage of extra fuel and for navigation purposes unless that equipment is approved as required by the country of registry.

FIGURE 6-4. (CONT'D) SAMPLE - SPECIAL "BLANKET" FLIGHT AUTHORIZATION FOR FERRYING AIRCRAFT TO MAKE EXPORT DELIVERY (FAR 91.28(b)(3)

5. The aircraft shall not be operated at a weight in excess of its maximum certificated takeoff weight unless such operation is authorized in writing by an FAA inspector. While the aircraft is being operated with equipment installed for the carriage of extra fuel and for navigation purposes and/or at a weight in excess of its maximum certificated takeoff weight:

   a. All flights over the U.S. territory shall be conducted under visual flight rules (VFR) day only, unless otherwise authorized (ref. paragraph 215(a)(7); and

   b. All flights shall be conducted to avoid areas having heavy air traffic and to avoid cities, towns, villages, and congested areas.

6. No persons or property may be carried in the aircraft for compensation or hire.

7. No person may be carried in the aircraft during flight unless that person has been advised of the contents of this authorization and of the airworthiness status of the aircraft.

8. No person may act as a required flight crewmember of the aircraft unless he has a current and appropriate airman certificate issued or rendered valid by the United States or the country of registry.

9. The aircraft shall be flown to the United States border from the point of departure by the most direct route and not in conflict with the other operating conditions and limitations of this authorization.

10. This authorization constitutes authority for flights only over United States territory. Permission for flights over or into other countries must be obtained by the owner or operator of the aircraft.

11. The aircraft shall be operated at all times in accordance with the applicable general operating and flight rules of Part 91 of the Federal Aviation Regulations.

12. A copy of this authorization furnished by the John Smith Airplane Company remains in effect until the export delivery flight of the aircraft crosses the United States border or 14 days from the date of issuance, whichever occurs first, unless otherwise specified in writing by an FAA inspector; but in no event does this authorization or a copy thereof remain in effect beyond December 31, 1968.

Director
Western Region

Issued in Los Angeles, California on January 2, 1968.

(NOTE: If the authorization is issued to remain in effect indefinitely, (Reference paragraph 214b) the portion of limitation number 12 following the word "inspector" should be deleted.)

FIGURE 6-5. SAMPLE - SPECIAL "BLANKET" FLIGHT AUTHORIZATION FOR CUSTOMER CREW TRAINING (FAR 91.28(b)(3))

Authorization No. AEA-1

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
EASTERN REGION

FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION

This authorization, issued pursuant to Federal Aviation Regulations Part 91, Section 91.28(b)(3) to the Eastern Airplane Company, John Hancock Airport, Boston, Massachusetts, 02111, constitutes authority in lieu of an airworthiness certificate to operate, for the purpose of giving indoctrination training in the operation of the aircraft to the buyer or his employees or designees, any aircraft manufactured by the Eastern Airplane Company when the aircraft has been placed under foreign registry and there is no airworthiness certificate for it. Each aircraft operated under this authorization must be operated in accordance with the following restrictions and limitations. An authorized representative of the Administrator may prescribe operating restrictions and limitations necessary for safe operation.

1. Each aircraft operated for indoctrination training shall carry this authorization to which is affixed an attachment stating the name and address of the aircraft owner, the aircraft's assigned nationality and registration marks, and the dates on which the indoctrination training is scheduled to begin and end.

2. All indoctrination training and aircraft maintenance shall be conducted under the direct supervision of qualified Eastern Airplane Company personnel.

3. Indoctrination training with any one aircraft shall be conducted during a time interval not exceeding 30 days.

4. Before beginning indoctrination training with any one aircraft, the Eastern Airplane Company shall submit to the local FAA manufacturing inspector the information specified in paragraph 1 pertaining to that aircraft.

5. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft in accordance with that country's applicable requirements.

6. Persons or property shall not be carried for compensation or hire.

FIGURE 6-5. (CONT'D.) SAMPLE - SPECIAL "BLANKET" FLIGHT AUTHORIZATION CUSTOMER CREW TRAINING (FAR 91.28(b)(3))

7. No person may be carried in the aircraft in flight unless he is essential to the purpose of the flight and has been advised of the contents of this authorization and of the airworthiness status of the aircraft. (Ref. 215.f.(3).)

8. The aircraft shall be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry.

9. All flights shall be conducted in compliance with the applicable general operating and flight rules of Part 91 of the Federal Aviation Regulations.

10. All flights shall be conducted to avoid areas having heavy air traffic and to avoid cities, towns, villages, and congested areas, or any other area where flights might create hazardous exposure to persons or property.

11. This authorization shall remain in effect indefinitely unless sooner superseded or rescinded.

Director
Eastern Region

Issued in Boston, Massachusetts, on February 29, 1968.

FIGURE 6-6. SAMPLE -SPECIAL FLIGHT AUTHORIZATION FOR THE PURPOSE OF FLIGHT TESTING (FAR 91.28(b)(3) or (4))

Authorization No. ASW-1

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGION

FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION

Aircraft: Make: Beechcraft Model: E18S

Serial No.: 12345

Nationality and Registration Marks: CF-POH

Name and Address of Registered Owner: Canada Air Taxis, Montreal, Canada

Name and Address of Agent: John Doe Company, 21 Blackfoot Drive
San Antonio, Texas 78216

Pursuant to Federal Aviation Regulations Part 91, Section 91.28(b)(3), the John Doe Company is hereby authorized to operate the aircraft identified above for the purpose of conducting flight tests required to obtain a Supplemental Type Certificate (STC) covering the installation in the aircraft of Pratt and Whitney PT6A-10 turbine engines and conversion of the aircraft to tricycle landing gear. All operations of the aircraft shall be in accordance with the following restrictions and limitations. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation.

1. A copy of this authorization shall be displayed in the aircraft at all times when operating under the terms of this authorization.

2. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft in accordance with that country's applicable requirements.

3. Persons or property shall not be carried for compensation or hire.

4. No person may be carried in the aircraft in flight unless he is essential to the purpose of the flight and has been advised of the contents of this authorization and of the airworthiness status of the aircraft. (Ref. paragraph 215.f.(3).)

FIGURE 6-6. (CONT'D.) SAMPLE - SPECIAL FLIGHT AUTHORIZATION FOR THE PURPOSE OF FLIGHT TESTING (FAR 91.28(b)(3) or (4))

5. The aircraft shall be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry.

6. All flights shall be conducted in compliance with the applicable general operating and flight rules of Part 91 of the Federal Aviation Regulations.

7. All flight tests shall be conducted in compliance with Section 91.93 of Part 91 of the Federal Aviation Regulations.

8. All flights shall be conducted under visual flight rules (VFR), day only, unless otherwise authorized. (Ref. paragraph 215.a.(7).)

9. All flights shall be conducted to avoid areas having heavy air traffic and to avoid cities, towns, villages, and congested areas, or any other area where flights might create hazardous exposure to persons or property.

10. Prior to conducting any flight test, the supervising inspector of Engineering and Manufacturing District Office No. 43, Room 203, Executive Aircraft Terminal, Executive Terminal Drive, International Airport, San Antonio, Texas (telephone TA 4-7569) shall be contacted for any additional operating restrictions or limitations he may find necessary for the protection of persons or property on the ground.

11. All maintenance and inspection of the aircraft shall be conducted under the direct supervision of qualified personnel holding appropriate licenses issued or rendered valid by the Canadian Department of Transport and in accordance with Canadian aircraft maintenance requirements.

12. Except for flight tests conducted in accordance with the terms of this authorization, additional flights within the United States shall be limited to those necessary to proceed from a United States border to San Antonio International Airport and return to the United States border, all by the most direct route except for deviations necessary to maintain VFR weather conditions.

13. This authorization shall remain in effect until October 1, 1968, unless sooner superseded or rescinded.

Director
Southwest Region

Issued in Fort Worth, Texas, on September 29, 1967.

FIGURE 6-7. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE PURPOSE OF DEMONSTRATION (FAR 91.28(b)(5))

Authorization No. AEU-1

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
EUROPEAN REGION

FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION

Aircraft: Make: Hansa Model: HFB-320

Serial No.: 1024

Nationality and Registration Marks: D-CARO

Name and Address of Registered Owner: Hamburger Flugzeugbau G.M.B.H.
2103 Hamburg 95-Finkenwerder
Postfach 109, Germany

Pursuant to Federal Aviation Regulations Part 91, Section 91.28(b)(5), Hamburger Flugzeugbau G.M.B.H. is hereby authorized to operate the aircraft identified above for the purpose of conducting demonstration flights in the United States. The aircraft has been issued a provisional certificate of airworthiness by the Luftfahrt Bundesamt and has been shown to meet standards equivalent to those required for provisional certification of a U.S. registered civil aircraft. All operations of the aircraft shall be in accordance with the following restrictions and limitations. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation.

1. A copy of this authorization shall be displayed in the aircraft at all times when operating under the terms of this authorization.

2. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft in accordance with that country's applicable requirements.

3. Persons or property shall not be carried for compensation or hire.

4. No person may be carried in the aircraft in flight unless he is essential to the purpose of the flight and has been advised of the contents of this authorization and of the airworthiness status of the aircraft. (Ref. paragraph 215.f.(3).)

5. The aircraft shall be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country or registry.

FIGURE 6-7. (CONT'D.) SAMPLE - SPECIAL FLIGHT AUTHORIZATION FOR THE PURPOSE OF DEMONSTRATION (FAR 91.28(b)(5))

6. All flights shall be conducted in compliance with the applicable general operating and flight rules of Part 91 of the Federal Aviation Regulations.

7. All flights shall be conducted under visual flight rules (VFR), day only, unless otherwise authorized. (Ref. paragraph 215.a.(7).)

8. Except as provided in limitation number 10, all flights shall be conducted to avoid cities, towns, villages and congested areas or any other area where flights might create hazardous exposure to persons or property.

9. Operation of the aircraft shall be in accordance with the limitations and performance information specified by the Luftfahrt Bundesamt in the approved provisional flight manual, provided that nothing contained therein shall abrogate the terms, conditions, and limitations otherwise specified herein.

10. For operations in and out of airports where takeoffs and approaches are over populated areas, Hamburger Flugzeugbau G.M.B.H. shall establish, and operate in accordance with FAA-approved procedures.

11. This authorization constitutes authority for flights only over United States territory. Permission for flights over, or into other countries must be obtained by the owner or operator of the aircraft.

12. This authorization shall remain in effect for 45 days after entry of the aircraft into the United States or April 15, 1968, whichever occurs first.

Director
European Region

Issued in Brussels, Belgium, on February 15, 1968.

CHAPTER 7. PROCESSING FORMS, REPORTS, AND CERTIFICATION FILES.

219. GENERAL.

a. This chapter describes the requirements associated with the various forms used for domestic certification and their processing. All information entered on these documents should be typewritten whenever possible. IN NO CASE WILL THE USE OF PENCIL, ERASURES, STRIKEOVERS, ETC., BE ACCEPTED ON CERTIFICATES. Mistakes on application forms, submitted by an applicant, may be corrected by the applicant or an FAA representative, provided that the applicant or the representative making the correction places his initials beside the area of correction.

b. All information inserted on FAA certificates, including the name of the issuing FAA representative, will be typewritten. The signature of the FAA representative must be made in "permanent type" ink only on the original and all copies. The use of ballpoint pen with permanent type ink is acceptable. When the reverse side of a certificate is used, the statement "See Reverse Side" should be typed on the face of the certificate. The end of information on the reverse side of a certificate should be indicated by a line across the certificate together with the word "end".

220. APPLICATION FOR AIRWORTHINESS CERTIFICATE, FAA FORM 8130-6.

This form is required whenever an airworthiness certificate is issued or amended. This includes changes to operating limitations which may have been prescribed; for example, amending operating limitations for an amateur-built aircraft to permit operation outside of an assigned flight test area. Section I through IV and VI or VII, as applicable to the airworthiness certificate requested, should be completed by the applicant or his agent, and submitted to the appropriate FAA representative. The FAA representative should review the form to determine that all applicable entries have been made, and on issuance of the airworthiness certificate should complete Section V. In the event that an airworthiness certificate is denied, Sections V and VIII should not be completed. A letter of denial, or a statement of the reasons for denial should be attached to the form and forwarded to AAC-250 to be made part of the aircraft record. The following outline provides guidance as to entries for those items on the form which are not clearly self-explanatory. SELF-EXPLANATORY ITEMS HAVE BEEN OMITTED.

a. Section I. Aircraft Description. The FAA representative should verify the applicant's entries from the aircraft registration certificate or aircraft identification plate, as applicable. If any block under this section is not applicable, enter N/A.

(1) Aircraft Builder's Name (Make). Enter the name of the manufacturer or builder as it appears on the aircraft identification plate.

(a) For amateur-built aircraft built from a kit, the aircraft builder is the name of the previously designated kit and the builder, e.g., "Bensen-Smith". When two or more persons are involved, enter only the name of the individual that appears first on the certificate of aircraft registration.

(b) For aircraft built from spare and surplus parts, the aircraft builder is the name of the type certificate holder (as it appears on the applicable aircraft listing, specification, or type certificate data sheet) together with name of the builder.

(2) Aircraft Model Designation. Enter the model designation as shown on the aircraft identification plate. (Trade names should not be used.) Military aircraft being processed for civil registry, enter the civil model followed by the military model in parentheses. When the civil model is unavailable from the data plate, refer to the aircraft type certificate data.

(3) Aircraft Serial Number. Enter the serial number assigned by the aircraft manufacturer followed by the military serial number in parentheses.

* (4) Aircraft Is: (New, Used, Import). In block 11 strike out all information except "import" which is applicable only to foreign manufactured aircraft. *

b. Section II. Certification Requested. It should be noted that for a special flight permit, the applicant should complete only Section II on the face side of the form, and either Section VI or VII on the reverse side. The FAA representative completes only Section V for issuance of a special flight permit, except Section V is not the purpose of production flight testing. If the aircraft was type certificated prior to the adoption of "Categories", enter in the open space at top of Section II above the standard category blocks: Category N/A - Certification basis (enter e.g., CAR 04A, ATC 614, or etc., as shown in aircraft specification or listing).

c. Section III. Owner's Certification.

(1) If dealer check here. This block is applicable only if the aircraft is registered under a dealer's aircraft registration certificate.

(2) Aircraft Specification or Type Certificate Data Sheet. Enter the applicable type certificate data sheet or specification number with latest revision. If the specification or data sheet for a new aircraft or model has been approved but not yet published, the date it was approved, the type certificate number, and the word "preliminary" should be entered. This block is not applicable for experimental and those aircraft in the aircraft listings.

(3) Airworthiness Directive (AD). The applicant shall check the block to indicate that all applicable airworthiness directives have been compiled with for the aircraft model involved and list the number of the latest AD completed for the aircraft specified in Section I, as of the date of the application form.

(4) Supplemental Type Certificate. The applicant should check the block when STCs have been incorporated in the aircraft. The STC numbers should be entered in the space provided. If more space is required, an attachment may be used.

(5) Records in Compliance with FAR 91.173. This block is applicable to all aircraft covered by this section and should be checked to indicate that the record keeping requirements of FAR 91.173 have been
* met. *

(6) Total Airframe Hours. This block to be filled out for all aircraft including production flight test hours. "X" out the note "Enter for used aircraft aircraft only" until new forms are available and to use present supply.

(7) Experimental Only. The applicant for renewal of an experimental certificate should enter the hours flown since the previous experimental certificate was issued or renewed. If the application is for an original issuance, zero hours should be entered.

d. Section IV. Inspection Agency Verification. This section should be appropriately completed only if the applicant is applying for a standard airworthiness certificate for an aircraft being certificated under FAR 21.183(d). This section should be left blank for all other certification actions.

e. Section V. FAA Representative Certification. This section will be completed, as applicable, and signed only by FAA representatives authorized to issue airworthiness certificates under Chapter 1, paragraph 6. Check the block(s) applicable to the certification action involved.

(1) Amendment of its Current Airworthiness Certificate. Applicable to recurrent airworthiness certification and for amending experimental or provisional airworthiness certificates, including operating limitations, if applicable.

(2) District Office Designation. An FAA inspector should enter his district office designation. Designees and DOA manufacturers should enter the designation of the district office responsible for moinitoring their activities.

(3) Designees Signature and No. For delegation option manufacturers or designated alteration stations, the PC or authorization number, preceded by "DOA" or "DAS" as applicable, should be entered. The DMIR or DOA appointee signature will be signed in ink over his typed name on the original and copy(s). The typed name and signature must be legible and should not obliterate preprinted information on the FAA Form 8130-6.

(4) FAA Inspector's Signature. The FAA inspector's signature will be signed in ink over his typed name on the original and copies.

f. Section VI. Production Flight Testing. This section should be completed ONLY by a manufacturer applying for a special flight permit for the purpose of production flight testing.

g. Section VII. Special Flight Permit Purposes Other than Production Flight Test. The applicant should complete all items under this section, as follows:

(1) Item A. Description of Aircraft. The entries in the blocks under this section should be the same as the certificate of aircraft registration and, as applicable, on the aircraft nameplate.

(2) Item B. Description of Flight.

(a) The "via" block should contain the name of an airport or city at some intermediate point in the flight to provide a general description of the route to be flown. A flight from New York to San Francisco may, for example, be via Chicago, St. Louis, or Houston, to name a few of the alternatives.

(b) The "duration" entry should reflect the overall duration of the special flight permit and need not be the same as the planned duration of the actual flight. Factors such as fueling stops, weather conditions, overnight stops, or any other reasonable conditions should be given consideration in establishing the duration, to preclude the need for reissuance of the permit in the event of unforeseen delays. If necessary, the FAA representative should give counsel and advice to the applicant to enable establishment of a reasonable duration.

(3) Item D. The Aircraft does not Meet the Applicable Airworthiness Requirements as Follows. The applicant should state in detail the ways, if any, in which the aircraft does not comply with the applicable airworthiness requirements.

(4) Item E. The Following Restrictions Are Considered Necessary for Safe Operation. The applicant should state in detail the restrictions he considers necessary for safe operation of the aircraft; for example, reduced airspeed or weights, turbulence avoidance, crew limitations or qualifications, and the like. This item should be carefully reviewed by the FAA representative to determine that the restriction would ensure safe operation of the aircraft, and any deficiencies should be resolved prior to issuance of the special flight permit. The FAA representative may also prescribe additional conditions and limitations as deemed necessary for safe operation. The FAA Form 8130-6 should not be used to list operating limitations which are to be issued as part of the airworthiness certificate.

h. Section VIII. Airworthiness Documentation. This section will be completed by the FAA representative who makes the determination that the aircraft meets the requirements for the certification requested and issues the airworthiness certificate. It is not, however, applicable when a special flight permit is being issued.

(1) Item A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable. THIS BLOCK APPLIES TO ALL AIRCRAFT COVERED BY THIS SECTION. The FAA representative should check this block to indicate he has determined that an FAA-Approved Aircraft Flight Manual, listing of operation limitations, placards, etc., as applicable to the category of certificate requested, is in the aircraft in accordance with FAR 91.31.

(2) Item B. Current Operating Limitations Attached. Check this block when operating limitations have been issued and a copy is attached for retention in the permanent record. (Applicable to aircraft certificated in categories other than standard.)

(3) 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 annual inspection is due _____." signed: John Doe, AEA-EMDO 10 4345.

NOTE: The next annual inspection date is unnecessary when the aircraft is under a continuous maintenance program.

(4) Item H. Foreign Airworthiness Certification for Import Aircraft (attach when required). Check the block to indicate that a foreign certification is required for the certification action and that a copy is attached for retention in the aircraft permanent records.

(5) Item I. Previous Airworthiness Certificate Issued in Accordance with FAR, CAR. If applicable, insert in the space the appropriate CAR or FAR under which the previous airworthiness certificate was issued, and check the block to indicate that the original of the certificate is attached. IF THE PREVIOUSLY ISSUED CERTIFICATE IS NOT AVAILABLE, THE FAA REPRESENTATIVE SHOULD STATE THE REASON ON AN ATTACHMENT.

(6) Item J. Current Airworthiness Certificate Issuance in Accordance with FAR. The applicable section of FAR 21, Subpart H, should be entered, except that, a delegation option manufacturer should:

(a) Enter FAR 21.183(a) or (b) for a standard airworthiness certificate, depending upon whether the aircraft had been

added to the production certificate under FAR 21.267, or FAR 21.185 for a restricted category airworthiness certificate; and

(b) Add "per 21.273," to indicate the delegation authority.

221. COMPLETION OF STANDARD AIRWORTHINESS CERTIFICATE, FAA FORM 8100-2. The form spaces should be filled in as follows:

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

b. Manufacturer and Model. Example: Beech 35-C33.

c. Aircraft Serial No. Self-explanatory.

d. Category. Enter the appropriate category as defined in paragraph 21.a or b. If there is no category, as in the case of aircraft certificated prior to adoption of the regulations which established categories, enter the aircraft specification, type certificate data sheet, or listing number as applicable. For example, "CAR 4a" for a Bellanca 14-13; "ATC 614" for an Aeronca LC; "CAR 04a" for an American Eaglet A-31-1B; "C of A Great Britain" for a deHavilland DH Fox Moth Series 83; or "AERO. Bulletin 7a" for Douglas DC3C-SC3G.

e. Authority and Basis for Issuance. - Under "Exceptions" enter the exemption number and brief description of any exemptions from the applicable airworthiness standards (CAR 3, 4b, 5, 6, 7, or equivalent FAR) that had been granted for the aircraft (see aircraft specification or T.C. data sheet). If no such exemptions exist, enter "None."

f. Date of Issuance. - Enter the date the certificate is issued; however, in those cases where a certificate is being exchanged, amended, or replaced, also insert in parentheses, the word "exchange," "amended," or "replacement," with the date of the certificate being superseded.

g. FAA Representative. - The name of the FAA representative issuing or exchanging the certificate should be typed under his signature. The signature should be in permanent type ink on the original and copies.

h. Designation Number. - Above the line provided, the following should be inserted as applicable to the person issuing the certificate.

(1) FAA Inspector. The district office number.

(2) DMIR. The designation number.

(3) Delegation Option Manufacturer. The letter "DOA," followed by the production certificate number or the authorization number if one has been assigned by the region.

(4) Designated Alteration Station. The letters "DAS" followed by the DAS number.

222. COMPLETION OF SPECIAL AIRWORTHINESS CERTIFICATE, FAA FORM 8130-7.

a. Section A. This section is applicable to ALL categories of special airworthiness certificates.

(1) Classification. Enter the category of special airworthiness certificate being issued, as outlined under paragraph 21.b, e.g., restricted, limited, etc.

(2) Purpose. The operating purpose for which the special airworthiness certificate is issued, as shown by the blocks checked by the applicant under Section II, Block B on the application for airworthiness certificate for "restricted," "experimental," and "special flight permit." If the application is for a "limited" category airworthiness certificate, the "purpose" entry should be "N/A."

b. Section B. The name and address of the manufacturer should be entered ONLY if the application is for a special flight permit for the purpose of PRODUCTION FLIGHT TESTING. In all other cases, the entry in both spaces under this section should be "N/A."

c. Section C.

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

(2) When the aircraft is to be flown outside the U.S., the following additional information should be entered in block "C" on the face side of the Special Airworthiness Certificate: "(Subject to paragraph D.2. reverse side)".

d. Section D. This section is applicable to all categories and purposes EXCEPT PRODUCTION FLIGHT TESTING. If the purpose is production flight testing, the entries in all spaces should be "N/A." For all other categories and purposes, information to complete the entries in this section would be contained in Section I of the application for airworthiness certificate.

e. Section E.

(1) Date of Issuance. Enter the date the certificate is issued.

(2) Expiry. The date of expiry should be entered if the application is for "experimental" or "Special flight permit." For "provisional," the entry should be "per FAR 21.217." For all other cases, the entry should be "N/A."

(3) Operating Limitations Dated are a Part of this Certificate.

The date of the operating limitations should be entered. DO NOT REPEAT OR PARAPHRASE LIMITATIONS PRINTED ON THE REVERSE SIDE OF THE CERTIFICATE. Enter "N/A" if the limitations on the certificate are adequate for the purpose.

(4) FAA Representative Signature and Designation or Office Number.

This space should be completed for ALL categories and purposes. Entries are the same as those explained in paragraph 219.g and h.

223. "AIRWORTHINESS APPROVAL/CONFORMITY CERTIFICATION TAG," FAA FORM 8130-3.

a. The Airworthiness Approval Tag, FAA Form 8130-3, has been revised. It will retain the same FAA form number, however, the title is changed. The face side of the form, "Airworthiness Approval" will continue to be used for the same purposes as the original form, for exporting Class II and Class III units, components, and assemblies and parts. The reverse side of the form, "Conformity Certification, " may be used for domestic shipments and/or prototype items from the supplier to an applicant or prime manufacturer. (Ref. paragraph 202.b.(7) and Figure 5-9.)

b. All entries on the form should be typewritten. If this is not possible, entries should be clearly printed in permanent ink. The tag, upon completion, should be attached to the part by cord or, if necessary, by tape in a clearly visible location and should be secured with a lead seal if possible. Tape should only be used when it is not possible to attach the tag by cord with a lead seal. Completion of the tag should be as follows:

(1) Airworthiness Approval Tag. (Export use only.)

(a) Description of Parts.

1 "New and Newly Overhauled." Check the applicable block.

2 Approval Basis. Enter the number of the type certificate, supplemental type certificate, TSO approval, or the identity of other FAA design approval forming the basis for approval of the parts with which conformity was determined.

3 Quantity, Name and Part Number. It is acceptable to issue one Airworthiness Approval tag for a quantity of parts when the shipment is destined for one consignee and:

a All of the items are identical and of the same part number.

b If not identical, all of the items are identified by part and serial number listed on the tag or attachment.

c The items comprise a kit, such as for a modification, provided that the parts list is identified by the kit part number and the list is provided with the kit, or

d All items are listed on a shipping document which can be identified on the tag, such as document serial number.

4 Eligible for Installation on (TC product). The make and model of the aircraft, engine, or propeller on which the part is approved for installation should be entered in the space provided. Enter "N/A" for any part, material, or appliance approved and manufactured under the TSO system "C" series.

5 See Shipper's Invoice No. The invoice or other shipping document number should be entered when such documents provide identification and a detailed listing of the parts covered by the certification tag.

(b) Inspected and Approved. The Airworthiness Approval tag, when completed, signed and attached to the product, is evidence of FAA approval. The Airworthiness Approval side of the tag is to be used for export approvals only; all other conformity inspections should be recorded on the Conformity Certification side of the tag.

1 Agency Name and Number. Insert the name of the manufacturer and number. For example: A DOA manufacturer number would consist of the letters DOA and the PC or authorization number assigned.

2 Signature of FAA Representative. The name of the authorized representative should be typed or printed in this space in addition to the signature, in permanent ink.

3 Date. Insert the date that the part or parts were inspected.

4 FAA Number. Insert the district office number or DMIR number as applicable.

(2) Conformity Certification.

(a) Description of Parts.

1 "New and Newly Overhauled". Check the applicable block.

2 Design Data. If the product conforms to a TC, STC or TSO, or other FAA-approved data, enter this data forming the approval basis. If the product is a prototype product or part thereof, identify the data by drawing name, part number, revision, and date of revision involved.

3 Quantity, Name and Part Number. One Conformity Certification may be issued for a quantity of parts when the shipment is destined for one consignee and:

a All of the items are identical and of the same part number;

b If not identical, all of the items are identified by part and serial number listed on the tag or attachment and

c For kit items conforming to FAA-approved data, that the parts list is identified by the kit part number and the list is provided with the kit or

d All items are listed on a shipping document which can be identified on the tag, such as a document serial number.

4 Eligible for Installation on: For products and parts, thereof, that are in conformity with FAA-approved data, show Aircraft, Engine or Propeller model that is listed on the applicable FAA data sheet. For products and parts thereof, that are in conformity to data awaiting FAA approval, identify the status of the item with the word "prototype" and model number of product on which the item is eligible for installation.

5 See Shipper's Invoice No. Identify the manufacturer by name and include the invoice or other shipping document number when such documents provide identification and a detailed listing of the parts covered by the certification log.

(b) Inspected by. The Conformity Certification tag, when completed, signed and attached to a product, is evidence that the product or part thereof, is in conformity either with the FAA-approved data or data pending FAA approval as applicable. The conformity certification side of the tag is to be used for conformity inspections only (not as an export approval). Note: The recording of conformity inspections should be in accordance with FAA Handbook 8110.4, "Type Certification." If any nonconformities to the item exist, a reference, "see FAA Form 8100-1, "Conformity Inspection Record," for nonconformities," should be placed at the top of the tag and the FAA Form 8100-1 should record the actual nonconformities to the item.

1 Agency Name and Number. Insert the name of the manufacturer and number. For example, a DOA manufacturer number would consist of the letters DOA and the PC or authorization number assigned.

2 Signature of FAA Representative. The name of the authorized representative should be typed or printed in this space in addition to the signature in permanent ink.

3 Date. Insert the date that the part or parts were inspected.

4 FAA Number. Insert the district office number or DMIR number as applicable.

c. The completed conformity certification tag, when attached to unit or part by means of a lead seal, provides evidence of conformity to the recipient. In the field of export, the tag, when attached and sealed, signifies to the government of the country of import that the aeronautical part or product has been identified as airworthy in the United States. To accomplish the coining of the lead seal, and to provide personalized identification on the face of the seal, it is necessary that suitable standardized equipment be provided for use by authorized representatives of the Administrator when they are required to certify as to the airworthiness of a part or product, by the attachment of a conformity certification tag.

d. ALG-230 will process Procurement Requests, Form DOT F 4200-1, when submitted by the regional offices. Such requests must contain all pertinent information necessary for placing an order as well as the regional appropriation charges so that the proper regional account may be billed for the purchase. Pocket seal presses and their dies may also be purchased from a regional source if one is available. The following specifications should be followed relative to the subject material:

(1) The pocket seal presses should be of the Hercules pocket seal press type or equivalent.

(2) The pocket seal press dies should be interchangeable from one handpress to another.

The approximate dimensions of the dies are as follows:

(a)	Pad outside diameter	.500 inches
(b)	Pad thickness	.156 "
(c)	Shank diameter	.231 "
(d)	Shank length	.194 "

(3) One die will have the lettering as follows: "US" over "FAA."

(4) The opposite die will contain a serial number for use in identifying the FAA representative to whom the seal is assigned.

(5) The lettering on the dies will be gothic block print or equivalent and will be three thirty-seconds of an inch in height.

(6) Embossed prints from all dies must be clean cut and legible.

e. The following blocks of numbers are assigned to the Regional Engineering and Manufacturing Branches for distribution to ALL Flight Standards personnel whose duties require the use of hand press seals:

AEA	1-199	AWE	800-999	ARM	1400-1449
ASO	200-399	AEU	1000-1049	ANW	1450-1550
ASW	400-599	AGL	1050-1250	APC	1551-1600
ACE	600-799	ANE	1251-1399	AAL	1601-1650

f. When assigned to the Alaskan and Pacific regional and field offices, FAA inspection personnel requiring the use of pocket seal presses may obtain this equipment including serial numbers from the Aircraft Engineering Division of the Western Region.

224. EXAMINATION, REVIEW, AND ROUTING OF CERTIFICATION FILES.

a. It is the responsibility of all FAA representatives to examine in detail each certification file processed, to ensure accuracy, completeness, legibility, and compliance with applicable requirements, including all necessary attachments. The following list represents the primary data which is required for retention in the permanent airworthiness certification files, for original and recurrent airworthiness certification including domestic, import, and export. As applicable to the particular certification action, these are the documents which should normally be submitted to AAC-250. Do not include any documentation that is not required in support of the certification action. The district office designation used on all documents submitted to AAC-250, as well as on all other documents issued, should include the code number assigned in accordance with Order 1370.4, FAA Standard Codes Handbook.

(1) General (Domestic, and Import or Export as Applicable).

(a) Application for Airworthiness Certificate, FAA Form 8130-6, except that in the case of applications for special flight permits, only those applications requesting permits for operation of overweight aircraft should be submitted (reference FAR 21.197(b)). For experimental certificates, the data required by FAR 21.193, as applicable, should be included.

(b) Statement of Conformity, FAA Form 8130-9 (when applicable).

(c) Conformity Certificate, Military Aircraft, FAA Form 8130-2 (when applicable).

(d) Copy of Major Repair and Alteration, FAA Form 337. Do not include referenced data forming the basis for approval of the repair or alteration (when applicable).

(e) Copy of Standard Airworthiness Certificate, FAA Form 8100-2, or Special Airworthiness Certificate, FAA Form 8130-7, as applicable, except that when FAA Forms 8130-7 are issued as special flight permits, only copies of those issued which permit operation of overweight aircraft should be submitted (reference FAR 21.197(b)). In the case of recurrent certification, the superseded, terminated, or canceled airworthiness certificate should be included.

(f) Copy of operating limitations, when prescribed with special airworthiness certificates.

(g) Copy of Checklist and Inspection Record for aircraft built from spare and surplus parts.

(2) Export.

(a) Application for Export Certificate of Airworthiness, FAA Form 8130-1.

(b) The statement from an importing country that the product is acceptable with specified noncompliances (if applicable).

(c) Copy of Export Certificate of Airworthiness, FAA Form 8130-4.

(d) Export Certificate Number Assignment Card, AC Form 8050-72.

(3) Import (Foreign Country Certification).

(a) Aircraft. A certification from the country in which the aircraft was manufactured that the aircraft conforms to the type design and is in a condition for safe operation.

(b) Aircraft Engine and Propeller. A certification from the country of manufacture for engines and propellers is required to be submitted when they are a part of, or are to be installed on, an aircraft for which registration numbers have been assigned.

NOTE: A certification may be accepted from a third party country when the bilateral agreement permits such acceptance.

b. The appropriate district office should ensure that all standard airworthiness actions processed by DMIRs and Designated Alteration Stations, are submitted to the district office for review and transmittal to AAC-250. Standard airworthiness actions processed by delegation option manufacturers may be transmitted by the manufacturer directly to AAC-250; however, at scheduled audits, a representative sampling of the manufacturer's issuances should be examined by the FAA Inspector to determine continued accuracy, completeness, and compliance with applicable requirements.

225. - 227. RESERVED.

CHAPTER 8. DESIGNATED MANUFACTURING INSPECTION REPRESENTATIVES (DMIR)

228. GENERAL.

a. Under the provisions of Part 183 of the Federal Aviation Regulations, qualified employees of a manufacturer or his supplier may be authorized to represent the FAA as Designated Manufacturing Inspection Representatives (DMIRs) for the purpose of performing certain duties as described herein.

b. Only a manufacturer with an approved production inspection system (APIS), a parts manufacturer approval (FAA-PMA), a production certificate (PC), or a technical standard order authorization (TSOA), or their supplier, is eligible to have employees designated as DMIRs.

c. Sample forms are contained at the end of this chapter.

229. QUALIFICATIONS. To qualify for appointment as a DMIR, a candidate:

a. Must be in the employ of, and be recommended by the manufacturer, or of a supplier approved by the manufacturer.

b. Must have a good working knowledge of the pertinent Federal Aviation Regulations and related material.

c. Must have been in a responsible position for a reasonable period of time (usually one year) in connection with the type of work to be covered by the designation. He must be sufficiently knowledgeable in the technical requirements and problem areas associated with the appointment and otherwise demonstrate his suitability for the designation.

d. Must possess unquestionable integrity, sound judgment, and a cooperative attitude.

e. While discharging his duties as a DMIR, must report to a level of management in his employer's organization high enough to enable him to administer the pertinent FAR effectively, without undue pressure or influence from other organizational segments.

f. Must have a minimum of five years experience in connection with the inspection or production of products similar in type or complexity to those produced by his employer. At least two years of such experience must have been in a supervisory capacity or other position of equal responsibility. He must also be familiar with the facilities, procedures, and inspection and manufacturing techniques in connection with type certification, original airworthiness certification, export certification, parts approvals, and associated data relating thereto.

230. SELECTION AND APPOINTMENT.

a. The number of designees that may be appointed in a particular facility will be limited to the actual need. An eligible manufacturer should apply for the appointment of as many designees as are deemed essential for satisfactory coverage of the products involved in his original airworthiness certification, export certification, and, to a limited degree, type certification programs.

b. Requests for the appointment of a DMIR must be initiated by a letter from the manufacturer through the local Engineering and Manufacturing Branch of the Regional Office involved. When applicable, the letter will indicate any special recommendations or limitations considered appropriate by the manufacturer with respect to authority to be delegated in each case. The letter will be accompanied by a Statement of Qualifications for Designated Manufacturing Inspection Representative, FAA Form 8110-14, completed in duplicate by the nominee. The local manufacturing inspector will conduct an investigation of the applicant, including a personal interview, and will forward, through channels to the Regional Office, the following:

(1) The manufacturer's letter of request for DMIR appointment.

(2) Two completed copies of a Statement of Qualifications, FAA Form 8110-14.

(3) The Engineering and Manufacturing District Office transmittal containing the recommendations concerning the approval of the nominee.

c. The Regional Office will review this material and when it is found satisfactory, will issue a Certificate of Airworthiness, FAA Form 8430-9 to the nominee. On the basis of recommendations contained in the EMDO transmittal and the manufacturer's letter of request, the Regional Office will indicate on the FAA Form 8430-9 the necessary limitations in accordance with the following:

(1) In some cases, it will be necessary to restrict the delegated authority of the designee because of the limited scope of the individual's knowledge and responsibilities within the manufacturer's organization. The limitations to be placed upon the FAA Form 8430-9 may restrict the designee to activities within a specific department and for the purpose of accomplishing one function. As an example, his certificate of authority may restrict his activity to the inspection of parts in the shipping department and the issuance of Airworthiness Approval/Conformity Certification Tag, FAA Form 8130-3, for export purposes only. This procedure is designed to permit a designee to perform the

delegated duties for which he is responsible in such a manner as not to promote a conflict between the manufacturer and the designee.

(2) DMIRs shall not be authorized to perform evaluation, surveillance or investigations of quality control systems, data, procedures, methods, or service difficulty reports. The issuance of a Certificate of Authority, FAA Form 8430-9, shall be limited to original airworthiness certification duties and limited type certification activities.

d. The manufacturer's letter will be acknowledged by the Regional Office. This acknowledgment will include a statement regarding the limitations prescribed with respect to the authority delegated to the newly appointed designee. The FAA Form 8430-9 will be transmitted directly to the EMDO for presentation to the designee. The proper EMDO personnel will add the appropriate authorizations and will endorse the reverse side of the FAA Form 8430-9 in the space provided and personally present the certificate to the designee.

e. A Certificate of Designation, FAA Form 8000-5, suitable for framing and display, will be prepared by the Regional Office and forwarded directly to the EMDO for presentation to the new designee. This certificate WILL NOT indicate those limitations or restrictions which may have been prescribed and listed on the FAA Form 8430-9.

f. The Regional Office is expected to maintain a complete file on each DMIR appointed within the region.

231. DURATION AND RENEWAL OF DESIGNATIONS.

a. DMIR designations are effective for one year after the date they are issued, and may be renewed for additional periods of one year (Reference FAR 183.15(b)). They may be renewed at any time prior to the expiration date provided all concerned concur. A designation that has expired is not renewable without reapplication. In order that a designation may be renewed before expiration, the manufacturer should be informed by letter of the expiration of the designee appointment and should be encouraged to request the reappointment of all DMIRs whose performance has been satisfactory to the FAA and where such designees are still needed by the FAA. The manufacturer's letter requesting renewal of a designation should be routed through, or coordinated with, the EMDO supervisor. The EMDO recommendations together with the request for reappointment should be obtained prior to renewal of

* the designation. The regional office or their designee, upon concurrence with the request and recommendation for reappointment, will complete and transmit a new FAA Form 8430-9 to the EMDO involved for presentation to the designee. After the appropriate EMDO personnel has endorsed the reverse side of the FAA Form 8430-9, the new certificate will be presented to the designee, and the superseded certificate will be destroyed. The regional office will be notified by memorandum of the actions taken in connection with the presentation of the new certificate and destruction of the old certificate. *

b. In all cases, the original designation number should be reassigned to the same individual; otherwise, the procedures to be followed are the same as those for an original appointment.

c. FAA Form 8000-5 should not be reissued upon renewal of designations. Upon expiration or cancellation of a designation, the FAA Form 8000-5 should be returned to the FAA, except that, the designee may retain the FAA Form 8000-5 if he so desires providing that it is first returned to the FAA to be marked "CANCELLED."

d. A designation will also be terminated for the following reasons:

(1) At the written request of the designee or the employer.

(2) In the event the designee leaves the employment of the manufacturer.

(3) Upon finding, by the Administrator or his authorized representative, that the designee has not properly exercised or performed the duties of the designation.

(4) Upon suspension, cancellation, or revocation of the production approval held by the employer.

(5) For any other reason that the FAA deems appropriate.

e. Upon termination, the FAA Form 8430-9 will become invalid and shall be surrendered to the FAA EMDO personnel or forwarded by the holder to the appropriate Regional Office for cancellation.

232. AUTHORITY AND RESPONSIBILITY. Subject to such limitations as may be prescribed, a DMIR may be authorized to assume the responsibility and perform the duties outlined below with respect to products which are produced under the employer's production approval. A DMIR may:

a. issue original airworthiness certificates for eligible aircraft and airworthiness approvals for engines, propellers and product parts at the manufacturer's facility only when it has been determined that the product(s)

presented for such certification are in conformity with the type design data relating thereto, and are in condition for safe operation.

b. issue experimental certificates for aircraft for which the manufacturer holds the type certificate and which have undergone changes to the type design requiring flight test.

* c. determine that products or parts presented for export airworthiness approval comply with the appropriate requirements of FAR 21, Subpart L, and issue the related approvals, including special flight permits to export aircraft. *

d. DMIR activity in the area of type certification is definitely limited to those cases where the responsible FAA manufacturing inspector has determined that the type certification program objective cannot be met without the use of designees. Designee authority and responsibility in such cases may be authorized on an individual basis and only in those specific areas where it is necessary to assist the FAA manufacturing inspector in completing their duties. When it is determined that the designee has acquired the specialized training essential to the performance of these activities, the designee will be allowed to perform these duties only under the direct supervision of the manufacturing inspector. The designee may:

(1) determine that materials, parts, and assemblies constituting the finished product are in conformity with the approved data forming the basis for type certification, or engineering approval, and that the workmanship is acceptable.

(2) also verify the calibration of test equipment and teardown inspection of test and prototype articles, and assist in the completion of the Type Inspection Report, Part I.

e. issue Airworthiness Approval/Conformity Certification Tags, FAA Form 8130-3, for completed engines, propellers, and spare parts when the employer is the holder of an Approved Production Inspection System.

233. TRAINING AND SUPERVISION.

* a. The assigned principal inspector will be responsible for the indoctrination training of newly appointed designees and will continue these training activities as necessary throughout the duration of the appointment. The inspector is expected to maintain such supervision as is essential in determining that the designee is actually performing the assigned duties in accordance with the pertinent regulations and related policies and procedures pertaining thereto. It is also the responsibility of the inspector to ensure that the designee has access to all of the regulations, associated policies and procedures, and FAA Forms, required in the performance of assigned duties. *

b. In general, the designee will be supplied with, and guided by, the same requirements and instructions as are applicable to FAA inspectors in the performance of similar duties. The FAA inspector should advise the employer

that it will be necessary to allow the DMIR sufficient time to study the material relating to the assigned designee duties and to prepare the necessary reports and related forms.

c. As part of the certificate management responsibility, the FAA inspector will review each DMIR's work records, i.e., FAA Form 8100-1, Conformity Inspection Record, etc., on a systematic, sampling basis not to exceed three percent of the DMIR's annual accomplishment on behalf of FAA. These reviews may be conducted at either the EMDO, or at the manufacturer's facility, when a trip is necessitated for other certificate management activity.

d. The FAA inspector will also, on at least an annual basis, accompany each DMIR during the inspection of a completed product to ensure that satisfactory inspection techniques are being used.

e. All official documents and paperwork initiated by the DMIR should be handled in accordance with the applicable portions of Chapter 1 and Chapter 7. It will be the responsibility of the local manufacturing inspector to monitor the designee activities to whatever extent is deemed necessary and to discuss all discrepancies in FAA procedures and written material found.

234. REPORT OF ACCOMPLISHMENTS.

* a. The assigned principal inspector is expected to take the initiative in establishing a mutually acceptable procedure with the manufacturer which will provide periodic (i.e., monthly, bimonthly, quarterly) information relating to the designees accomplishments in the authorized area of responsibility. This information may only consist of such simple statistics as the number of original airworthiness certificates issued, a listing by countries of the number of Airworthiness Approval/Conformity Certification Tags and Certificates of Airworthines for Export issued, and the number of airworthiness conformity inspections conducted for that period covered by the report. *

b. The designee may seek the help of the FAA inspector when necessary relative to any unsatisfactory conditions and noncompliance with the FAR in connection with the assigned area of responsibility. Reports containing information and requests for assistance should be treated with the utmost discretion by the inspector when investigating and dealing with the manufacturer relative to any information, supplied by the designee, which could result in possible enforcement action against the designee's employer.

235. PUBLICATIONS. To ensure that DMIRs and certain individuals at delegation option manufacturers are provided with kits of FAA orders, directives, and regulations, the following general procedures should be adhered to:

a. The responsible EMDO will notify their regional office each time a DMIR is appointed, cancelled, address is changed, or authorization is changed. The regional office will submit to AWS-200, DMIR/DER Mailing List Action

Request, FAA Form 1770-7 (two copies), to establish the kit mailing under FDR-1 mailing list.

b. The responsible EMDO will notify their regional office as soon as a DOA manufacturer is designated, canceled, address is changed, or authorization is changed. The regional office will submit to AWS-200 DMIR/DER Mailing List Action Request, FAA Form 1770-7 (two copies), to establish the kit mailing under FDR-1 mailing list.

NOTE: These persons are to be limited to those listed on the manufacturer's application (reference FAR 21.273(b)(2)).

* c. The DMIR kits have been established in four classes:

FDR 1-A Aircraft
FDR 1-B Rotorcraft
FDR 1-C Engine and Propeller
FDR 1-D TSOA and PMA.

d. Composition of kits:

(1) Airplane

FAR Parts 21; 23; 25; 45; 47; and 183
FAA Order 8130.2
Advisory Circular 21-2; 21-7; and 21-12

(2) Rotorcraft

FAR Parts 21; 27; 29; 45; 47; and 183
FAA Order 8130.2
Advisory Circulars 21-2; 21-7; and 21-12

(3) Engine and Propeller

FAR Parts 21; 33; 35; 45; and 183
FAA Order 8130.2
Advisory Circulars 21-2 and 21-7

(4) General

FAR Part 21, 45; and 183
FAA Order 8130.2
Advisory Circular 21-2 and 21-7.

e. The responsible EMDO will at the time of recommendation specify the class of kit the designee is to receive on the FAA Form 1770-7 adjacent to the FDR 1 (e.g. FDR 1-A). *

236. ASSIGNMENT OF DMIR NUMBERS. The following procedures should be initiated by each region when new DMIRs are appointed.

a. The FAA Form 8110-4 should be used for assigning and controlling DMIR numbers, by utilizing item 3 "Designation Number," in the "Record of Approval" block on the reverse side of the form.

b. Any selection of numbers may be used, at the option of the regional office, provided that the numbers are prefixed with regional designation, i.e., AEA, ASO, ACE, etc.

237. USE OF DMIR AT PC, APIS, TSO, PMA, AND SUPPLIER FACILITIES.

a. An FAA domestic or foreign region may appoint a DMIR for manufacturers identified above if:

(1) The region in which the manufacturer or the supplier is located consider that the DMIR is absolutely essential to the completion of their programmed certification responsibilities; and

(2) All of the requirements and procedures in this chapter are complied with.

b. An FAA domestic region should appoint DMIRs, employed by a PMA holder, to perform functions at suppliers outside the region when the PMA holder is delivering kits to the supplier that require some fitting or assembly work by the supplier to complete the kit.

c. A DMIR may be an employee of either the manufacturer or their supplier.

d. The region in which the manufacturer or the supplier is located may approve and appoint the DMIR.

e. The DMIR will be trained and supervised by the appointing region.

f. When applicable, the appointing region should provide, to the region having certificate management responsibility, the name, number, and functions authorized for each DMIR appointed.

g. A DMIR, in the employ of a manufacturer holding a Production Certificate, may be authorized to conduct conformity inspections and issue airworthiness approvals at a location other than the manufacturer's main facility. This authorization, however, can only be granted when the location at which this activity will be accomplished is considered to be an extension of the * manufacturer's facility. *

238. - 240. RESERVED.

FIGURE 8-1. SAMPLE - FAA FORM 8110-14 - STATEMENT OF QUALIFICATIONS (DMIR - DER - DPRE - DME) (FACE SIDE)

DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION

STATEMENT OF QUALIFICATIONS (DMIR – DER – DPRE – DME)

Form Approved. Budget Bureau No. 04–R0090

INSTRUCTIONS: Print or type all entries except signatures.

1. NAME (Last, first, middle): White, John R.

2. ADDRESS (Number, street, city, state, and ZIP code): 3015 Englewood Road, Paloma, New Jersey 11310

3. U.S. CITIZEN: X YES ☐ NO

4. DATE OF BIRTH: November 3, 1931

5. DESIGNATION SOUGHT

X DESIGNATED MANUFACTURING INSPECTION REPRESENTATIVE (DMIR)

☐ DESIGNATED MECHANIC EXAMINER (DME) ☐ AIRFRAME RATING ☐ POWERPLANT RATING

☐ DESIGNATED PARACHUTE RIGGER EXAMINER (DPRE) ☐ SEAT ☐ BACK ☐ CHEST ☐ OTHER

☐ DESIGNATED ENGINEERING REPRESENTATIVE (DER)
- ☐ STRUCTURAL ENGINEERING
- ☐ POWERPLANT ENGINEERING
- ☐ SYSTEMS AND EQUIPMENT ENGINEERING
- ☐ RADIO ENGINEERING
- ☐ ENGINE ENGINEERING
- ☐ PROPELLER ENGINEERING
- ☐ FLIGHT ANALYST
- ☐ FLIGHT TEST PILOT

6. EXPERIENCE RESUME FOR PAST 5 YEARS PERTINENT TO DESIGNATION SOUGHT (Use additional sheets if necessary)

DATES FROM	DATES TO	EMPLOYER'S NAME	POSITION TITLE AND DUTIES
6/1/59	3/8/63	ABC Aircraft Company	Title: Inspector. Performed inspection duties in the following depts.: Final assembly, fuselage, and wing subassembly, functional test of airplane systems, flight line shakedown.
3/11/63	7/2/65	ABC Aircraft Company	Title: Supervisory Inspector. Supervised fifteen inspectors in the fuselage sub-assembly department.
7/5/65	to date	ABC Aircraft Company	Title: Chief Inspector. All Subassem. dept.

7. EDUCATION AND TRAINING HIGH SCHOOL LEVEL AND ABOVE PERTINENT TO DESIGNATION SOUGHT

DATES FROM	DATES TO	NAME OF SCHOOL	CURRICULUM OR STUDY PROGRAM	DEGREES RECEIVED
1938	1942	Analy Union High School	College Preparation	N/A

8. FAA CERTIFICATES NOW HELD PERTINENT TO DESIGNATION SOUGHT

TYPE	CERTIFICATE NO.	RATING	DATE EACH RATING ISSUED
None			

9. EMPLOYER'S RECOMMENDATION (To be completed for DER and DMIR only)

I RECOMMEND THE PERSON IDENTIFIED ABOVE BE APPOINTED AS:

☐ DESIGNATED ENGINEERING REPRESENTATIVE ☒ DESIGNATED MANUFACTURING INSPECTION REPRESENTATIVE

DATE: June 9, 1974 | PRIMARY BUSINESS: Aircraft Manufacturing | SIGNATURE: William C Smith *William C. Smith*

10. LOCATION WHERE DESIGNEE FUNCTIONS WILL BE PERFORMED (To be completed for DME and DPRE only)

ADDRESS: | TELEPHONE NO.:

11. CERTIFICATION: I certify that the above statements are true to the best of my knowledge and that I am familiar with the Federal Aviation Regulations pertinent to the designation sought.

DATE: June 5, 1974 | SIGNATURE: John R. White *John R. White*

FAA Form 8110–14 (6–70) FORMERLY FAA FORM 1618

FIGURE 8-2. SAMPLE - FAA FORM 8000-5 - CERTIFICATE OF DESIGNATION (FACE SIDE)

United States of America

Department of Transportation

Federal Aviation Administration

Certificate of Designation

Reposing special trust and confidence in the integrity, diligence, and discretion of

JOHN R. WHITE

and finding that he has the necessary knowledge, skill, experience, interest, and impartial judgment to merit special public responsibility, I have designated him

Manufacturing Inspection Representative

and authorize him to act in accordance with the regulations and procedures prescribed by the Federal Aviation Administration relating to this designation.

Issued at Eastern Region, New York, N.Y.

By Direction of the Administrator

Paul R. Brown

Chief, Engrg. & Mfg. Branch

Dated June 6, 1974

Certificate No. AEA1001

FAA FORM 8000-5 (4-72)

FIGURE 8-3. SAMPLE - FAA FORM 8430-9 - CERTIFICATE OF AUTHORITY - DMIR (FACE SIDE)

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CERTIFICATE OF AUTHORITY

DESIGNATION NO. AEA1002

DESIGNEE'S SIGNATURE

NAME: William H. Earl

DESIGNATION EXPIRES: August 31, 1975

is authorized to act in the capacity of a
Manufacturing Inspection Reprsentative
Shipping - Approval of Parts Only

AT FIXED BASE OF OPERATION
ABC Aircraft Company
Paloma, New Jersey

for the Administrator
K. S. Thatcher

8/17/74 (DATE) K. S. Thatcher (SIGNATURE)

FAA FORM 8430-9 (1-70) FORMERLY FAA FORM 1382

Approval of Parts only

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CERTIFICATE OF AUTHORITY

DESIGNATION NO. AEA1001

DESIGNEE'S SIGNATURE

NAME: John R. White

DESIGNATION EXPIRES: June 30, 1975

is authorized to act in the capacity of a
Manufacturing Inspection Representative
Original Airworthiness Certification

AT FIXED BASE OF OPERATION
ABCA Aircraft Company
Paloma, New Jersey

for the Administrator
K. S. Thatcher

6/6/74 (DATE) K. S. Thatcher (SIGNATURE)

FAA FORM 8430-9 (1-70) FORMERLY FAA FORM 1382

Original Airworthiness Certification - Unrestricted

The bearer has received all pertinent instructions and is authorized to act in the capacity set forth on this Certificate of Authority while under the supervision of the following district office or offices:

Office	Date	Inspector's signature
AEA-EMDO 10 4345	6/10/74	M. T. Shannon M. T. Shannon

District Office Endorsement

FIGURE 8-4. SAMPLE - FAA FORM 1770-7 - DOA/DMIR/DER MAILING LIST REQUEST

AWE-118
ORGANIZATION

[X] ADD
[X] PROVIDE A KIT
[ ] CHG.
[ ] DROP

10-19-76
DATE

NEW	1	FDR-1
	2	Zoom Acft Co. - Wm. J. Pierce Chief QC
	3	Atten Mail Stop QC4A
	4	10642 Imperial Blvd
	5	Anycity, AZ 80693

OLD	1	
	2	
	3	
	4	
	5	

FAA Form 1770-7(12-75)

DOA/DMIR/DER MAILING LIST ACTION REQUEST

DETACH ON PERFORATED LINE BEFORE SUBMISSION IN DUPLICATE

LINE INSTRUCTIONS

1. Mailing list code and quantity required.
2. Organization, name, title, etc.
3. Apartment number, routing symbol or other special identification.
4. Street, P.O. Box number.
5. City, State, Zip Code Number.

ALL ADDRESSES MUST BE CONFINED TO FIVE LINES, 42 CHARACTERS PER LINE:

EACH SPACE IS COUNTED AS ONE CHARACTER. GPO 899-053

APPENDIX 1. FORMS LISTING

Form Number	Title	National Stock Number	Unit of Issue
FAA Form 337	Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance)	0052-00-225-8000	100
FAA Form 1770-7	DMIR/DER Mailing List Action Request	0052-00-851-800	Sheet
FAA Form 8000-5	Certificate of Designation	0052-00-055-0501	Sheet
FAA Form 8100-2	Standard Airworthiness Certificate	0052-00-040-8001	Pad
FAA Form 8110-14	Statement of Qualifications (DAR-DMIR-DER-DPRE-DME)	0052-00-024-9003	Sheet
FAA Form 8130-1,	Application for Export Certificate of Airworthiness	0052-00-024-9003	Sheet
FAA Form 8130-2	Conformity Certificate Military Aircraft	0052-00-037-1001	Sheet
FAA Form 8130-3	Airworthiness Approval/ Conformity Certification Tag	0052-00-012-9002	Hundred

Form Availability

The aforementioned FAA forms are available through normal distribution channels except FAA Form 8100-4, FAA Noncertificated Public Aircraft Document, unit of issue - Sheet, which is available from AVN-300.

APPENDIX 1. FORMS LISTING

Form Number	Title	National Stock Number	Unit of Issue
FAA Form 8130-4	Export Certificate of Airworthiness	0052-00-010-3001	Hundred
FAA Form 8130-6	Application for Airworthiness Certificate	0052-00-024-7004	Sheet
FAA Form 8130-7	Special Airworthiness Certificate	0052-00-693-4000	Pad
FAA Form 8130-9	Statement of Conformity	0052-00-025-3001	Hundred
FAA Form 8130-10	Surplus Military Record	0052-00-851-9000	Sheet
FAA Form 8130-12	Eligibility Statement Amateur-Built Aircraft	0052-00-889-9000	Sheet
FAA Form 8430-9,	Certificate of Authority	0052-00-041-8001	Pad

Form Availability

The aforemention FAA forms are available through normal distribution channels except FAA Form 8130-11, Checklist and Inspection Record for Aircraft Built From Spare and/or Surplus Part (local reproduction authorized from pages 53 thru 59 of the Basic Order 8130.2B; FAA Form 8050-64, Reservation for Special Registration Marks, unite of issue - pad; and FAA Form 8050-72, Export Certificate Number Assignment Card, unit of issue - sheet are both available from AAC-250.

An initial supply of FAA Form 8130-12 has been distributed to all concerned offices, and will be available from the FAA Depot through normal distribution channels. The national stock number is 0052-00-889-9000, and the unit of issue is sheet.

☆ U.S. GOVERNMENT PRINTING OFFICE 1990 - 717 -000 27160