

4/1/2005

SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED PRODUCTS

1. PURPOSE. This change is issued to—

a. Revise parts of the order related to light-sport aircraft based on comments from the field and industry, and light-sport program input from the prototype amateur-built designated airworthiness representative class.

b. Incorporate relevant information pertaining to the Vision 100—Century of Aviation Reauthorization Act (the Act), passed December 12, 2003.

2. DISTRIBUTION. This order is distributed to the Washington headquarters branch levels of the Aircraft Certification Service, Flight Standards Service, and the Regulatory Support Division; to the Aviation System Standards office; to the branch level in the Aircraft Certification Service directorates and regional Flight Standards Service divisions; to all aircraft certification offices; to all manufacturing inspection district offices and manufacturing inspection satellite offices; to flight standards district offices; to the Aircraft Certification Branch and Flight Standards Branch at the FAA Academy; to the Brussels Aircraft Certification Staff and Flight Standards Staff; to applicable representatives of the Administrator; and to all international field offices.

3. EXPLANATION OF CHANGES. Changes to paragraphs 7, 8, 36, 89, 121, 122, 123, 125, 126, 141, 142, 143, 144, 197, 267, and 269, and figures 4-21, 4-23, 4-24, 4-25, 4-26, 4-27, and 4-28 were made to clarify, correct, and incorporate information related to light-sport aircraft. Changes to paragraph 63 were made to incorporate information related to the Act.

4. DISPOSITION OF TRANSMITTAL. Retain this transmittal sheet until the directive is canceled by a new directive.

5. PAGE CONTROL CHART. See attached page control chart.

PAGE CONTROL CHART

| Remove Pages | Dated | Insert Pages | Dated |
|-----------------|-----------|-----------------|-----------|
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/s/

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 Airworthiness Division, AIR-200

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| | | |
|------------------|-------------------------------------|---|
| PI | principal inspector | |
| PMA | parts manufacturer approval | |
| R&D | research and development | |
| RPM | revolutions per minute | |
| SFA | special flight authorization | |
| * SFAR | Special Federal Aviation Regulation | |
| SOC | statement of compliance | * |
| STC | supplemental type certificate | |
| 49 U.S.C. | Title 49, United States Code | |
| TC | type certificate | |
| TCDS | type certificate data sheet | |
| TPA | turbine-powered aircraft | |
| TSO | technical standard order | |
| U.S. | United States | |
| VFR | visual flight rules | |
| VLA | very light aircraft | |

8. DEFINITIONS. Some of the definitions included in part 1 of Title 14, Code of Federal Regulations (14 CFR) and other publications are listed below.

a. Aircraft Category. The term “category,” as used with respect to the certification of aircraft, means a grouping of aircraft based on their intended use or operating limitations, for example, normal, utility, acrobatic, or primary. For purposes of this order, gliders and balloons will be referred to as categories rather than classifications.

b. 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, that is, airplane, rotorcraft, glider, or balloon.

c. Amateur-Built Aircraft. Sometimes referred to as home-built aircraft. These aircraft have been issued an experimental certificate under § 21.191(g).

d. Authorized Instructor. A person who holds a valid ground instructor certificate under 14 CFR part 61 or part 143, or a person who holds a current flight instructor certificate issued under part 61.

e. Bilateral Agreement. The term “bilateral agreement” means an executive agreement between the U.S. Government and the government of another country to facilitate the airworthiness approval or acceptance of civil aeronautical products exported from one country (contracting state) to the other. There are two types of bilateral agreements related to airworthiness: Bilateral Airworthiness Agreements (BAA) and Bilateral Aviation Safety Agreements (BASA). These agreements are not trade agreements, but rather technical cooperation agreements. These agreements are intended to provide a framework for the airworthiness authority of the importing country to give maximum practicable credit to airworthiness certification functions performed by the airworthiness authority of the exporting country using its own certification system.

f. Category of Special Airworthiness Certificates. The term “category” also is used to identify the six specific certification processes and the seven types of special airworthiness certificates issued.

g. Certification Office. The FAA certification office at which the applicant applies for airworthiness certification or related approval: manufacturing inspection district office (MIDO), manufacturing inspection satellite office (MISO), flight standards district office (FSDO), international field office (IFO), certificate management office (CMO), certificate management unit (CMU), or the Brussels Aircraft Certification Division.

h. Classification of Airworthiness Certificates. The term “classification” also is used to distinguish between the standard and special airworthiness certification processes and certificates.

i. Consensus Standard. For the purpose of certifying light-sport aircraft (LSA), an industry-developed consensus standard that applies to aircraft design, production, and airworthiness. It includes, but is not limited to, standards for aircraft design and performance, required equipment, manufacturer quality assurance systems, production acceptance test procedures, operating instructions, maintenance and inspection procedures, identification and recording of major repairs and major alterations, and continued airworthiness.

j. Critical Characteristic. Any feature throughout the life cycle of a flight safety-critical aircraft part (FSCAP) which, if nonconforming, missing, or degraded, could cause a catastrophic failure resulting in loss or serious damage to the aircraft or an uncommanded engine shutdown resulting in an unsafe condition. A characteristic can be critical in terms of dimension, tolerance, finish, or material; an assembly, manufacturing, or inspection process; or an operation, field maintenance, or depot overhaul requirement. A manufacturing-critical characteristic is produced during the manufacturing process. An installation-critical characteristic, such as torque, is critical in terms of assembly or installation.

k. DOD CAGE Code. The Department of Defense Commercial and Government Entity (DOD CAGE) code identifies the manufacturer of the part or product produced under government contract.

l. Dual-Use Product or Part. Any product or part manufactured for civil application by a production approval holder (PAH) authorized by the FAA and produced under a U.S. military contract. The military product (or part thereof) has the same part number and configuration as its civil counterpart and is manufactured using the same FAA-approved design, materials, and manufacturing processes. This could also include any product or part originally produced for the military which currently holds a normal, utility, acrobatic, or transport type certificate (TC) issued under 14 CFR part 21, Certification Procedures for Products and Parts, § 21.27.

m. Exception. A case in which a rule, general principle, etc., does not apply.

n. Exemption. Approval to be free from current regulations in 14 CFR.

o. Experimental Light-Sport Aircraft. An aircraft issued an experimental operating light-sport category aircraft airworthiness certificate. Experimental light-sport aircraft applies to those aircraft for which the certificate is issued regardless of the purpose within § 21.191(i), Operating light-sport aircraft.

p. Flight Safety-Critical Aircraft Part. Any part, assembly, or installation containing a critical characteristic whose failure, malfunction, or absence could cause (1) a catastrophic failure resulting in loss or serious damage to the aircraft, or (2) an uncommanded engine shutdown resulting in an unsafe condition.

q. Heavy Ultralight. An ultralight vehicle that does not meet 14 CFR part 103 requirements because of its weight, speed, or fuel capacity. It also may not meet the requirements for an experimental operating amateur-built airworthiness certificate as described in § 21.191(g).

r. Light-Sport Aircraft. A category of simple, very basic, small, lightweight, low-performance aircraft. It is an aircraft other than a helicopter or powered-lift. Also see definition in § 1.1.

s. Light-Sport Category. With respect to aircraft certification, the light-sport category adds a new group of aircraft based on the definition in § 1.1, limiting size, weight, and speed, and how the aircraft is equipped. This category contains four classes of aircraft: airplanes and gliders, powered parachutes, weight-shift-control, and lighter-than-air aircraft. The factors of intended aircraft use, operating limitations, and privileges of this category place it in hierarchy between the primary and experimental categories.

* **t. Light-Sport Eligible Kit.** An eligible kit is one that is of the same make and model aircraft that has been issued a light-sport category airworthiness certificate by the FAA. The kit is manufactured by the same entity that built the aircraft, and that aircraft has been issued the LSA airworthiness certificate. Once built, the owner-assembled kit aircraft is eligible for the experimental, operating LSA certificate. *

* **u. Manufacturer.** A person who causes a product or part thereof to be produced. *

* **v. Military Surplus Product or Part.** A product or part that originally was released as surplus by the U.S. military, even if subsequently resold by a manufacturer, owner/operator, repair facility, or any other parts supplier. *

* **w. Military-Unique FSCAP.** Any FSCAP specifically and uniquely designed and manufactured for the U.S. military, for which there is no corresponding FAA-approved type design or PAH engine, propeller, or part produced for civilian application. Breakout products or parts produced specifically for military use by a manufacturer other than an FAA PAH using military-provided designs, drawings, and specifications also are considered military-unique. *

* **x. Part Out.** To remove a part from or disassemble an aircraft, engine, propeller, or assembly of parts. *

* **y. Powered Parachute.** A powered aircraft comprised of a flexible or semi-rigid wing connected to a fuselage so that the wing is not in position for flight until the aircraft is in motion. The fuselage of a powered parachute contains the aircraft engine and a seat for each occupant, and is attached to the aircraft's landing gear. *

* **z. Previously Manufactured Aircraft.** Existing aircraft-like vehicles meeting the definition of light-sport aircraft that do not meet the provisions of 14 CFR part 103, Ultralight vehicles, and are in a ready-to-fly condition. *

- * **aa. Production Approval Holder.** A holder of a production certificate (PC), an approved production inspection system (APIS), a parts manufacturer approval (PMA), or a technical standard order (TSO) authorization who controls the design and quality of a product or part thereof. *
- * **bb. Statement of Compliance.** A statement of compliance (SOC) is a signed statement made by the aircraft manufacturer stating that the aircraft (specific by serial number) was designed, manufactured, and is supported with a monitoring and correction of safety-of-flight within a continued airworthiness system, in accordance with the appropriate consensus standards. *
- * **cc. Two-Place Ultralight Training Vehicle.** This is a two-place, noncertificated vehicle operated under a valid training exemption to part 103. *
- * **dd. Ultralight-like Vehicle.** A vehicle that is similar to an ultralight but does not meet the definition or requirements of § 103.1.
- * **ee. Ultralight Vehicle.** As defined in part 103, an ultralight vehicle is a vehicle that— *
- (1) Is used or intended to be used for manned operation in the air by a single occupant;
- (2) Is used or intended to be used for recreation or sport purposes only;
- (3) Does not have a U.S. or foreign airworthiness certificate; and
- (4) If unpowered weighs less than 155 pounds; or
- (5) If powered, weighs less than 254 pounds empty weight, excluding floats and safety devices intended for deployment in a potentially catastrophic situation; has a fuel capacity not exceeding 5 U.S. gallons; is not capable of more than 55 knots calibrated airspeed at full power in level flight; and has a power-off stall speed that does not exceed 24 knots calibrated airspeed.
- * **ff. Weight-Shift Control Aircraft.** A powered aircraft with a framed pivoting wing and a fuselage controllable only in pitch and roll by the pilot's ability to change the aircraft's center of gravity (CG) with respect to the wing. Flight control of the aircraft depends on the wing's ability to flexibly deform rather than the use of control surfaces. *

- (g) Aircraft manufactured to other than U.S. requirements imported to the United States.

NOTE: Aircraft imported to the United States that are not manufactured to a TC issued under § 21.29 must have a statement from the Civil Aviation Authority (CAA) of the country of manufacture or the CAA of the exporting country with a bilateral agreement. The latter requires agreements with third party provisions that the aircraft, when modified to FAA-approved data, will meet § 21.29 and will be in a condition for safe operation.

(3) Aircraft that previously have been issued an airworthiness certificate and presented for certification in another category or classification, for example, aircraft converted from standard to restricted for the first time or from a special airworthiness certificate to standard for the first time.

(4) Aircraft that have undergone changes to the type design and require flight testing, for example, under an experimental certificate for the purpose of showing compliance with regulations including, as applicable, the issuance or reissuance of a standard airworthiness certificate.

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

(6) Issuance of special flight permits for aircraft that previously have not been issued an airworthiness certificate.

b. Recurrent Certification. The term “recurrent certification” applies to the issuance of standard or special airworthiness certificates or approvals for the following:

(1) Aircraft that previously have been issued an airworthiness certificate except those listed in paragraphs 35a(3) through (5) of this order.

(2) Issuance of special flight permits for aircraft that previously have been issued an airworthiness certificate.

(3) Export certification or approval of aeronautical products that previously have been issued an airworthiness certificate or approval, for example, PMA or TSO authorization parts that have left the PAH’s FAA-approved inspection/quality system and are presented for export.

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

(5) Changes to operating limitations.

(6) Issuance of experimental certificates for aircraft with expired experimental certificates issued for research and development (R&D) or exhibition.

(7) U.S.-manufactured aircraft returning to the United States that previously were issued an airworthiness certificate or an Export Certificate of Airworthiness (Export C of A) in the United States.

(8) Aircraft manufactured to a U.S. TC accompanied by an Export C of A from the country of manufacture with which the United States has a bilateral agreement that provides for its acceptance. The certification must contain a statement from that CAA stating that the aircraft conforms to its U.S. type design and is in a condition for safe operation.

36. EXCEPTIONS.

* a. Any requests, original or recurrent, for a special airworthiness certificate for LSA, amateur-built, exhibition, market survey, crew training, or air racing aircraft may be handled by FAA manufacturing ASIs or FAA airworthiness ASIs or their authorized designees. If the responsible office cannot support the certification request, an appropriate delegation should be coordinated with the alternate office. *

b. Any requests, original or recurrent, for an experimental certificate showing compliance with the regulations is the primary responsibility of the FAA manufacturing ASI or authorized designee. In remote areas or under special circumstances, an FAA airworthiness ASI may be delegated the authority by the Aircraft Certification Service if it is established that the person has had experience in type certification programs of a type and complexity comparable to the certificate requested.

37. RECORDING OF CONFORMITY INSPECTIONS. All inspections conducted by an ASI or designee to determine conformity to an approved type design before an airworthiness certificate is issued should be recorded on Form 8100-1.

38. ELIGIBILITY AND EVALUATION OF U.S. MILITARY SURPLUS FLIGHT SAFETY-CRITICAL AIRCRAFT PARTS, ENGINES, AND PROPELLERS.

a. General.

(1) This paragraph provides guidance for use in evaluating and determining the eligibility of U.S. military surplus FSCAPs, engines, and propellers for installation on FAA type-certificated products. Many military surplus FSCAPs have the potential to be approved for installation on aircraft that hold special or standard airworthiness certificates.

(2) These parts are categorized as new or used:

(a) Dual-use FSCAPs;

(b) Military-unique FSCAPs;

(c) Dual-use military surplus engines, propellers, accessories, and their parts; and

(d) Military-unique surplus engines, propellers, accessories, and their parts.

(3) However, before these parts are installed on type-certificated products, the installer must determine that the part is—

(a) Eligible for installation, and

(b) Airworthy.

d. Certification Procedures. In addition to meeting the certification requirements of section 1 of this chapter, the applicant must do the following:

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

(a) Provide the original or an acceptable copy of the U.S. Export C of A obtained when the aircraft originally was exported from the United States. This provides a baseline for the inspection to determine whether the aircraft meets its FAA TC and is used to determine whether there were any deviations to the type design as annotated on the Export C of A when the aircraft originally was exported. For example, equipment inconsistent with the CFR may have been incorporated to comply with the importing country's additional design requirements. All deviations must be resolved before a standard airworthiness certificate can be issued.

(b) Show that any aircraft component overhauled or repaired while the aircraft was operating under non-U.S. registry was accomplished in accordance with methods acceptable to the FAA and that the component conforms to its type design. When this cannot be shown, the component must be removed.

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

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

(d) Obtain FAA approval for or resolve any deviation from the type design.

(e) Show that any maintenance performed while the aircraft was under non-U.S. registry was performed in accordance with methods acceptable to the FAA and that the aircraft conforms to its approved type design or properly altered condition.

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

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

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

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

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

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

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

* (1) An applicant building a new aircraft from spare and/or surplus parts must have written permission from the TC holder to use the TC. This policy is based on the Vision 100—Century of Aviation Reauthorization Act (Pub. L. 108-176, December 12, 2003).

(a) This Act amends 49 U.S.C. 44704(a) by adding requirements to the type certificate section. Section 44704(a)(3) requires the holder of a TC who agrees to permit another person to use their certificate to manufacture a new aircraft, aircraft engine, or propeller, to provide that person with written evidence of that agreement. Additionally, a person may manufacture a new aircraft, aircraft engine, or propeller based on a TC, only if the person is the holder of the TC or has permission from the holder. The FAA has no authority to waive or exempt compliance with this provision.

(b) If you are presented an application for a standard airworthiness certificate or are currently working with an applicant producing a new aircraft under § 21.183(d), and that person is manufacturing, building, or assembling to another person's TC, that person must provide written evidence of permission from the TC holder. Conduct of such activity without written evidence of permission may be a violation of 49 U.S.C. 44704(a)(3).

NOTE: If you have an applicant that meets the requirement of paragraph 63a(1)(b), immediately contact your division manager, directorate manager, or managing office, and the Production and Airworthiness Division Manager (AIR-200) for instructions. AIR-200 will notify in writing the applicant or persons manufacturing, building, or assembling an aircraft that the Aircraft Certification Service will not issue an airworthiness certificate under § 21.183(d) unless the applicant provides written evidence of permission to use the TC holder's TC.

*

- * (c) If the applicant does not have the TC holder's permission to use the TC, the standard airworthiness certification process under this paragraph stops here. Based on the Act, the policy, guidance, and instructions outlined in this paragraph are applicable only to those persons who have obtained written permission from the TC holder to use the TC to manufacture, build, or assemble new aircraft from spare and/or surplus parts.
- (2) This policy is not intended for serial production of aircraft as identified in § 21.183(a) or (b). If an applicant intends to assemble multiple aircraft under the guidance of this paragraph and is not the TC holder, the Aircraft Certification Service directorate manager will be informed and concur before the ASI takes any actions in regard to multiple aircraft assembly and certification. *
- * (3) If an applicant contacts the MIDO/MISO/CMO/CMU or FSDO prior to purchasing or building an aircraft assembled from spare and/or surplus parts, the applicant should be advised that it might be difficult or impossible to satisfy all the requirements for an airworthiness certificate. Establishing conformity of completed aircraft, subassemblies, and detail parts to a type design may be difficult or impossible. A prospective applicant should review the type design or aircraft specifications and any other records that will be used to substantiate conformity to a type design. *
- * (4) Building aircraft from spare and/or surplus parts does not include the repair of destroyed aircraft. However, parts obtained from a destroyed aircraft may be used provided the parts are inspected and tested as required to ensure they are acceptable for installation and conform to the type design used to substantiate conformity. For such parts, the applicant must ensure all applicable requirements of part 43 are complied with. *
- * (5) For any STC the applicant intends to incorporate into the aircraft during assembly, the applicant must own or have written permission from the STC holder/owner permitting the use of the STC. *
- * (6) If an applicant intends to assemble multiple aircraft, the ASI will initially perform the airworthiness functions, such as the conformity inspections of subassemblies and detail parts. The ASI will always perform the final airworthiness certification of the aircraft. *
- * (7) Section 21.303(b)(2) does not provide authority to produce parts needed for the assembly of a new aircraft built from spare and/or surplus parts. *

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

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

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

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

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

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

(c) The proposed weight and balance process.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

a. Initial Screening Inspection. The initial screening inspection will determine whether the aircraft has reasonable potential for airworthiness certification. Inspections may be performed on some, but not all, surplus military aircraft before they are offered for sale to the public. Aircraft determined to have “no potential” for airworthiness certification during the initial screening inspection, for example, because of an initial lack of military service historical/modification records, may later be presented for rescreening if adequate cause is demonstrated by the owner. The FAA inspector performing the initial inspection or reinspection must submit FAA Form 8130-10, Surplus Military Aircraft Inspection Record (figures 3-9 and 3-10) for each inspection to the appropriate manufacturing inspection office (MIO). Aircraft may be considered potentially certifiable when the manufacturer’s ID plate is installed and the aircraft military records are adequate to determine the historical background of the aircraft. At a minimum, the initial screening inspection must consist of the following:

(1) An examination of the aircraft ID plate(s) to determine military model number, serial number, date of manufacture, and any other pertinent data.

(2) A review of military maintenance manuals and modification records affecting the subject aircraft regarding its current status of mandatory maintenance, for example, the military equivalent to FAA ADs. The records may be considered adequate for potential certification purposes when the following is determined:

(a) All major repairs/modifications and military safety-of-flight items have been properly documented in accordance with prescribed military directives.

(b) The historical records document all known replacement of parts or assemblies.

(c) The historical records document a current list of life-limited parts or assemblies and their current status on the subject aircraft.

(d) The following are typical DOD records that should be reviewed during the screening inspection process. These examples are for surplus Army military aircraft:

1 DA Form 2408-5, Equipment Modification Record;

2 DA Form 2408-13, Aircraft Status Information Record;

3 DA Form 2408-15, Aircraft Historical Record for Aircraft; and

4 DA Form 2408-16, Aircraft Component Historical Record.

(e) The historical records document the maximum weight limits, airspeeds, and operating regimes that have been exceeded as described in the applicable military flight manuals, technical directives, and aircraft specifications. If any of these limits have been exceeded, this information must be recorded on Form 8130-10. The FAA will not make any determination as to what, if any, adverse effects may have resulted from exceeding the described limits. If these limits are exceeded, the MIDO will contact the cognizant FAA engineering office for its appraisal.

(3) An examination of the aircraft to determine its degree of completeness, state of preservation and repair, and general condition. This examination is not necessarily all-inclusive, is for information only, and does not guarantee approval of an airworthiness certificate.

b. Aircraft Condition. The condition of the aircraft and its historical records, as found during the initial screening inspection, must be noted on Form 8130-10 for each aircraft. This information will be used for future reference. Upon completion of the above, the FAA inspector who conducted the initial screening inspection must render an opinion as to whether the aircraft has reasonable potential for an airworthiness certificate.

c. Screening Report. All inspection findings must be recorded on Form 8130-10. The original form and appropriate attachments must be forwarded to the appropriate MIO within 5 working days after completion of the inspection (see figures 3-9 and 3-10).

65. CONFORMITY CERTIFICATE—MILITARY AIRCRAFT.

a. Contractual agreements between segments of the military services and a manufacturer may require the manufacturer to provide FAA Form 8130-2, Conformity Certificate—Military Aircraft (see figure 3-11), for each aircraft procured. Such aircraft must be type-certificated and, in most cases, be manufactured under the terms of a PC.

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

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

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

66. ISSUANCE OF STANDARD AIRWORTHINESS CERTIFICATES, SURPLUS MILITARY AIRCRAFT. Form 8100-2 (figure 3-12) may be issued when the applicant shows, and the FAA finds, that the aircraft conforms to the FAA-approved type design (including applicable modifications incorporated by an amendment to the TC or STC) and is in a condition for safe operation. A standard airworthiness certificate may be issued for a surplus military aircraft under § 21.183(d) when an FAA TC has been issued under §§ 21.21, 21.27, or 21.29. A copy of Form 8130-2, which should have been issued to the military service at the time the aircraft was accepted, must be made available to the FAA representative or authorized designee by the applicant. This document is necessary to establish basic conformity, including documenting any deviations that may have been in existence at the time of manufacture. This procedure applies to a complete aircraft operated by the military service and released as a complete aircraft from the military service. Adequate military maintenance records must be made available to assist in determining conformity.

67. CERTIFICATION REQUIREMENTS (APPLICANT). The following are documents and other information that are typically used by an applicant to show compliance with the airworthiness certification requirements of § 21.183(d):

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

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

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

(2) Form 8130-2 or prior airworthiness certificate issued by the FAA, if any.

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

(4) When components and parts have been replaced since original manufacture, the applicant must show that they are airworthy and eligible for installation.

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

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

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

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

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

c. Form 8130-9 with an outline explaining determination of conformity.

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

e. Records that indicate that all applicable ADs have been complied with.

f. Records of inspection required by § 21.183(d)(2).

68. CERTIFICATION PROCEDURES. The following are some of the typical steps taken by the FAA representative or his authorized designee toward certification of the aircraft in conjunction with those specified in paragraph 46 of this order:

- a. Ensure that the application is complete and correct.
- b. Inspect the aircraft and review records to determine the following:
 - (1) Compliance and conformity with the TC, taking into account any STCs or any amendments to the TC.
 - (2) Compliance with applicable ADs.
 - (3) Currency of weight and balance information from actual weighing; it is recommended that the ASI observe the actual weighing.
 - (4) Which inspections and tests, including flight tests, are required to find that the aircraft is in a condition for safe operation. The FAA production flight test requirements will be coordinated with FAA flight test personnel.
 - (5) 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 procedure. The FAA production flight tests will not be conducted until an entry has been placed in the aircraft records to show that these tests have been satisfactorily completed by the applicant.
 - (6) Compliance with the registration and marking requirements of parts 47 and 45.
 - (7) That the civil model designation is reflected on the ID plate and that all of the airworthiness documentation, including registration and airworthiness certificates, reflect the civil and military model designation and serial number. The military designation and serial number should be placed in parentheses in the same blocks as the civil model designation and serial number.

69. EXAMPLES OF FORMS. Figures 3-1 through 3-16 provide examples of forms used in the certification process.

70.-85. RESERVED FOR FUTURE CHANGES.

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

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

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

c. Certificate Issuance.

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

(a) Make an aircraft logbook entry.

(b) Issue Form 8130-7.

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

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

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

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

(b) Attach a copy of the denial letter to Form 8130-6 and forward to AFS-750 to be made part of the aircraft record.

89. SPECIAL AIRWORTHINESS CERTIFICATES.

a. Form 8130-7 (GPO pad only) is used for all aircraft that are certificated in categories other than STANDARD.

b. An experimental certificate for R&D, showing compliance with regulations, crew training, or market surveys is effective for 1 year or less after the date of issuance.

* **c.** The duration of amateur-built, exhibition, air racing, light-sport category, and LSA experimental *
certificates will be unlimited unless the Administrator finds good cause that a specific period should be
* established. Any other necessary operating limitations will be attached to this form; see paragraphs 126, *
144, 153, and 161 of this order.

d. However, experimental certificates issued for the purpose of flight testing of amateur-built, exhibition, air racing, and light-sport are effective for a period of time necessary to complete the flight testing required by § 91.319(b). If the testing is not completed within the terms of the certificate, the aircraft must be submitted for reinspection to the FAA and a new certificate issued.

e. When an exhibition or air racing aircraft has successfully completed its flight testing, the applicant may apply for a special airworthiness certificate of unlimited duration. If granted, the word “Unlimited” will be placed in the Expiry block of the certificate. In addition, the aircraft’s operating limitations will be revised to reflect applicable limitations. A certificate of unlimited duration must not be issued until the aircraft has successfully completed its flight testing. This paragraph does not imply that unlimited expiry is granted automatically; each case must be evaluated to ensure the request is warranted and the applicant has provided evidence of compliance with § 91.319(b)(1) and (2).

f. Operating limitations generally applicable to nonstandard aircraft are printed on the reverse side of the form (figure 4-1). The FAA also may prescribe additional operating limitations deemed necessary for the special purpose involved. The additional limitations will be enumerated on a separate sheet, dated, signed, and attached to Form 8130-7. Refer to applicable sections of this chapter for information regarding additional operating limitations.

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

NOTE: FAA letterhead paper may be provided to FAA designees for the specific purpose of issuing aircraft operating limitations. It is imperative that the FAA designee understand that the FAA letterhead paper is to be used for issuing operating limitations only and will be signed using the designee’s name (typed and signed) and title as an FAA designee.

119. CERTIFICATION PROCEDURES. The FAA must follow the steps in paragraph 88 of this order, and consider the following:

- a.** The duration of certificates is unlimited as long as the requirements of § 21.181(a)(1) are met.
- b.** Section 91.325 identifies the operating limitations unique to PCA.
- c.** Figures 4-3 through 4-8 and 4-10 through 4-11 provide samples of Forms 8130-6 and 8130-7 applicable to PCA.

120. RESERVED FOR FUTURE CHANGES.

SECTION 6. LIGHT-SPORT CATEGORY AIRCRAFT AIRWORTHINESS CERTIFICATIONS

121. GENERAL INFORMATION. A special airworthiness certificate in the light-sport category is issued to an aircraft that meets the definition of LSA, is manufactured to the applicable consensus standard, and is included in one of the six classes of LSA. The five classes of the LSA category are airplanes, gliders, powered parachutes, weight-shift-control aircraft (commonly called trikes), and lighter-than-air aircraft (balloons and airships). Helicopters and powered-lift aircraft are not LSA. When the aircraft meets the eligibility requirements for certification, it may be issued an airworthiness certificate in the LSA category. Excluded from the LSA category are gyroplane aircraft (the sixth class), or transitioning ultralight-like vehicles, and kit aircraft, which may receive an experimental purpose for operating LSA as addressed in section 8 of this order, Experimental Light-Sport Aircraft Airworthiness Certifications.

a. Definition. As defined in § 1.1, a light-sport aircraft is an aircraft other than a helicopter or powered-lift that since its original certification has continued to meet the following:

(1) A maximum takeoff weight of not more than 660 pounds (300 kilograms) for lighter-than-air aircraft; 1,320 pounds (600 kilograms) for aircraft not intended for operation on water; or 1,430 pounds (650 kilograms) for aircraft intended for operation on water.

(2) A maximum airspeed in level flight with maximum continuous power (V_H) of not more than 120 knots calibrated airspeed under standard atmospheric conditions at sea level.

(3) A maximum never-exceed speed (V_{NE}) of not more than 120 knots calibrated airspeed for a glider.

(4) A maximum stalling speed or minimum steady flight speed without the use of lift-enhancing devices (V_{S1}) of not more than 45 knots calibrated airspeed at the aircraft's maximum certificated takeoff weight and most critical CG.

(5) A maximum seating capacity of no more than two persons, including the pilot.

(6) A single, reciprocating engine, if powered.

(7) A fixed or ground-adjustable propeller, if a powered aircraft other than a powered glider.

(8) A fixed or auto-feathering propeller system, if a powered glider.

(9) A fixed-pitch, semi-rigid, teetering, two-blade rotor system, if a gyroplane.

(10) A nonpressurized cabin, if equipped with a cabin.

(11) Fixed landing gear, except for an aircraft intended for operation on water or a glider.

(12) Fixed or repositionable landing gear, or a hull, for an aircraft intended for operation on water.

(13) Fixed or retractable landing gear for a glider.

NOTE : Although gyroplane aircraft (commonly known as gyrocopters) are identified in the light-sport aircraft definition of § 1.1, gyroplane aircraft when meeting the criteria may be issued an experimental certificate for the purpose of operating LSA because of the preclusion of § 21.190(a).

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b. Eligibility. LSA are eligible for a special airworthiness certificate in the LSA category in accordance with § 21.190 when the aircraft has not been previously issued a standard, primary, restricted, limited, or provisional airworthiness certificate, or an equivalent airworthiness certificate issued by a civil aviation authority outside the United States, and the applicant provides a copy of the aircraft manufacturer's—

(1) Written operating instructions in the English language.

(2) Written maintenance and inspection procedures for the entire aircraft in the English language.

(3) Flight training supplement in the English language.

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*

(4) Statement of compliance as described in § 21.190(c). A sample of FAA Form 8130-15, LSA Statement of Compliance, is located in chapter 4. A blank copy of Form 8130-15 may be obtained from the FAA forms database at <http://forms.faa.gov>. Form 8130-15 must contain—

(a) The identity of the aircraft by make and model, serial number, class, date of manufacture, and consensus standard used;

(b) A statement that the aircraft meets the provisions of the identified consensus standard;

(c) A statement that the aircraft conforms to the manufacturer's design data, using the manufacturer's quality assurance system that meets the identified consensus standard;

(d) A statement that the manufacturer will make available to any interested person the following documents that meet the identified consensus standard:

1. The aircraft's operating instructions;

2. The aircraft's maintenance and inspection procedures for the entire aircraft; and

3. The aircraft's flight training supplement; and

(e) A statement that the manufacturer will monitor and correct safety-of-flight issues through the issuance of safety directives and a continued airworthiness system that meets the identified consensus standard;

(f) A statement that at the request of the FAA, the manufacturer will provide unrestricted access to its facilities; and

(g) In accordance with a production acceptance test procedure meeting the applicable consensus standard, a statement that the manufacturer—

1. Ground and flight tested the aircraft;
2. Found the aircraft performance acceptable; and
3. Determined the aircraft is in a condition for safe operation.

NOTE: When an aircraft meets the definition of light-sport aircraft in accordance with § 1.1, and is not eligible per § 21.190(c), the aircraft may be eligible for an experimental LSA certificate in accordance with § 21.191(i). Guidance on experimental LSA certification is given in paragraph 142 of this order.

c. Eligible Light-Sport Aircraft Manufactured Outside the United States. For an aircraft that has been manufactured outside the United States to be eligible for a special airworthiness certificate in the light-sport category, an applicant must provide evidence to the FAA that the aircraft meets the definition of light-sport aircraft according to § 1.1 and the requirements of § 21.190(b). In addition, in accordance with § 21.190(d), an applicant must provide proof of the following:

(1) The aircraft was manufactured in a country with which the United States has a BAA concerning airplanes or BASA with associated IPA concerning airplanes, or an equivalent airworthiness agreement. To verify bilateral agreements, see the AIR-40 listing of current bilateral agreements published on the Web at http://www.faa.gov/certification/aircraft/BAA-BASA_Listing.htm.

(2) The aircraft manufactured outside the United States is eligible for an airworthiness certificate, flight authorization, or other similar certification in its country of manufacture. Verification of this eligibility is through a statement from the manufacturer in the aircraft documentation that had the aircraft remained in the country of export, the aircraft would have been eligible for an airworthiness certificate, flight authorization, or other similar certification.

(3) When an aircraft manufactured outside the United States meets the definition of LSA in accordance with § 1.1 and is not eligible per § 21.190(b), the aircraft may be eligible for an experimental LSA certificate in accordance with § 21.191(i). Guidance on experimental LSA certification is given in paragraph 142 of this order. *

* **d. Light-Sport Aircraft Construction.** The manufacturer of an aircraft for airworthiness certification in the light-sport category must manufacture the aircraft to the design requirements and quality system of the applicable consensus standard that has been accepted by the FAA and published through a notice of availability in the Federal Register. To meet the intent of § 21.190 and to be eligible for an airworthiness certificate for LSA category, the applicant must present satisfactory evidence that the aircraft was manufactured and found acceptable to the provisions of the applicable consensus standard. The following are clarifications of consensus standards and requirements for construction of LSA as it relates to certification in this category: *

(1) The manufacturer of LSA must use those components and equipment that are in accordance with the applicable consensus standard design requirements. The use of used, overhauled, or reconditioned components and assemblies will be provided for in the LSA manufacturer's maintenance and inspection procedures in accordance with the consensus standards.

(2) The manufacturer is not required to be a production approval holder for LSA, and LSA do not receive a type certificate. For an aircraft to be eligible within the light-sport category, the aircraft manufactured cannot be a type-certificated aircraft. Light-sport category aircraft are constructed only to the applicable consensus standards.

(3) In accordance with § 21.190(b) and (c), the manufacturer must provide the aircraft's maintenance and inspection procedures.

(4) In accordance with § 21.190(c), the manufacturer must perform an acceptance test of the aircraft with the requirements necessary to prove the aircraft's reliability and functionality. The manufacturer verifies the aircraft's proper function on the ground and in flight according to the applicable consensus standard. The manufacturer must document the acceptance test results and determine whether the aircraft is in a condition for safe operation.

(5) A manufacturer that issues the statement of compliance is responsible for the quality of the LSA end product. The manufacturer's responsibility includes material supplied or assembly work performed by other persons. When the manufacturer of LSA produces an aircraft that meets the definition of an LSA and complies with the appropriate consensus standard, that aircraft receives a statement of compliance from the manufacturer.

(6) An LSA that has not been completed during the manufacturing process and for which the manufacturer does not maintain oversight of assembly as addressed (if any) in the consensus standard cannot be eligible for special airworthiness certification in the light-sport category. However, the aircraft may be eligible for an experimental light-sport certificate in accordance with §§ 21.191(i) and 21.193(e). Guidance on experimental LSA certification is given in paragraph 142 of this order.

(7) The manufacturer of LSA may opt to obtain aircraft registration for the purpose of receiving special airworthiness certification before transfer of ownership. The manufacturer may choose to register the LSA only to conduct flight testing. The complete manufactured LSA may change ownership from the manufacturer to another person without the aircraft obtaining a special airworthiness certificate in the LSA category. The requirements for aircraft registration are described in part 47, with dealer registration in §§ 47.16 and 47.71. A manufacturer of LSA may obtain registration certificates by submitting the appropriate application and the required fees to the FAA Aircraft Registry, P.O. Box 25504, Oklahoma City, OK 73125.

e. Advising Applicants.

(1) FAA inspection of an aircraft will be limited to a general airworthiness inspection when the aircraft is submitted for airworthiness certification. IN NO INSTANCE WILL THE FAA PERFORM ANY OF THE FABRICATION, CONSTRUCTION, ASSEMBLY, OR CLOSING WORK ON OR TO THE AIRCRAFT.

*

(2) When the prospective applicant contacts the appropriate FAA office to inquire about the certification process for a LSA category, the FAA should provide the LSA owner/operator with the applicable forms and any guidance necessary to ensure a thorough understanding of applicable regulations.

(3) The LSA applicant, when applying for an airworthiness certificate, should be advised on how and where to submit the appropriate application(s) and documentation to the FAA. The FAA office, when requested, should furnish the following forms:

- (a) Aircraft Registration Application, Form 8050-1;
- (b) Application for Airworthiness Certificate, Form 8130-6, dated October 2004; and
- (c) Affidavit of Ownership for Aircraft, AC Form 8050-88A.

(4) 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 the necessary documentation, the applicant should be advised that the aircraft cannot be certificated as an LSA until satisfactory evidence is provided to substantiate that the aircraft complies with §§ 21.190, 21.191, and 21.193.

(5) Before certification—

(a) The LSA applicant should obtain from the LSA manufacturer's documentation the accurate weight of the aircraft in accordance with established weight and balance procedures to determine the aircraft's empty, gross, and most forward and aft CG location, including the weight and balance calculations from the initial flight. The completed weight and balance report, including load limits for flight personnel, oil, fuel, and any cargo carrying capabilities, should be available in the aircraft, along with the other applicable placards, listings, and markings required by § 91.9.

(b) The FAA should verify that the weight and balance data are accurate for that aircraft, that the aircraft has been weighed correctly, and that the CG and its most forward and aft CG limits are established for the applicable aircraft.

122. CERTIFICATION PROCEDURES. The procedures in this section provide guidance material associated with airworthiness certification and the issuance of Form 8130-7 for the light-sport category. *

a. General. The FAA airworthiness certification process consists of a general airworthiness inspection to determine the aircraft is in a condition of safe operation, in accordance with § 21.190(b)(3). The inspection is accomplished after the aircraft is completed and before the issuance of the airworthiness certificate. When a manufactured LSA inspection is completed, the FAA will have reviewed the applicant's documentation supplied with the aircraft, verifying it agrees with the identification, description, and applicable regulations.

b. Record Inspection and Document Review. The FAA must—

(1) Obtain from the applicant a properly executed Form 8130-6 and any other documents * required for the certification. A revised Form 8130-6 will include the LSA category. Use the revised form for LSA. Use the previous form for all other categories until the supply of old forms is gone. *

(2) Obtain from the applicant the aircraft's operating instructions, maintenance instructions, and flight training supplement, and the manufacturer's statement of compliance, Form 8130-15 * (§ 21.190(b)). *

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

(4) Check with AFS-750 to determine if a denial letter exists for the particular aircraft. This may assist in determining aircraft eligibility.

(5) Review the aircraft records to determine whether any required maintenance and inspections * have been accomplished, as appropriate.

NOTE: Part 43 requirements are not applicable before original certification. *

(6) Review the applicant's weight and balance data for accuracy and currency for the aircraft submitted, when applicable for that class of LSA.

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

(1) The ID plate meets the requirements of § 45.11, as applicable.

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

(3) The aircraft nationality and registration marks are in accordance with part 45 and, as applicable, with §§ 45.23, 45.27, and 45.29.

NOTE: AFS-750 should be contacted to ensure the N-number has been properly issued through that branch. For example, has it been issued permanently or is it a temporary or reserved number that has not been issued permanently?

(4) The flight control systems and associated instruments as equipped operate properly and are * appropriate for each of the classes of LSA. *

(5) The instruments are appropriately marked and needed placards are installed with placement for easy reference.

(6) System controls when equipped (for example, fuel selector(s) and electrical switches/breakers) are appropriately placed, clearly marked, provide easy access and operation, and function in accordance with the manufacturer's specifications and applicable consensus standard.

(7) An ELT is installed, when required (§ 91.207).

(8) All pyrotechnic devices used in ballistic parachutes are clearly marked and identified.

d. Certificate Issuance. Upon satisfactory completion of the records inspection, document review, and aircraft inspection, the FAA will issue the special airworthiness certificate and the operating limitations for that aircraft. The operating limitations will be attached to Form 8130-7. The FAA must review the operating limitations with the applicant to ensure a clear understanding of the limitations. Operating limitations under § 21.190 may be prescribed as follows:

(1) The manufacturer of the LSA is required to certify within the statement of compliance that the aircraft was ground and flight tested successfully, and is in condition for safe operation. The manufacturer must endorse the aircraft logbook with a statement certifying the applicable flight testing has been completed, therefore, the FAA will not issue operating limitations to further demonstrate flight testing.

(2) The FAA will prescribe operating limitations for the operation of an LSA for an unlimited duration, as appropriate.

(3) The FAA may prescribe any additional limitations deemed necessary in the interest of safety.

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

(a) Make an aircraft logbook entry.

(b) Issue Form 8130-7, with appropriate operating limitations.

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

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

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

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

(b) Attach a copy of the denial letter to Form 8130-6 and forward it to AFS-750 to be made part of the aircraft record.

* **e. Change of Airworthiness Certification from Experimental Light-Sport Aircraft Purpose to Light-Sport Aircraft Category Airworthiness Certificates.** An LSA that has been previously issued an experimental airworthiness certificate may be eligible for certification in the light-sport category under the following conditions:

(1) When the light-sport prototype aircraft has been flown by the manufacturer under an experimental certificate (reference section 8, Experimental Light-Sport Aircraft Airworthiness Certifications, paragraph 141h. of this order) to ensure there are no adverse flight characteristics in accordance with § 91.319(b), and the manufacturer provides the necessary documentation (§ 21.190) with the appropriate FAA forms and applications. There is an FAA aircraft inspection required and new operating limitations are issued for this category. A new Form 8130-7 must be issued to reflect the new operating limitations, and the applicant must submit Form 8130-6. Guidance for the new operating limitations is in paragraph 126 of this order.

(2) If the LSA was converted from a light-sport category airworthiness certificate to an experimental LSA certificate, the applicant seeking reinstatement back to the light-sport category must provide the following:

(a) All original documentation required in accordance with § 21.190.

(b) Proof of compliance with applicable safety directives, repairs, and safety modifications published by the manufacturer and documented in the aircraft's records in accordance with part 43.

(c) A finding and statement that the aircraft was not altered and/or modified without manufacturer coordination.

(d) Evidence that the required maintenance was accomplished and documented in the aircraft's records in accordance with part 43, and, if not accomplished and documented, then an evaluation of its effect on flight safety was performed.

(e) Proof the aircraft was inspected and is in a condition for safe operation.

f. LSA with Retroactive Statement of Compliance. For an aircraft meeting all the requirements for LSA under § 21.190, but built before the acceptance of the consensus standard and that has not received an airworthiness certificate, the applicant must provide the following:

(1) A retroactive manufacturer's statement of compliance assigned by serial number to the specific aircraft provided by the manufacturer. To receive a retroactive manufacturer's statement of compliance, the applicant must ask the manufacturer to determine if the aircraft is eligible for a statement of compliance and, if the aircraft (by serial number) complied with the applicable consensus standard at the time of manufacture. The manufacturer then must present to the applicant, if appropriate, all items needed for original issuance of a light-sport category airworthiness certificate per § 21.190, including a retroactive statement of compliance by serial number. If the manufacturer refuses to present a retroactive statement of compliance, then the aircraft is not eligible for certification in this category.

(2) All documentation required for issuance of a light-sport category airworthiness certificate according to § 21.190, except using the retroactive statement of compliance as the statement of compliance.

*

- * (3) The aircraft's records and logbooks must show compliance to § 91.319(b) and that the flight testing was completed using the applicable consensus standard and the manufacturer's production flight test acceptance criteria. All maintenance of and alterations to the aircraft must be documented in accordance with part 43. Any changes to the aircraft must include the necessary coordination with the manufacturer, and the incorporation of all applicable manufacturer's corrections of safety-of-flight issues must be documented in the aircraft records.

g. Transfer of Light-Sport Category Airworthiness Certificates. An airworthiness certificate is transferred with the aircraft (§ 21.179); for example, if there is a change of ownership or transfer of registration. There is no FAA inspection required after transfer of an aircraft with its airworthiness certificate unless it is determined that revised operating limitations are necessary. In this case, a new Form 8130-7 must be issued to reflect the new date of the revised operating limitations. Therefore, the applicant must submit Form 8130-6.

123. PRODUCTION FLIGHT TESTING.

a. Flight Testing Purpose and Coordination. The manufacturer must ground test and flight test * the LSA for the purpose of finding the performance acceptable to determine that each aircraft is in a condition for safe operation in accordance with § 21.190(c).

- * (1) The manufacturer must notify the closest geographic MIDO of the intent to perform production flight testing on the LSA to the applicable consensus standard, and submit the proposed geographic flight testing locations to the same FAA MIDO a minimum of 30 days in advance of the initial proposed flight testing operations.

NOTE: The LSA manufacturer's production flight test plan must be in accordance with the applicable consensus standard. *

(2) The ASI (see paragraph 14d and note of this order) will coordinate the production flight testing activities with the responsible geographic or assigned FSDO.

(3) A special flight permit may be issued for production flight testing to allow a manufacturer to meet the requirements of § 91.203 when operating new production aircraft for the purpose of flight testing, as provided in § 21.197. This permit must be used in conjunction with a valid Aircraft Certificate of Registration. See FAA Order 8130.20, Registration Requirements for the Airworthiness Certification of U.S. Civil Aircraft, for guidance on acceptable evidence of valid registration. The special flight permit is valid only for the purpose of production flight testing. The applicable operating limitations are printed in block B on the reverse side of Form 8130-7 (figure 4-1).

- * **NOTE: Production flight test operating limitations baseline guidance for light-sport category aircraft are described in paragraph 125 of this order.** *

b. Eligibility for Production Flight Testing. A manufacturer producing LSA under § 21.190 is eligible to obtain special flight permits for production flight testing provided the following conditions are met:

(1) A prototype aircraft of that LSA model and configuration has been flown by the manufacturer under an experimental certificate to ensure there are no adverse flight characteristics and that production test pilots are fully familiar with the aircraft.

* (2) A prototype aircraft of that LSA model and configuration has completed transition and certification into the LSA category. *

(3) In conjunction with the applicable consensus standard, a production flight test procedure and checklist for the aircraft involved is used to ensure all requirements for production flight tests are fulfilled and entered into the aircraft's logbook.

(4) The aircraft is not flown by the manufacturer for purposes other than production flight tests.

(5) Limitations have been established to define the production flight test duration and area.

c. Application and Issue of Special Flight Permits for Production Flight Testing.

* (1) A manufacturer producing LSA under § 21.190 is eligible to obtain special flight permits for production flight testing within the provisions established in this section. The LSA manufacturer must be the registered owner of each aircraft to be issued a special flight permit for production flight testing.

(2) Before issuing a special flight permit for production flight testing, each aircraft must be registered with a permanent registration number assigned. Evidence of aircraft registration may be shown by Form 8050-3, Certificate of Aircraft Registration, or Form 8050-6, Dealer's Aircraft Registration Certificate. When the manufacturer/applicant for initial registration does not have a dealer's registration, the pink copy of the Form 8050-1, Aircraft Registration Application, may not be used to comply with § 91.203(a)(2) for operation of the aircraft.

(3) An LSA manufacturer must apply for a special flight permit for production flight testing using Form 8130-6, Application for U.S. Airworthiness Certificate, for each aircraft needing a production flight test. Special flight permits are not transferable from one aircraft to another.

(4) When the applicant for a special flight permit is found in compliance with all requirements, the FAA should issue Form 8130-7 with the operating limitations specified in paragraph 125 of this order. The FAA may impose any additional limitations deemed necessary for safe operation. The operating limitations must be enumerated on a separate sheet, identified by the aircraft registration and serial numbers, dated, and signed. The applicant should be advised that Form 8130-7 and attached operating limitations must be displayed in the aircraft in accordance with § 91.203(b).

(5) A copy of all certification documents for issuance of a production flight test permit should be retained in the files of the issuing ASI/designee, or as directed by the designee's managing office. Certification documents for issuance of production flight test permits are not to be sent to FAA Registry, AFS-750. *

124. FLIGHT TEST AREAS.

a. General. The assigned test area is prescribed in accordance with § 91.305. The FAA will, when requested, assist applicants in selecting areas that comply with § 91.305. The FAA is required to evaluate each application to determine that the flight test area does not exceed that which is reasonably required to accomplish the program. Actions pertaining to flight test areas must be coordinated through the MIDO to the assigned FSDO and nearest office of the Air Traffic Service.

b. Assigned Flight Test Area. All production flight-testing operations of LSA must be limited to the assigned flight test area until the aircraft is shown to be controllable throughout its normal range of speeds and all maneuvers to be executed, and has not displayed any hazardous operating characteristics or design features.

(1) In the case of flight testing an aircraft from an airport surrounded by a densely populated area, but with at least one acceptable approach/departure route of flight, the FAA must ensure that a route of flight is selected that subjects the fewest persons and least property to possible hazards. The description of the area selected by the applicant and agreed to by the FAA must be made a part of the operating limitations.

(2) In the case of an aircraft located at any airport surrounded by a densely populated area and lacking any acceptable approach/departure route of flight, the FAA must deny the airworthiness certificate (special flight permit issued for production flight testing) and write a letter to the applicant stating the reason(s) for denying the proposed flight test area. The applicant must be advised to relocate the aircraft to an airport suitable for flight testing.

NOTE: An acceptable approach/departure route of flight may be considered to exist when the route of flight provides a reasonable opportunity to execute an off-airport emergency landing that will not jeopardize other persons or property.

c. Assignment to the Flight Test Area. The period of assignment is not established by regulation but is addressed in the applicable consensus standard. When issuing a special flight permit for production flight testing of LSA, the FAA should assign additional periods of time to flight test areas only when it is deemed necessary in the interest of safety.

125. SPECIAL FLIGHT PERMIT FOR FLIGHT TESTING LIGHT-SPORT AIRCRAFT CATEGORY OPERATING LIMITATIONS.

a. Operating limitations must be designed to fit the specific situation encountered. The FAA may impose any additional limitations deemed necessary in the interest of safety. The FAA must review each imposed operating limitation with the applicant to ensure the applicant understands the operating limitation.

- * **b.** The following operating limitations must be prescribed for production flight testing LSA:

(1) No person may operate this aircraft for other than the purpose of meeting the requirements of § 21.190(c)(7) during flight testing. In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of part 91 and all additional limitations herein prescribed. These operating limitations are a part of a special flight permit and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.

(2) All flights must be conducted within the geographical area described as follows. The area must be described by radius, coordinates, and/or landmarks. The designated area must be over open water or sparsely populated areas having light air traffic. The size of the area must be that required to safely conduct the anticipated maneuvers and tests.

(3) All flight tests must be conducted and recorded in accordance with the manufacturer's production acceptance test procedure that meets the applicable consensus standard.

(4) This aircraft is to be operated under VFR, day only.

(5) The production test pilot in command of this aircraft must hold at least a commercial pilot certificate and a valid class II medical and have obtained the appropriate logbook endorsements to act as pilot in command. *

126. ISSUANCE OF LIGHT-SPORT CATEGORY AIRCRAFT OPERATING LIMITATIONS.

a. Operating limitations must be designed to fit the specific situation encountered. The FAA may impose any additional limitations deemed necessary in the interest of safety. The FAA must review each imposed operating limitation with the applicant to ensure the applicant understands the operating limitations.

- * **b.** The following operating limitations, as applicable, will be issued as shown below; any deviation must be coordinated in accordance with this order:

NOTE: Operating limitations (1) through (8) are general certification provisions.

(1) No person may operate this aircraft for any other purpose than that for which the aircraft was certificated. This aircraft must be operated in accordance with applicable air traffic and general operating rules of part 91 and all additional limitations prescribed herein. These operating limitations are a part of Form 8130-7 and are to be carried in the aircraft at all times and to be available to the pilot in command of the aircraft.

(2) The pilot in command of this aircraft must advise the passenger of the special nature of this aircraft and that the aircraft does not meet the certification requirements of a standard certificated aircraft.

(3) This aircraft must display the word "light-sport" in accordance with § 45.23(b). *

* (4) This aircraft must contain the placards and markings as required by § 91.9. In addition, the placards and markings must be inspected for legibility and clarity, and the associated systems inspected for easy access and operation, to ensure they function in accordance with the manufacturer's specifications during each condition inspection.

(5) Unless appropriately equipped for night and/or instrument flight in accordance with § 91.205, this aircraft is to be operated under VFR, day only.

(6) Noncompliance with these operating limitations will render the airworthiness certificate invalid. Any change, alteration, or repair not in accordance with the manufacturer's instruction and approval will render the airworthiness certificate invalid, and the owner of the aircraft must apply for a new airworthiness certificate under the provisions of § 21.191 with appropriate operating limitations before further flight.

(7) Application to amend these operating limitations must be made to the geographically responsible FSDO.

(8) This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. The owner/operator of this aircraft must obtain written permission from another CAA before operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an ASI or the CAA in the country of operation.

NOTE: Operating limitations (9) through (11) are operations provisions.

(9) The pilot in command of this aircraft must hold at least the appropriate category and class privileges, rating, or endorsements required by part 61.

(10) No person may operate this aircraft in the light-sport category for compensation or hire except to tow a light-sport glider or an unpowered ultralight vehicle in accordance with § 91.309 or to conduct flight training.

(11) This aircraft may only be operated in accordance with the manufacturer's aircraft operating instructions, including any provisions for necessary operating equipment specified in the aircraft's equipment list.

NOTE: Operating limitations (12) through (16) are continued airworthiness provisions.

(12) No person may operate this aircraft in the light-sport category for compensation or hire unless within the preceding 100 hours of time in service or 12 calendar months the aircraft has—

(a) Been inspected by a certificated repairman with an LSA maintenance rating, an appropriately rated mechanic, or an appropriately rated repair station in accordance with inspection procedures developed by the aircraft manufacturer or a person acceptable to the FAA, and has been returned to service in accordance with the applicable provisions of part 43; or

*

* (b) Received an inspection for the issuance of an airworthiness certificate in accordance with part 21.

(13) Aircraft instruments and equipment installed and used under § 91.205 must be inspected and maintained in accordance with the requirements of part 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.

(14) No person will operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the manufacturer's maintenance and inspection procedures, and was found to be in a condition for safe operation. As part of the condition inspection, cockpit instruments must be appropriately marked and needed placards installed in accordance with § 91.9. This inspection will be recorded in the aircraft maintenance records.

(15) Condition inspections must 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 manufacturer's maintenance and inspection procedures, and was found to be in a condition for safe operation."** The entry will include the aircraft's total time-in-service, and the name, signature, certificate number, and type of certificate held by the person performing the inspection.

(16) No person may operate this aircraft in the light-sport category unless it is continuously maintained in compliance with § 91.327(b).

*

127. LIGHT-SPORT AIRCRAFT STATEMENT OF COMPLIANCE. This statement of compliance also is referred to as the Manufacturer's Statement of Compliance. It is required by §§ 21.190(b)(1)(iii) and 21.193(e)(4), and is described in § 21.190(c), which details the requirements of the Manufacturer's Statement of Compliance in Form 8130-15. A sample Form 8130-15 is provided in figure 4-28. The instructions for manufacturers of LSA on how to complete the form are described in the light-sport aircraft AC.

128 through 130. RESERVED FOR FUTURE CHANGES.

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SECTION 7. GENERAL EXPERIMENTAL AIRWORTHINESS CERTIFICATIONS

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

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

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

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

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

c. Experimental Airworthiness Certificates, Multipurpose. An experimental airworthiness certificate may be issued for more than one of the purposes shown in sections 7, 8, and 9 of this chapter. When more than one purpose is requested, the issuing FAA representative must ensure that adequately controlled conditions exist as specified in the operating limitations. When issuing an airworthiness certificate for the purposes of R&D, showing compliance with regulations, crew training, or market surveys, the certificate should be made effective for only the length of time reasonable to accomplish the applicant's program, and not to exceed 1 year. The issuance of multiple-purpose certificates for R&D and showing compliance should be limited to PC/APIS holders. This may be extended to modifiers only when adequately substantiated, for example, for complex programs. Applicants for a multiple-purpose certificate must justify the requested purposes to the satisfaction of the FAA. PC/APIS holders and modifiers may submit to their local management office for approval a procedure that meets the requirements of paragraph 165.

d. Listing of Manned Free Balloon or Glider on Special Airworthiness Certificates Issued for Experimental Purposes. An aircraft eligible for the issuance of an experimental airworthiness certificate under § 21.191 and which clearly has the predominant flight characteristics of either a manned free balloon or glider will be identified as follows: "MANNED FREE BALLOON" or "GLIDER" will be placed in parentheses following "experimental" in the Category/Designation block of Form 8130-7. This procedure ensures the appropriate application of 14 CFR part 61, Certification: Pilots, Flight Instructors, and Ground Instructors, concerning the medical requirements for the operation of such aircraft. Further guidance can be found in AC 21.17-2, Type Certification - Fixed-Wing Gliders (Sail Planes) Including Powered Gliders.

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

**SECTION 8. EXPERIMENTAL LIGHT-SPORT AIRCRAFT
AIRWORTHINESS CERTIFICATIONS**

* **141. GENERAL.** As defined in § 1.1 and the provisions of §§ 21.191 and 21.193, an experimental purpose for the operation of LSA is categorized within six classes of aircraft: airplanes, gliders, powered parachutes, weight-shift-control aircraft (commonly called trikes), gyroplanes, and lighter-than-air aircraft (balloons and airships). *

a. Eligibility. Three types of LSA are eligible for an experimental operating certificate.

* **(1)** The following LSA are eligible in accordance with § 21.191(i)(1) for an experimental airworthiness certificate.

(a) Operational, previously not U.S.-registered ultralight-like vehicles not meeting § 103.1, including gyroplanes, that have not been issued a U.S. or foreign airworthiness certificate and for which the owner/operator applies for registration and receives an experimental LSA certificate no later than January 31, 2008; and

(b) Ultralight-like vehicles or other aircraft meeting the definition within § 1.1 of an LSA that have obtained an operating exemption. *

(2) Light-sport kit aircraft or kit-built LSA eligible in accordance with § 21.191(i)(2) for an experimental LSA airworthiness certificate must meet the following criteria:

(a) The aircraft is manufactured to the requirements of the applicable consensus standard published in the Federal Register, and manufactured by an LSA kit manufacturer issued a special airworthiness certificate in the LSA category for an aircraft of the same make and model in accordance with § 21.193(e)(1).

(b) The manufacturer's statement of compliance meets § 21.190(c), except for § 21.190(c)(7). Instead of meeting the requirements of § 21.190(c)(7), the manufacturer identifies assembly instructions for the aircraft that meet the applicable consensus standard.

(c) The applicant is able to provide the aircraft documentation required by § 21.193(e).

(d) For an aircraft kit manufactured outside the United States or an aircraft assembled outside the United States from a kit, evidence that the aircraft kit was manufactured or, when the aircraft was assembled from a kit, that the aircraft was manufactured and assembled in a country with which the United States has a BAA or a BASA with associated IPA concerning airplanes, or an equivalent airworthiness agreement, and is eligible for an airworthiness certificate, flight authorization, or other similar certification in its country of manufacture.

* **(3)** Aircraft previously issued an LSA category airworthiness certificate under § 21.190 are eligible for an experimental LSA airworthiness certificate. *

* **b. General Design and Construction.**

(1) To be eligible for an experimental certificate for the purpose of operating an LSA under § 21.191(i)(1), aircraft do not have to meet the requirements of any consensus standard. These aircraft must not have been issued a U.S. or foreign airworthiness certificate of any type. They must not meet the provisions of § 103.1; they cannot be an ultralight vehicle. The aircraft must be in a condition for safe operation as demonstrated through a review of the aircraft records and flight history, and/or a series of flight tests. An experimental certificate under § 21.191(i)(1) will not be issued after January 31, 2008.

(2) An LSA manufacturer's kit may be eligible for an experimental certificate for the purpose of operating an LSA under §§ 21.191(i)(2) and 21.193, provided the aircraft is constructed in accordance with the criteria set forth in the applicable consensus standard published in the Federal Register. The aircraft must be assembled in accordance with the manufacturer's assembly instructions set forth in the applicable consensus standard. Before certification, alterations to the kit components or deviations from the assembly process must be coordinated with and approved by the LSA kit manufacturer and documented in the aircraft records.

(3) Aircraft previously issued a special airworthiness certificate in the light-sport category under § 21.190 may be eligible for an experimental certificate for the purpose of operating an LSA under § 21.191(i)(3). These aircraft have previously been flight tested and are not required to have additional flight testing unless they have been altered. All alterations must be recorded in the aircraft records before the original certification.

(4) For a major change to the aircraft, the FAA may modify the experimental LSA operating limitations with special restrictions for flight testing due to the aircraft modification.

c. Kit Assembly.

(1) Eligible aircraft must be designed in accordance with the applicable consensus standard, and assembled in accordance with the LSA kit manufacturer's assembly instructions. Accordingly, the detailed design data, quality systems, and procedures will not necessarily be the same as that of the holder of a type design and PC for the production of aircraft. The components of LSA kit aircraft are not necessarily held to the requirements of type-certificated or supplement type-certificated aircraft, or those of parts manufacturer approval status.

(2) The LSA kit does not have to meet a major portion requirement. However, the applicant must show evidence that the LSA is properly assembled in accordance with the manufacturer's assembly instructions for that aircraft.

NOTE: The FAA does not certify LSA manufacturer's kits or approve the kit manufacturers. The FAA does not perform evaluations of LSA kits or LSA kit manufacturers, and no FAA listing of approved or evaluated LSA kits or manufacturers will be provided.

*

* **d. Advising Applicants.** *

(1) The FAA inspection of an experimental LSA will be limited to a general airworthiness inspection when the aircraft is submitted for airworthiness certification. The FAA will not perform any progressive inspections during the construction or assembly of the aircraft. All advice, if any, given to the LSA kit builder by the FAA should be made a matter of record for future reference. **In no instance will the FAA perform any of the fabrication, construction work, or assembly to the aircraft.**

(2) When the prospective LSA kit builder contacts the appropriate FAA office to advise the FAA of the project, the FAA should provide the prospective kit builder with the applicable forms and any guidance necessary to ensure a thorough understanding of applicable regulations.

* (3) When an applicant is seeking to obtain an experimental certificate for LSA and intends to use the aircraft for flight instruction for compensation or hire, the applicant must provide evidence that the aircraft has previously obtained a valid and current operation exemption so stating. The applicant should be advised that this provision will expire January 31, 2010, in accordance with § 91.319. After January 31, 2010, the applicant must apply for an amended airworthiness certificate and operating limitations. *

(4) An applicant seeking to obtain an experimental LSA certificate for a kit-built aircraft should be advised that the aircraft will have to be in compliance with § 91.319(b). To show this compliance, the applicant must perform flight testing that addresses the requirements, goals, and objectives of the applicable consensus standard acceptance flight test. The flight test program will be developed in accordance with the manufacturer's aircraft operating instructions, maintenance and inspection procedures, and flight training supplement using the applicable consensus standard ground and flight testing procedures in conjunction with the operating limitations assigned. A flight test program demonstrates that the aircraft has been adequately tested and determined to be in a condition for safe operation within the aircraft's flight envelope in accordance with § 91.319(b).

(5) The applicant seeking to obtain an experimental LSA certificate for a kit-built aircraft should be advised the aircraft must not be modified or altered without manufacturer's approval before initial certification. *

(6) The FAA office, when requested, should furnish an applicant for an experimental LSA certificate with the following forms:

(a) Aircraft Registration Application, Form 8050-1;

* (b) Application for Airworthiness Certificate, Form 8130-6, dated October 2004 or later; and *

(c) Affidavit of Ownership, Form 8050-88A.

(7) At the time of airworthiness certification—

(a) The aircraft should be complete in every respect, and

(b) The applicant must submit all required documentation. Such documentation includes appropriate FAA completed forms, the aircraft's documentation in accordance with §§ 21.191 and 21.193, and, when applicable, the aircraft maintenance records in accordance with part 43. If the applicant cannot or will not provide the appropriate documentation, the applicant should be advised that the aircraft cannot be certificated as an experimental LSA until satisfactory evidence is provided to substantiate that the aircraft's required documentation is complete.

* **e. Weight and Balance.** *

(1) Before certification, the applicant should accurately weigh the aircraft in accordance with established weight and balance procedures to determine the aircraft's empty, gross, and most forward and aft CG location, including the weight and balance for the initial flight tests to help reduce stall, spin, and other control-related accidents. If the aircraft is constructed from a kit, the predetermined manufacturer's data should be used. The completed weight and balance report, including load limits for flightcrew (when applicable), oil, fuel, and any cargo carrying capabilities, should be available on the aircraft along with the other applicable placards, listings, and markings required by § 91.9.

(2) Before certificating the aircraft, the FAA should verify that the weight and balance data is accurate for that aircraft, that the aircraft has been weighed correctly, and that the CG and its most forward and aft CG limits are established.

* **f. Transfer of Airworthiness Certificates.** *

(1) An airworthiness certificate is transferred with the aircraft (§ 21.179), for example, if there is a change of ownership or transfer of registration. There is no FAA inspection required after transfer of an aircraft with its airworthiness certificate unless it is determined that revised operating limitations are necessary. In this case, a new Form 8130-7 must be issued to reflect the new date of the revised operating limitations. Therefore, the applicant must submit a properly completed Form 8130-6.

* (2) In some cases, an LSA may be sold with an expired airworthiness certificate that may be due to the expiration of the operating limitations. In such cases, an applicant may request and receive an experimental airworthiness certificate for the purpose of operating LSA, only if the aircraft previously was certificated in this category. In this case, a new Application for Airworthiness, Form 8130-6, is required before an airworthiness certificate can be issued along with operating limitations. To obtain a repairman certificate for that aircraft, the applicant must meet the requirements of § 65.107. *

* **g. Prototype Aircraft Produced by a Light-Sport Kit Manufacturer.** When a light-sport prototype aircraft is flown by the manufacturer under an experimental certificate to ensure there are no adverse flight characteristics (§ 91.319(b)) and the manufacturer provides the necessary documentation (§ 21.190) with the appropriate FAA forms and applications, the aircraft is then eligible for transfer to LSA category certification.

(1) An application for airworthiness certificate in the light-sport category or experimental light-sport aircraft purpose cannot be accepted for a manufacturer's prototype aircraft. The FAA may issue an experimental certificate for the purpose of R&D as long as the applicant's flight test program is in accordance with the applicable consensus standard. *

* (2) Following termination of an R&D program, such prototype aircraft may be eligible for an LSA category certificate, or an experimental purpose with appropriate operating limitations issued for that purpose. *

* (3) LSA manufacturers also may be eligible to receive an experimental certificate (§ 21.191(f)) for the purpose of conducting market surveys, sales demonstrations, and customer crew training as provided in § 21.195(a). The airworthiness certificate may be issued only after the applicant has satisfied the requirements of § 21.195(d). *

142. CERTIFICATION PROCEDURES. The procedures in this chapter provide guidance material associated with airworthiness certification and the issuance of Form 8130-7.

a. General. The FAA airworthiness certification process consists of a general airworthiness inspection of the aircraft. It is accomplished after the aircraft is completed and before the issuance of an experimental certificate. During this inspection, the FAA may not request disassembly of the aircraft. The only time disassembly must be requested is when there is a question of safety that would endanger the general public. The applicant must provide documented evidence that the aircraft has been manufactured and constructed to the applicable consensus standard, except when the aircraft is eligible in accordance with § 21.191(i)(1). The FAA will review the applicant's documentation supplied with the aircraft to verify it agrees with the identification and description given in the applicable consensus standard, meets the definition of § 1.1 for certification, and meets the requirements of §§ 21.191 and 21.193 as applicable.

b. Record Inspection and Document Review. The FAA must—

(1) Obtain from the applicant a properly executed Form 8130-6 and any other documents required for the certification. Kits and aircraft assembled from kits manufactured outside the United States require evidence of manufacture within countries that have a BAA concerning airplanes or a BASA with associated IPA concerning airplanes, or an equivalent airworthiness agreement in accordance with § 21.193(e)(6).

* (2) Obtain from the applicant a program letter identifying the aircraft, the purpose of the certificate, the area over which the operations are to be conducted with drawings or photographs as required by § 21.193(d)(4), and the duration of the program.

(3) Review documentation for LSA being certificated under § 21.191(i)(2). A Statement of Compliance, Form 8130-15, is required.

(4) Review the documentation provided by the applicant to determine that the registration requirements of part 47 have been met, and ensure the aircraft is marked in accordance with part 45. *

* (5) Check with AFS-750 to determine if a denial letter exists for the particular aircraft. This may assist the inspector in determining aircraft eligibility. *

* (6) Review the aircraft records to determine whether any required maintenance and inspections have been accomplished and to determine that all relevant and applicable ADs and service directives have been complied with. Records must be complete. *

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

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

(1) The ID plate meets the requirements of § 45.11, as applicable.

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

(3) The aircraft nationality and registration marks are in accordance with part 45 and, as applicable, with §§ 45.23, 45.27, and 45.29.

(4) The flight control systems and associated instruments as equipped operate properly and are appropriate for each of the six classes of LSA. *

(5) The cockpit instruments are appropriately marked, and needed placards are installed and placed for easy reference.

(6) System controls (for example, fuel selector(s) and electrical switches/breakers) are appropriately placed, clearly marked, provide easy access and operation, and function in accordance with the manufacturer's specifications and applicable consensus standard.

(7) An ELT is installed, when required (§ 91.207).

(8) All pyrotechnic devices used in ballistic parachutes are clearly marked and identified.

* **d. Certificate Issuance.** Upon satisfactory completion of the records inspection, documentation review, and aircraft inspection, the FAA will issue the special airworthiness certificate for the purpose of operating an experimental LSA with appropriate operating limitations. The operating limitations must be attached to Form 8130-7. The FAA must review the operating limitations with the applicant to ensure a clear understanding. Ultralight-like vehicles that do not meet the definition of an ultralight vehicle in § 103.1, but meet the definition of an LSA aircraft and will be used for compensation or hire for flight training, may be issued an airworthiness certificate and operating limitation with an expiration date of January 31, 2010. Aircraft being certificated under § 21.191(i)(1) must be registered before January 31, 2008. The FAA may elect to issue an experimental LSA airworthiness certificate on a one-time basis to determine that the aircraft meets the requirements of § 91.319(b). When the airworthiness certificate is to be issued for an unlimited duration, the operating limitations may be prescribed in two phases in the same document as follows: *

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

* (2) For the phase II limitations, the FAA may prescribe operating limitations for experimental LSA for an unlimited duration, as appropriate. *

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

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

(a) Make an aircraft logbook entry.

(b) Issue Form 8130-7 with appropriate operating limitations.

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

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

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

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

(b) Attach a copy of the denial letter to Form 8130-6 and forward it to AFS-750 to be made part of the aircraft record.

143. FLIGHT TEST AREAS.

a. General. Section 91.319(b) requires that an unproven aircraft be assigned to a flight test area. The assigned test area is prescribed in accordance with § 91.305. The FAA, when requested, should assist applicants in selecting areas that comply with § 91.305. The FAA is required to evaluate each application to determine that the flight test area does not exceed what is reasonably required to accomplish the program. Actions pertaining to flight test areas must be coordinated with the nearest office of the Air Traffic Service.

b. Assigned Flight Test Area. Under §§ 91.305 and 91.319(b), all initial flight operations of experimental aircraft must be limited to the assigned flight test area until the aircraft is shown to be controllable throughout its normal range of speeds and all maneuvers to be executed, and has not displayed any hazardous operating characteristics or design features.

(1) In the case of the first flight of an aircraft from an airport surrounded by a densely populated area, but with at least one acceptable approach/departure route of flight, the FAA must ensure that a route of flight is selected that subjects the fewest persons and least property to possible hazards. In addition, upon leaving such an airport, the aircraft should be required to operate from an outlying airport until its controllability 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 applicant and agreed to by the FAA must be made a part of the operating limitations.

(2) In the case of an aircraft located at any airport surrounded by a densely populated area and lacking any acceptable approach/departure route of flight, the FAA must deny the airworthiness certificate and process the denial in accordance with paragraph 88 of this order. The applicant must be advised to relocate the aircraft by other means to a suitable airport.

NOTE: An acceptable approach/departure route of flight may be considered to exist when the route of flight provides a reasonable opportunity to execute an off-airport emergency landing that will not jeopardize other persons or property.

c. Assignment to the Flight Test Area. Although the period of assignment is not established by regulation, the following time is suggested as a guideline when issuing airworthiness certificates for experimental LSA:

(1) LSA issued original experimental airworthiness certificates should be limited to operation within an assigned flight test area for a minimum of 5 hours for all classes of LSA.

* (2) Ultralight-like vehicles or other aircraft that have obtained an operating exemption that continue to meet the definition within § 1.1 of an LSA and that meet all of the following criteria should not be limited to operation within an assigned flight test area: *

(a) Show evidence of condition inspections and show through flight testing that the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed,

(b) Have no hazardous operating characteristics or design features,

(c) Are safe for operation, and

(d) Have all required aircraft documentation in the aircraft's records.

* (3) Aircraft previously issued a special airworthiness certificate in the light-sport category under § 21.190, applying for an experimental certificate for the purpose of operating LSA under § 21.191(i)(3), may not be required to complete a flight test program under phase I. The applicant must provide evidence that no major modifications or unapproved changes were made after the issuance of the original airworthiness certificate. *

(4) Following any major change, an LSA must be assigned to a flight test area for an appropriate time to conduct a flight test and evaluate that the aircraft is in a condition for safe operation. The guidance baseline for this testing is 5 hours of flight time within the flight test area.

d. Operation Outside the Flight Test Area. During operation outside the flight test area, the following placard must be displayed in the aircraft in full view of all occupants: "PASSENGER WARNING—THIS AIRCRAFT IS AN EXPERIMENTAL LIGHT-SPORT AIRCRAFT AND DOES NOT COMPLY WITH FEDERAL SAFETY REGULATIONS FOR STANDARD AIRCRAFT."

144. ISSUANCE OF EXPERIMENTAL LIGHT-SPORT OPERATING LIMITATIONS.

a. Operating limitations must be designed to fit the specific situation encountered. The FAA may impose any additional limitations deemed necessary in the interest of safety. The FAA must review each imposed operating limitation with the applicant to ensure the applicant understands the operating limitations.

* b. Operating limitations for phase I flight testing to meet the requirements of § 91.319(b) are not applied to those aircraft surrendering an LSA category certificate and applying for an experimental certification for the purpose of operating LSA when the aircraft has previously been flight tested and is in a condition for safe operation, and all information is documented in the aircraft's records. This exclusion from phase I flight testing does not apply to those transferals of aircraft airworthiness certification when the purpose is to incorporate a major change to the aircraft that would require compliance to § 91.319(b).

c. Ultralight-like vehicles not meeting part 103 requirements transitioning into experimental purpose for operation of LSA may have existing exemptions allowing for use of the aircraft for compensation or hire for flight training or for towing a light-sport glider that is a light-sport aircraft or unpowered ultralight vehicle, which should be reflected in the issued operating limitations. This exception (§ 91.319(e)) when the aircraft has an existing exemption is removed January 31, 2010, and the amendments to the operating limitations should coincide with the expiration date of the experimental airworthiness certificate. Note that ultralight-like vehicles not meeting part 103 requirements transitioning into experimental purpose may have previously been flight tested and are in a condition for safe operation as documented in the aircraft's records, and may not require the application of phase I flight testing operating limitations.

d. The following operating limitations must be prescribed for the operation of experimental light-sport aircraft when certification has been conducted under the provisions § 21.191(i)(1), (2), or (3), and will be issued as shown below. Any deviation from the text must be coordinated in accordance with this order. For LSA certificated under the provisions of § 21.191(i)(1), the aircraft MUST be issued at least the following provisions: 1, 2, 3, 4, 5, 6, 7, 8, 11, 15, 16, 19, 20, 22, 24, 25, 26, and 27. The aircraft MAY be issued the following provisions: 13 or 14, 17 or 18, or 21. For LSA certificated under the provisions of § 21.191(i)(2), the aircraft MUST be issued at least the following provisions: 1, 2, 3, 4, 5, 6, 7, 9, 12, 13, 15, 16, 19, 20, 22, 23, 24, 26, and 27. The aircraft MAY be issued the following provisions: 17 or 18. For LSA certificated under the provisions of § 21.191(i)(3), the aircraft MUST be issued at least the following provisions: 1, 2, 3, 4, 5, 6, 7, 10, 12, 13, 15, 16, 19, 20, 22, 23, 24, 26, and 27. The aircraft MAY be issued the following provisions: 17 or 18.

NOTE: Operating limitations (1) through (4) are general operating procedures.

(1) No person may operate this aircraft for other than the purpose of meeting the requirements of § 91.319(b) during phase I flight testing and, for the purpose of operating light-sport aircraft, after meeting these requirements as stated in the program letter (required by § 21.193) for this aircraft. In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of part 91 and all additional limitations herein prescribed under the provisions of § 91.319(e). These operating limitations are a part of Form 8130-7, must be carried in the aircraft at all times, and must be available to the pilot in command of the aircraft.

*

* (2) This aircraft must display the word “experimental” in accordance with § 45.23(b).

(3) This aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. The owner/operator of this aircraft must obtain written permission from another CAA before operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an ASI or the CAA in the country of operation.

(4) Application must be made to the geographically responsible FSDO or MIDO for any revision to these operating limitations.

NOTE: Operating limitations (5) through (22) are operations provisions.

(5) During phase I flight testing to meet the requirements of § 91.319(b), or as a result of the incorporation of a major change, all flights must be conducted within the geographical area, which must be described by radius, coordinates, and/or landmarks. The designated area must be over open water or sparsely populated areas having light air traffic. The size of the area must be that required to safely conduct the anticipated maneuvers and tests.

(6) Flight testing required for phase I operations or as a result of the incorporation of a major change will be conducted in the assigned test area. Flight operations will be conducted under VFR day only conditions, with the pilot as the sole occupant of the aircraft. Following the satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the aircraft records that the aircraft has been shown to comply with § 91.319(b) with a statement that includes the following information: **“I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation. The flight test was completed under the following conditions: maximum operating weight, style/set of wing or sail, maximum demonstrated airspeed, and minimum demonstrated stall speed.”** All major changes or modifications will be listed in the aircraft records and the compliance statement will be restated with the changes listed. The aircraft may not be operated in excess of the weights and speeds demonstrated.

(7) Any change to the flight test area location or size must be coordinated with the geographically responsible FSDO where the aircraft is based, with FAA concurrence received in writing.

(8) This aircraft may not be operated over an open air assembly of persons, over densely populated areas, or in congested airways.

NOTE: This limit must be issued to aircraft certificated under § 21.191(i)(1).

*

- * (9) This aircraft is prohibited from operating in congested airways or over densely populated areas unless directed by air traffic control, and only if sufficient altitude is maintained to effect a safe emergency landing in the event of a power unit failure, without hazard to persons or property on the ground.

NOTE: This limit is only available to aircraft certificated under § 21.191(i)(2) while operating with phase II limitations. This limit may not be issued to aircraft certificated under § 21.191(i)(1).

- (10) Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways.

NOTE: This limit is only available to aircraft certificated under § 21.191(i)(3) while operating with phase II limitations. This limit may not be issued to aircraft certificated under § 21.191(i)(1).

- (11) This aircraft is to be operated under VFR day only.

- (12) After completion of phase I flight testing, unless appropriately equipped for night and/or instrument flight in accordance with § 91.205, this aircraft is to be operated under VFR day only.

- (13) No person may operate this aircraft for carrying persons or property for compensation or hire.

- (14) No person may operate an aircraft that is issued an experimental certificate under § 21.191(i) for compensation or hire, except a person may operate an aircraft issued an experimental certificate under § 21.191(i)(1) for compensation or hire to—

(a) Tow a glider that is a light-sport aircraft or unpowered ultralight vehicle in accordance with § 91.309, or

(b) Conduct flight training in an aircraft that person provides before January 31, 2010.

NOTE: When operating limitation (14) is used in place of limitation (13), the expiration date of January 10, 2010, is placed on the airworthiness certificate and the operating limitations. Upon expiration, the owner may apply for a recurrent experimental certificate of unlimited duration but without operating limitation (13).

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

- (16) This aircraft must contain the placards and markings as required by § 91.9. In addition, the placards and markings must be inspected for legibility and clarity, and the associated systems inspected for easy access and operation, to ensure they function in accordance with the manufacturer's specifications during each condition inspection.

*

- * (17) This aircraft is prohibited from aerobatic flight, that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal attitude, or abnormal acceleration not necessary for normal flight.

NOTE: When the manufacturer states within the aircraft's operating instructions that the aircraft is capable of aerobatic flight, limitation (18) will be used instead of limitation (17),

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

NOTE: Aerobatic flights may be permitted in the assigned test area. The applicant should be advised that aerobatics or violent maneuvers should not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable. These operating limitations may be modified to include only those aerobatics/maneuvers that have been satisfactorily accomplished and recorded in the aircraft records during the flight test period. These aerobatic maneuvers should be permitted upon leaving the assigned test area. Appropriate limitations identifying the aerobatics/maneuvers and conditions under which they may be performed should be prescribed. The FAA may witness aerobatic maneuvers if deemed necessary.

(19) The pilot in command of this aircraft must hold at least a sport pilot certificate with the appropriate aircraft class rating and appropriate endorsements when carrying a passenger.

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

(21) This aircraft may be operated for towing of a light-sport glider or an unpowered ultralight vehicle for compensation or hire when allowed by existing exemption and exception (§ 91.319(e)) that will expire no later than January 31, 2010.

*

* **NOTE: When the aircraft has an exemption and is operating with the rule exception of § 91.319(e), operating limitation (21) may be used . The expiration date on the airworthiness certificate should have the same date as that on the operating limitations. Upon expiration, the owner may apply for a recurrent experimental certificate of unlimited duration but without operating limitation (21).**

(22) The pilot in command of this aircraft must notify air traffic control of the experimental nature of this aircraft when operating into or out of airports with an operational control tower. When filing IFR, the experimental nature of this aircraft must be listed in the remarks section of the flight plan.

NOTE: Operating limitations (23) through (27) are airworthiness provisions.

(23) Aircraft instruments and equipment installed and used under § 91.205 must be inspected and maintained in accordance with the requirements of part 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.

(24) No person may operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail to appendix D to part 43, or other FAA-approved programs, and was found to be in a condition for safe operation. As part of the condition inspection, cockpit instruments must be appropriately marked and needed placards installed in accordance with § 91.9. In addition, system-essential controls must be in good condition, securely mounted, clearly marked, and provide for ease of operation. This inspection will be recorded in the aircraft maintenance records.

(25) No person may operate this aircraft to tow a light-sport glider or unpowered ultralight vehicle for compensation or hire or conduct flight training for compensation or hire in this aircraft unless within the preceding 100 hours of time in service or 12 calendar months the aircraft has been inspected by a certificated repairman with an appropriate FAA rating, or an appropriately rated repair station in accordance with inspection procedures developed by the aircraft manufacturer or a person acceptable to the FAA. The aircraft should also be returned to service within the scope and detail of appendix D to part 43, when allowed by an existing exemption that will expire on January 31, 2010.

(26) Condition inspections must 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 to part 43, and was found to be in a condition for safe operation.”** The entry will include the aircraft’s total time-in-service, and the name, signature, certificate number, and type of certificate held by the person performing the inspection.

(27) An experimental LSA owner/operator as a repairman for this aircraft under § 65.107 or an appropriately rated FAA-certificated mechanic may perform the condition inspection required by these operating limitations.

145. RESERVED FOR FUTURE CHANGES.

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

(f) Auxiliary fuel systems that are not complete, that is, not connected to the basic aircraft fuel system, may not be considered for issuance of a special flight permit.

(4) Engine Oil Quantity. The applicant will show that the oil supply provided for each engine is sufficient to ensure satisfactory cooling and system circulation for the duration of the flight. If deemed necessary, an oil transfer system for replenishing the engine oil while the aircraft is in flight must be provided.

(5) Maximum Weight and Center of Gravity Limits.

(a) Section 21.197(b) limits any excess weight over the certificated maximum weight to additional fuel, fuel carrying facilities, and navigational equipment added for the intended flight. It must be determined that this part of the maximum weight complies with this requirement.

(b) When numerous alterations are performed, it may be necessary to weigh the aircraft to establish the aircraft weight and the CG limits. The computations should be evaluated for accuracy. It also may be necessary to require flight testing at the new maximum weight and CG limits to determine that the aircraft is safe for operation. Computed weight and balance information should be reflected on Form 337, section 8.

(c) Operation of rotorcraft over the certificated maximum weight presents some unique conditions over and above those encountered with fixed-wing aircraft. Special attention should be given to this type of aircraft. A careful evaluation should be made to determine what effect the overweight operation may have on the retirement times of critical parts.

(6) Operating limitations must be prescribed as deemed necessary. Reference paragraphs 166 and 175 of this order, and include:

(a) Operation in the overweight condition must be conducted to avoid cities, towns, villages, and congested areas, or any other areas where the flights might create hazards to persons or property.

(b) Runway [specify] must be used for overweight takeoff (and landing when appropriate). If an en route stop is scheduled, the following must be added to this limitation: Contact FAA office, [city, routing symbol, and telephone number] for runway to be used for overweight takeoff and landing at [city].

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

(d) Special entries to note required inspection of the aircraft for possible damage due to overweight operation upon completion of overweight flight(s).

197. SPECIAL FLIGHT PERMIT FOR PRODUCTION FLIGHT TESTING. A special flight permit issued for production flight testing may be used by a manufacturer to meet the requirements of § 91.203 when operating new production aircraft for the purpose of production flight testing, as provided in § 21.197. This permit may be used with Form 8050-3 and Aeronautical Center Form 8050-6, A Dealer's Aircraft Registration Certificate, or Form 8050-1, and is transferable from * one aircraft to another, except for LSA, which require one special flight permit for each aircraft. The permit normally is valid only for the purpose of production flight testing. However, when deemed appropriate, the MIDO/CMO may allow both production flight testing and customer demonstration to be entered in block A of Form 8130-7 as explained in paragraph 198 of this order. The applicable operating limitations are printed in block B on the reverse side of Form 8130-7 (figure 4-1). *

a. Eligibility.

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

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

(2) A manufacturer producing aircraft prior to issuance of the TC also is eligible for a special flight permit for production flight testing provided the following conditions are met:

- (a) The manufacturer holds a TC and a currently effective PC for at least one other aircraft in the same category.
- (b) The FAA official flight test program is in progress.
- (c) A prototype aircraft of that model has been flown by the manufacturer under an experimental certificate to ensure that there are no adverse flight characteristics and that production test pilots are fully familiar with the aircraft.
- (d) An FAA-accepted production flight test procedure and checklist for the aircraft involved will be used to ensure that all requirements for production flight tests are fulfilled.
- (e) The aircraft is not being flown by the manufacturer for purposes other than production flight tests, except as identified in paragraph 198 of this order.
- (f) Limitations have been established to define the production flight test area.

(3) A manufacturer producing LSA under § 21.190 is eligible to obtain special flight permits * for production flight testing within the provisions established in paragraph 123 of this order. *

FIGURE 4-21. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR SPECIAL FLIGHT PERMIT PRODUCTION FLIGHT TEST CERTIFICATED UNDER § 21.190 (FACE SIDE)

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

| | | | | | | | | | | | | | | | |
|--|---|---|---|--|---|--|-----------------|----------------------|--|---|-------|--|----------|---|--|
| U.S. Department of Transportation Federal Aviation Administration | | APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE | | | INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI, and VII as applicable. | | | | | | | | | | |
| | | I. AIRCRAFT DESCRIPTION | 1. REGISTRATION MARK N/A | 2. AIRCRAFT BUILDER'S NAME (Make) N/A | 3. AIRCRAFT MODEL DESIGNATION N/A | 4. YR. MFR. | FAA CODING | | | | | | | | |
| | 5. AIRCRAFT SERIAL NO. N/A | 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 (Check if applicable) IMPORT | | | | | | | | | | |
| APPLICATION IS HEREBY MADE FOR: (Check applicable items) | | | | | | | | | | | | | | | |
| II. CERTIFICATION REQUESTED | A | 1 | STANDARD AIRWORTHINESS CERTIFICATE (Indicate category) | | NORMAL | UTILITY | ACROBATIC | TRANSPORT | COMMUTER | BALLOON | OTHER | | | | |
| | B | <input checked="" type="checkbox"/> | SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items) | | | | | | | | | | | | |
| | | 7 | PRIMARY | | | | | | | | | | | | |
| | | 9 | LIGHT-SPORT (Indicate class) | | <input checked="" type="checkbox"/> | AIRPLANE | POWER-PARACHUTE | WEIGHT-SHIFT-CONTROL | GLIDER | LIGHTER THAN AIR | | | | | |
| | | 2 | LIMITED | | | | | | | | | | | | |
| | | 5 | PROVISIONAL (Indicate class) | | 1 | CLASS I | | | | | | 2 | CLASS II | | |
| | | 3 | RESTRICTED (Indicate operation(s) to be conducted) | | 1 | AGRICULTURE AND PEST CONTROL | | 2 | AERIAL SURVEY | | 3 | AERIAL ADVERTISING | | | |
| | | | | | 4 | FOREST (Wildlife conservation) | | 5 | PATROLLING | | 6 | WEATHER CONTROL | | | |
| | | | | | 0 | OTHER (Specify) | | | | | | | | | |
| | | 4 | EXPERIMENTAL (Indicate operation(s) to be conducted) | | 1 | RESEARCH AND DEVELOPMENT | | 2 | AMATEUR BUILT | | 3 | EXHIBITION | | | |
| | | | | | 4 | AIR RACING | | 5 | CREW TRAINING | | 6 | MARKET SURVEY | | | |
| | | | | | 0 | TO SHOW COMPLIANCE WITH THE CFR | | 7 | OPERATING (Primary Category) KIT BUILT AIRCRAFT | | | | | | |
| | | 8 | SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side) | | 8 | OPERATING LIGHT-SPORT | | 8A | Existing aircraft without an airworthiness certificate and do not meet § 103.1 | | | | | | |
| | | | | | 8B | Operating light-sport kit-built | | | | | | | | | |
| | | | | | 8C | Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190 | | | | | | | | | |
| | 1 | | | | FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE | | | | | | | | | | |
| | | 2 | EVACUATE FROM AREA OF IMPENDING DANGER | | | | | | | | | | | | |
| | | 3 | OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT | | | | | | | | | | | | |
| | | 4 | DELIVERING OR EXPORTING | | 5 | <input checked="" type="checkbox"/> PRODUCTION FLIGHT TESTING | | | | | | | | | |
| | | 6 | CUSTOMER DEMONSTRATION FLIGHTS | | | | | | | | | | | | |
| | C | 6 | MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable) | | | | | | | | | | | | |
| III. OWNER'S CERTIFICATION | A. REGISTERED OWNER (As shown on certificate of aircraft registration) | | | | | | | | | | | IF DEALER, CHECK HERE <input type="checkbox"/> | | | |
| | NAME | | | | | ADDRESS | | | | | | | | | |
| | B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated) | | | | | | | | | | | | | | |
| | AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) N/A | | | | | AIRWORTHINESS DIRECTIVES (Check if all applicable ADs are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) N/A | | | | | | | | | |
| | AIRCRAFT LISTING (Give page number(s)) N/A | | | | | SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) N/A | | | | | | | | | |
| | C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS | | | | | | | | | | | | | | |
| | CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417 | | | | TOTAL AIRFRAME HOURS N/A | | | | 3 | EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) N/A | | | | | |
| D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested. | | | | | | | | | | | | | | | |
| DATE OF APPLICATION | | | | NAME AND TITLE (Print or type) | | | | SIGNATURE | | | | | | | |
| IV. INSPECTION AGENCY VERIFICATION | A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies) | | | | | | | | | | | | | | |
| | 2 | 14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.) | | | 3 | CERTIFICATED MECHANIC (Give Certificate No.) | | | 6 | CERTIFICATED REPAIR STATION (Give Certificate No.) | | | | | |
| | 5 | AIRCRAFT MANUFACTURER (Give name or firm) | | | | | | | | | | | | | |
| | DATE | | | | TITLE | | | | SIGNATURE | | | | | | |
| V. FAA REPRESENTATIVE CERTIFICATION | (Check ALL applicable block items A and B) | | | | | | | | | | | | | | |
| | A. I find that the aircraft described in Section I or VII meets requirements for | | | | | | | | | | | | 4 | THE CERTIFICATE REQUESTED AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE | |
| | B. Inspection for a special flight permit under Section VII was conducted by: | | | | FAA INSPECTOR CERTIFICATE HOLDER UNDER | | | | FAA DESIGNEE 14 CFR part 65 14 CFR part 121 OR 135 14 CFR part 145 | | | | | | |
| | DATE | | DISTRICT OFFICE | | DESIGNEE'S SIGNATURE AND NO. | | | | 4 | FAA INSPECTOR'S SIGNATURE | | | | | |

FIGURE 4-21. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR SPECIAL FLIGHT PERMIT PRODUCTION FLIGHT TEST CERTIFICATED UNDER § 21.190 (REVERSE SIDE)

| | | | | | | | | |
|--|--|--|--|-----------|--------------------------|-----------------|--------------------------|-----------------|
| VI. PRODUCTION FLIGHT TESTING | A. MANUFACTURER | | | | | | | |
| | NAME ACME Co. | | ADDRESS 420 W Jackson, Mexico MO 65265 | | | | | |
| | B. PRODUCTION BASIS (Check applicable item) | | | | | | | |
| | <input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number) | | | | | | | |
| | <input type="checkbox"/> TYPE CERTIFICATE ONLY | | | | | | | |
| <input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM | | | | | | | | |
| C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS: _____ → FOUR | | | | | | | | |
| DATE OF APPLICATION 09/01/2004 | | NAME AND TITLE (Print or type) Joe Quality, Manager, Q.A. | SIGNATURE <i>Joseph Quality</i> | | | | | |
| VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST | A. DESCRIPTION OF AIRCRAFT | | | | | | | |
| | REGISTERED OWNER | | ADDRESS | | | | | |
| | BUILDER (Make) | | MODEL | | | | | |
| | SERIAL NUMBER | | REGISTRATION MARK | | | | | |
| | B. DESCRIPTION OF FLIGHT CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> (Check if applicable) | | | | | | | |
| | FROM | | TO | | | | | |
| | VIA | | DEPARTURE DATE | DURATION | | | | |
| | C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT | | | | | | | |
| | <input type="checkbox"/> | PILOT | <input type="checkbox"/> | CO-PILOT | <input type="checkbox"/> | FLIGHT ENGINEER | <input type="checkbox"/> | OTHER (Specify) |
| | D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS: | | | | | | | |
| | | | | | | | | |
| | E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: (Use attachment if necessary) | | | | | | | |
| | | | | | | | | |
| | F. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is safe for the flight described. | | | | | | | |
| | DATE | | NAME AND TITLE (Print or type) | SIGNATURE | | | | |
| | | | | | | | | |
| VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only) | A. Operating Limitations and Markings in Compliance With 14 CFR Section 91.9, As Applicable | | G. Statement of Conformity, FAA Form 8130-9 (Attach when required) | | | | | |
| | B. Current Operating Limitations Attached | | H. Foreign Airworthiness Certification for Import Aircraft (Attach when required) | | | | | |
| | C. Data, Drawings, Photographs, etc. (Attach when required) | | I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ (Original attached) | | | | | |
| | D. Current Weight and Balance Information Available in Aircraft | | J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ (Copy attached) | | | | | |
| | E. Major Repair and Alteration, FAA Form 337 (Attach when required) | | K. Light-Sport Aircraft Statement of Compliance, FAA Form 8130-15 (Attach when required) | | | | | |
| | F. This inspection Recorded in Aircraft Records | | | | | | | |

FIGURE 4-22. SAMPLE FORM 8130-7, SPECIAL FLIGHT PERMIT LSA

| UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE | | |
|---|---|------------------------------------|
| A | CATEGORY/DESIGNATION Special Flight Permit | |
| | PURPOSE Production Flight Testing LSA | |
| B | MANUFACTURER NAME The Acme Company | |
| | ADDRESS 420 W Jackson, Mexico MO 65265 | |
| 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 09/01/2004 EXPIRY 09/08/2004 | |
| | OPERATING LIMITATIONS DATED 09/01/2004 ARE PART OF THIS CERTIFICATE | |
| | SIGNATURE OF FAA REPRESENTATIVE Sam T. Smith DARF-916967-CE45 <i>Sam T. Smith</i> | DESIGNATION OR OFFICE NO. CE-XX |
| <small>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 TITLE 14, CODE OF FEDERAL REGULATIONS (CFR).</small> | | |

FAA Form 8130-7 (07/04)

SEE REVERSE SIDE

| | |
|----------|---|
| A | This airworthiness certificate is issued under the authority of Public Law 104-6, 49 United States Code (USC) 44704 and Title 14, Code of Federal Regulations (CFR). |
| B | The airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight. |
| C | This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A. |
| D | This airworthiness certificate certifies that as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable CFR. 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 CFR 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 14 CFR Part 21, Section 21.181 or 21.217. |

**FIGURE 4-23. SAMPLE FORM 8130-7, SPECIAL FLIGHT PERMIT
OPERATING LIMITATIONS FOR LSA CATEGORY PRODUCTION FLIGHT TESTING**



Small Airplane Directorate
U.S. Department
of Transportation

**Federal Aviation
Administration**

**SPECIAL FLIGHT PERMIT
OPERATING LIMITATIONS**

MAKE: ACME MODEL: Flyer I

S/N: 00002 REG. NUMBER: NXXXX

1. No person may operate this aircraft for other than the purpose of meeting the requirements of § 21.190(c)(7) during flight testing. In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of part 91 and all additional limitations herein prescribed. These operating limitations are a part of a special flight permit and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.
2. All flight must be conducted within the geographic area described as follows. The area must be described by radius, coordinates, and/or landmarks. The designated area must be over open water or sparsely populated areas having light air traffic. The size of area must be that required to safely conduct the anticipated maneuvers and tests.
3. All flights must be conducted and recorded in accordance with the manufacturer's production acceptance test procedure that meets the applicable consensus standard.
4. The aircraft is not flown by the manufacturer for purposes other than production flight tests.
5. The production test pilot in command of this aircraft must hold at least a commercial pilot certificate and a valid class II medical and have obtained the appropriate logbook endorsements to act as pilot in command.
6. This aircraft is to be operated under VFR, day only.
7. During the flight-testing phase, no person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight.

Date _____ FAA Representative _____

Designation _____

*

**FIGURE 4-24. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR
LSA CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.190
(FACE SIDE)**

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

| | | | | | | | | | | | | |
|--|---|---|--|--|---|--|---|---|--|--|--------------------|-------|
|  U.S. Department of Transportation Federal Aviation Administration | | APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE | | | INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI, and VII as applicable. | | | | | | | |
| | | 1. REGISTRATION MARK N9LSA | 2. AIRCRAFT BUILDER'S NAME (Make) ACME Co. | 3. AIRCRAFT MODEL DESIGNATION FLYER I | 4. YR. MFR. 2004 | FAA CODING | | | | | | |
| I. AIRCRAFT DESCRIPTION | 5. AIRCRAFT SERIAL NO. 00002 | 6. ENGINE BUILDER'S NAME (Make) Rotax | 7. ENGINE MODEL DESIGNATION 912 | | | | | | | | | |
| | 8. NUMBER OF ENGINES One | 9. PROPELLER BUILDER'S NAME (Make) McCauley | 10. PROPELLER MODEL DESIGNATION 2A34C209 | | 11. AIRCRAFT IS (Check if applicable) IMPORT | | | | | | | |
| APPLICATION IS HEREBY MADE FOR: (Check applicable items) | | | | | | | | | | | | |
| II. CERTIFICATION REQUESTED | A | 1 | STANDARD AIRWORTHINESS CERTIFICATE (Indicate category) | | | NORMAL | UTILITY | ACROBATIC | TRANSPORT | COMMUTER | BALLOON | OTHER |
| | B | X | SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items) | | | | | | | | | |
| | | 7 | PRIMARY | | | | | | | | | |
| | | 9 | X | LIGHT-SPORT (Indicate class) | X | AIRPLANE | POWER-PARACHUTE | WEIGHT-SHIFT-CONTROL | GLIDER | LIGHTER THAN AIR | | |
| | | 2 | LIMITED | | | | | | | | | |
| | | 5 | PROVISIONAL (Indicate class) | | 1 | CLASS I | | | | | | |
| | | | | | 2 | CLASS II | | | | | | |
| | | 3 | RESTRICTED (Indicate operation(s) to be conducted) | | 1 | AGRICULTURE AND PEST CONTROL | | 2 | AERIAL SURVEY | 3 | AERIAL ADVERTISING | |
| | | | | | 4 | FOREST (Wildlife conservation) | | 5 | PATROLLING | 6 | WEATHER CONTROL | |
| | | | | | 0 | OTHER (Specify) | | | | | | |
| | | 4 | EXPERIMENTAL (Indicate operation(s) to be conducted) | | 1 | RESEARCH AND DEVELOPMENT | | 2 | AMATEUR BUILT | 3 | EXHIBITION | |
| | | | | | 4 | AIR RACING | | 5 | CREW TRAINING | 6 | MARKET SURVEY | |
| | | | | | 0 | TO SHOW COMPLIANCE WITH THE CFR | | 7 | OPERATING (Primary Category) KIT BUILT AIRCRAFT | | | |
| | | | | | 8 | OPERATING LIGHT-SPORT | | 8A | Existing aircraft without an airworthiness certificate and do not meet § 103.1 | | | |
| | | | | | | | | 8B | Operating light-sport kit-built | | | |
| | | | | | | | 8C | Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190 | | | | |
| | 8 | SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side) | | 1 | FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE | | | | | | | |
| | | | | 2 | EVACUATE FROM AREA OF IMPENDING DANGER | | | | | | | |
| | | | | 3 | OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT | | | | | | | |
| | | | | 4 | DELIVERING OR EXPORTING | | 5 | PRODUCTION FLIGHT TESTING | | | | |
| | | | | 6 | CUSTOMER DEMONSTRATION FLIGHTS | | | | | | | |
| C | 6 | MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable) | | | | | | | | | | |
| III. OWNER'S CERTIFICATION | A. REGISTERED OWNER (As shown on certificate of aircraft registration) | | | | | IF DEALER, CHECK HERE <input type="checkbox"/> | | | | | | |
| | NAME ACME Co. | | | | | ADDRESS 420 W Jackson, Mexico MO 65265 | | | | | | |
| | B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated) | | | | | | | | | | | |
| | AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) N/A | | | | | AIRWORTHINESS DIRECTIVES (Check if all applicable ADs are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) N/A | | | | | | |
| | AIRCRAFT LISTING (Give page number(s)) N/A | | | | | SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) N/A | | | | | | |
| | C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS | | | | | | | | | | | |
| | CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417 | | | TOTAL AIRFRAME HOURS N/A | | 3 | EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) N/A | | | | | |
| D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested. | | | | | | | | | | | | |
| DATE OF APPLICATION 09/01/2004 | | | NAME AND TITLE (Print or type) Joe Quality, Manager, Q.A. | | | | SIGNATURE <i>Joseph Quality</i> | | | | | |
| IV. INSPECTION AGENCY VERIFICATION | A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies) | | | | | | | | | | | |
| | 2 | 14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.) | | | 3 | CERTIFICATED MECHANIC (Give Certificate No.) | | | 6 | CERTIFICATED REPAIR STATION (Give Certificate No.) | | |
| | 5 | AIRCRAFT MANUFACTURER (Give name or firm) | | | | | | | | | | |
| DATE | | | TITLE | | | | SIGNATURE | | | | | |
| V. FAA REPRESENTATIVE CERTIFICATION | (Check ALL applicable block items A and B) | | | | | | | | | | | |
| | A. I find that the aircraft described in Section I or VII meets requirements for | | | | 4 | THE CERTIFICATE REQUESTED AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE | | | | | | |
| | B. Inspection for a special flight permit under Section VII was conducted by: | | | | FAA INSPECTOR | | X | | FAA DESIGNEE | | | |
| | | | | | CERTIFICATE HOLDER UNDER | | 14 CFR part 65 | | 14 CFR part 121 OR 135 | | 14 CFR part 145 | |
| DATE 09/14/2004 | | DISTRICT OFFICE CE43 | | 4 | DESIGNEE'S SIGNATURE AND NO. <i>Steven Zahrt</i> Steven Zahrt, DARF-011369-CE | | | 1 | FAA INSPECTOR'S SIGNATURE | | | |

*

**FIGURE 4-24. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR
LSA CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.190
(REVERSE SIDE)**

| | | | | | |
|--|---|---|---|--|--------------------------|
| VI. PRODUCTION FLIGHT TESTING | A. MANUFACTURER | | | | |
| | NAME | | ADDRESS | | |
| | | | 4 | | |
| | B. PRODUCTION BASIS <i>(Check applicable item)</i> | | | | |
| | <input type="checkbox"/> | | PRODUCTION CERTIFICATE <i>(Give production certificate number)</i> | | |
| | <input type="checkbox"/> | | TYPE CERTIFICATE ONLY | | |
| <input type="checkbox"/> | | APPROVED PRODUCTION INSPECTION SYSTEM | | | |
| C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS: _____ → | | | | | |
| DATE OF APPLICATION | | NAME AND TITLE <i>(Print or type)</i> | | SIGNATURE | |
| VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST | A. DESCRIPTION OF AIRCRAFT | | | | |
| | REGISTERED OWNER | | ADDRESS | | |
| | BUILDER <i>(Make)</i> | | MODEL | | |
| | SERIAL NUMBER | | REGISTRATION MARK | | |
| | B. DESCRIPTION OF FLIGHT CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> <i>(Check if applicable)</i> | | | | |
| | FROM | | TO | | |
| | VIA | DEPARTURE DATE | DURATION | | |
| | C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT | | | | |
| | <input type="checkbox"/> | PILOT | <input type="checkbox"/> | CO-PILOT | <input type="checkbox"/> |
| | <input type="checkbox"/> | | <input type="checkbox"/> | FLIGHT ENGINEER | <input type="checkbox"/> |
| | <input type="checkbox"/> | | OTHER <i>(Specify)</i> | | |
| | D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS: | | | | |
| | | | | | |
| E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: <i>(Use attachment if necessary)</i> | | | | | |
| | | | | | |
| F. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is safe for the flight described. | | | | | |
| DATE | | NAME AND TITLE <i>(Print or type)</i> | | SIGNATURE | |
| | | | | | |
| VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only) | <input checked="" type="checkbox"/> | A. Operating Limitations and Markings in Compliance With 14 CFR Section 91.9, As Applicable | G. Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i> | | |
| | <input checked="" type="checkbox"/> | B. Current Operating Limitations Attached | H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i> | | |
| | <input type="checkbox"/> | C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i> | I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ <i>(Original attached)</i> | | |
| | <input checked="" type="checkbox"/> | D. Current Weight and Balance Information Available in Aircraft | | | |
| | <input type="checkbox"/> | E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i> | <input checked="" type="checkbox"/> | J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section <u>21.190</u> <i>(Copy attached)</i> | |
| | <input checked="" type="checkbox"/> | F. This inspection Recorded in Aircraft Records | <input checked="" type="checkbox"/> | K. Light-Sport Aircraft Statement of Compliance, FAA Form 8130-15 <i>(Attach when required)</i> | |

*

FIGURE 4-25. SAMPLE FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE FOR LSA CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.190

*

| UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE | | |
|--|---|-----------------------------------|
| A | CATEGORY/DESIGNATION | Light-sport Category |
| | PURPOSE | Airplane |
| B | MANUFACTURER | NAME N/A |
| | | ADDRESS N/A |
| C | FLIGHT | FROM N/A |
| | | TO N/A |
| D | N- 2LSA | SERIAL NO. 00002 |
| | BUILDER ACME Co. | MODEL Flyer I |
| E | DATE OF ISSUANCE 09/28/2004 | EXPIRY Unlimited |
| | OPERATING LIMITATIONS DATED 09/28/04 ARE PART OF THIS CERTIFICATE | |
| | SIGNATURE OF FAA REPRESENTATIVE <i>Steven Zahrt</i> DARF-011369-CE | DESIGNATION OR OFFICE NO. CE43 |
| | Steven Zahrt | |

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 TITLE 14, CODE OF FEDERAL REGULATIONS (CFR).

FAA Form 8130-7 (07/04)

SEE REVERSE SIDE

*

| | |
|----------|---|
| A | This airworthiness certificate is issued under the authority of Public Law 104-6, 49 United States Code (USC) 44704 and Title 14, Code of Federal Regulations (CFR). |
| B | The airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight. |
| C | This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A. |
| D | This airworthiness certificate certifies that as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable CFR. 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 CFR 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 14 CFR Part 21, Section 21.181 or 21.217. |

INTENTIONALLY LEFT BLANK

**FIGURE 4-26. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR
* EXPERIMENTAL CERTIFICATE FOR OPERATING LSA (EXP. KIT LSA) UNDER § 21.191(i)(2)
(FACE SIDE)**

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

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|--|---|---|--|--------------------------------|---|-------------------------------|--|---------|--|--------------------|--|--|--|--------|---------|-----------|-----------|----------|---------|-------|---|---|---|--|--|--|--|--|--|--|--|--|------------------------------------|---|---------|--|--|--|--|--|--|--|--|--|---|------------------------------|--|--|----------|-----------------|----------------------|--------|------------------|--|--|--|---|---------|--|--|--|--|--|--|--|--|--|---|------------------------------|--|--|---|---------|--|--|--|--|--|--|---|----------|--|--|--|--|--|--|---|--|--|--|---|------------------------------|--|---|---------------|--|---|--------------------|--|---|--------------------------------|--|---|------------|--|---|-----------------|--|---|-----------------|--|--|--|--|--|--|--|--|--|---|--|--|--|---|--------------------------|--|---|---------------|--|---|------------|--|---|------------|--|---|---------------|--|---|---------------|--|---|---------------------------------|--|--|--|--|---|---|--|--|--|---|---|--|--|-----------------------|--|----|--|--|--|--|--|--|----|--|-----------------------------------|--|--|--|--|--|----|--|---|--|--|--|--|---|---|--|--|---|--|--|--|--|--|--|---|--|--|--|--|--|--|---|---|--|--|--|--|--|---|-------------------------|--|---|---------------------------|--|--|--|---|--|--|--|--------------------------------|--|--|--|--|--|--|
|  <p>U.S. Department of Transportation Federal Aviation Administration</p> | | <p>APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE</p> | | | <p>INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI, and VII as applicable.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I. AIRCRAFT DESCRIPTION | 1. REGISTRATION MARK N9777 | | 2. AIRCRAFT BUILDER'S NAME (Make) Mark A. Williams | | 3. AIRCRAFT MODEL DESIGNATION Parapower II | | 4. YR. MFR. 2005 | | FAA CODING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5. AIRCRAFT SERIAL NO. AC-0022 | | 6. ENGINE BUILDER'S NAME (Make) Yamaha | | 7. ENGINE MODEL DESIGNATION 90 cc | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8. NUMBER OF ENGINES One | | 9. PROPELLER BUILDER'S NAME (Make) GSC | | 10. PROPELLER MODEL DESIGNATION 38" Ground Adjust. | | | | 11. AIRCRAFT IS (Check if applicable) IMPORT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| APPLICATION IS HEREBY MADE FOR: (Check applicable items) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>A</td> <td>1</td> <td colspan="3">STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)</td> <td>NORMAL</td> <td>UTILITY</td> <td>ACROBATIC</td> <td>TRANSPORT</td> <td>COMMUTER</td> <td>BALLOON</td> <td>OTHER</td> </tr> <tr> <td>B</td> <td>X</td> <td colspan="3">SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)</td> <td colspan="7"></td> </tr> <tr> <td rowspan="10" style="writing-mode: vertical-rl; transform: rotate(180deg);">II. CERTIFICATION REQUESTED</td> <td>7</td> <td colspan="3">PRIMARY</td> <td colspan="7"></td> </tr> <tr> <td>9</td> <td colspan="3">LIGHT-SPORT (Indicate class)</td> <td>AIRPLANE</td> <td>POWER-PARACHUTE</td> <td>WEIGHT-SHIFT-CONTROL</td> <td>GLIDER</td> <td>LIGHTER THAN AIR</td> <td colspan="3"></td> </tr> <tr> <td>2</td> <td colspan="3">LIMITED</td> <td colspan="7"></td> </tr> <tr> <td rowspan="2">5</td> <td colspan="3" rowspan="2">PROVISIONAL (Indicate class)</td> <td>1</td> <td colspan="3">CLASS I</td> <td colspan="4"></td> </tr> <tr> <td>2</td> <td colspan="3">CLASS II</td> <td colspan="4"></td> </tr> <tr> <td rowspan="3">3</td> <td colspan="3" rowspan="3">RESTRICTED (Indicate operation(s) to be conducted)</td> <td>1</td> <td colspan="2">AGRICULTURE AND PEST CONTROL</td> <td>2</td> <td colspan="2">AERIAL SURVEY</td> <td>3</td> <td colspan="2">AERIAL ADVERTISING</td> </tr> <tr> <td>4</td> <td colspan="2">FOREST (Wildlife conservation)</td> <td>5</td> <td colspan="2">PATROLLING</td> <td>6</td> <td colspan="2">WEATHER CONTROL</td> </tr> <tr> <td>0</td> <td colspan="5">OTHER (Specify)</td> <td colspan="5"></td> </tr> <tr> <td rowspan="4">4</td> <td colspan="3" rowspan="4">EXPERIMENTAL (Indicate operation(s) to be conducted)</td> <td>1</td> <td colspan="2">RESEARCH AND DEVELOPMENT</td> <td>2</td> <td colspan="2">AMATEUR BUILT</td> <td>3</td> <td colspan="2">EXHIBITION</td> </tr> <tr> <td>4</td> <td colspan="2">AIR RACING</td> <td>5</td> <td colspan="2">CREW TRAINING</td> <td>6</td> <td colspan="2">MARKET SURVEY</td> </tr> <tr> <td>0</td> <td colspan="5">TO SHOW COMPLIANCE WITH THE CFR</td> <td>7</td> <td colspan="4">OPERATING (Primary Category) KIT BUILT AIRCRAFT</td> </tr> <tr> <td>8</td> <td colspan="3" rowspan="3">X</td> <td colspan="2">OPERATING LIGHT-SPORT</td> <td>8A</td> <td colspan="5">Existing aircraft without an airworthiness certificate and do not meet § 103.1</td> </tr> <tr> <td></td> <td colspan="2">8B</td> <td colspan="5">X Operating light-sport kit-built</td> </tr> <tr> <td></td> <td colspan="2">8C</td> <td colspan="5">Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190</td> </tr> <tr> <td rowspan="4">8</td> <td colspan="3" rowspan="4">SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)</td> <td>1</td> <td colspan="6">FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE</td> </tr> <tr> <td>2</td> <td colspan="6">EVACUATE FROM AREA OF IMPENDING DANGER</td> </tr> <tr> <td>3</td> <td colspan="6">OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT</td> </tr> <tr> <td>4</td> <td colspan="2">DELIVERING OR EXPORTING</td> <td>5</td> <td colspan="4">PRODUCTION FLIGHT TESTING</td> </tr> <tr> <td>6</td> <td colspan="3"></td> <td colspan="7">CUSTOMER DEMONSTRATION FLIGHTS</td> </tr> </table> | | | | | | | | | | | A | 1 | STANDARD AIRWORTHINESS CERTIFICATE (Indicate category) | | | NORMAL | UTILITY | ACROBATIC | TRANSPORT | COMMUTER | BALLOON | OTHER | B | X | SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items) | | | | | | | | | | II. CERTIFICATION REQUESTED | 7 | PRIMARY | | | | | | | | | | 9 | LIGHT-SPORT (Indicate class) | | | AIRPLANE | POWER-PARACHUTE | WEIGHT-SHIFT-CONTROL | GLIDER | LIGHTER THAN AIR | | | | 2 | LIMITED | | | | | | | | | | 5 | PROVISIONAL (Indicate class) | | | 1 | CLASS I | | | | | | | 2 | CLASS II | | | | | | | 3 | RESTRICTED (Indicate operation(s) to be conducted) | | | 1 | AGRICULTURE AND PEST CONTROL | | 2 | AERIAL SURVEY | | 3 | AERIAL ADVERTISING | | 4 | FOREST (Wildlife conservation) | | 5 | PATROLLING | | 6 | WEATHER CONTROL | | 0 | OTHER (Specify) | | | | | | | | | | 4 | EXPERIMENTAL (Indicate operation(s) to be conducted) | | | 1 | RESEARCH AND DEVELOPMENT | | 2 | AMATEUR BUILT | | 3 | EXHIBITION | | 4 | AIR RACING | | 5 | CREW TRAINING | | 6 | MARKET SURVEY | | 0 | TO SHOW COMPLIANCE WITH THE CFR | | | | | 7 | OPERATING (Primary Category) KIT BUILT AIRCRAFT | | | | 8 | X | | | OPERATING LIGHT-SPORT | | 8A | Existing aircraft without an airworthiness certificate and do not meet § 103.1 | | | | | | 8B | | X Operating light-sport kit-built | | | | | | 8C | | Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190 | | | | | 8 | SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side) | | | 1 | FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE | | | | | | 2 | EVACUATE FROM AREA OF IMPENDING DANGER | | | | | | 3 | OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT | | | | | | 4 | DELIVERING OR EXPORTING | | 5 | PRODUCTION FLIGHT TESTING | | | | 6 | | | | CUSTOMER DEMONSTRATION FLIGHTS | | | | | | |
| A | 1 | STANDARD AIRWORTHINESS CERTIFICATE (Indicate category) | | | NORMAL | UTILITY | ACROBATIC | TRANSPORT | COMMUTER | BALLOON | OTHER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | X | SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| II. CERTIFICATION REQUESTED | 7 | PRIMARY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 9 | LIGHT-SPORT (Indicate class) | | | AIRPLANE | POWER-PARACHUTE | WEIGHT-SHIFT-CONTROL | GLIDER | LIGHTER THAN AIR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2 | LIMITED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5 | PROVISIONAL (Indicate class) | | | 1 | CLASS I | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 2 | CLASS II | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3 | RESTRICTED (Indicate operation(s) to be conducted) | | | 1 | AGRICULTURE AND PEST CONTROL | | 2 | AERIAL SURVEY | | 3 | AERIAL ADVERTISING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 4 | FOREST (Wildlife conservation) | | 5 | PATROLLING | | 6 | WEATHER CONTROL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 0 | OTHER (Specify) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4 | EXPERIMENTAL (Indicate operation(s) to be conducted) | | | 1 | RESEARCH AND DEVELOPMENT | | 2 | AMATEUR BUILT | | 3 | EXHIBITION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 4 | AIR RACING | | 5 | CREW TRAINING | | 6 | MARKET SURVEY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | | | | | TO SHOW COMPLIANCE WITH THE CFR | | | | | 7 | OPERATING (Primary Category) KIT BUILT AIRCRAFT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | X | | | OPERATING LIGHT-SPORT | | 8A | Existing aircraft without an airworthiness certificate and do not meet § 103.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8B | | X Operating light-sport kit-built | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8C | | Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side) | | | 1 | FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 2 | EVACUATE FROM AREA OF IMPENDING DANGER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 3 | OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 4 | DELIVERING OR EXPORTING | | 5 | PRODUCTION FLIGHT TESTING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | CUSTOMER DEMONSTRATION FLIGHTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| III. OWNER'S CERTIFICATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. REGISTERED OWNER (As shown on certificate of aircraft registration) IF DEALER, CHECK HERE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME Mark A. Williams | | | | | ADDRESS 6814 Acuff Lane, Shawnee KS 66216 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) N/A | | | | | AIRWORTHINESS DIRECTIVES (Check if all applicable ADs are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AIRCRAFT LISTING (Give page number(s)) N/A | | | | | SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417 | | | | TOTAL AIRFRAME HOURS - 0 - | | | 3 EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DATE OF APPLICATION 09/01/2005 | | | | NAME AND TITLE (Print or type) Mark A. Williams, Owner | | | | SIGNATURE Mark A. Williams | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IV. INSPECTION AGENCY VERIFICATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.) | | | 3 | CERTIFICATED MECHANIC (Give Certificate No.) | | | 6 | CERTIFICATED REPAIR STATION (Give Certificate No.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | AIRCRAFT MANUFACTURER (Give name or firm) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DATE | | | | TITLE | | | | SIGNATURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| V. FAA REPRESENTATIVE CERTIFICATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (Check ALL applicable block items A and B) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. I find that the aircraft described in Section I or VII meets requirements for | | | | 4 | X THE CERTIFICATE REQUESTED AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B. Inspection for a special flight permit under Section VII was conducted by: | | | | FAA INSPECTOR | | | FAA DESIGNEE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | CERTIFICATE HOLDER UNDER | | | 14 CFR part 65 | | 14 CFR part 121 OR 135 | | 14 CFR part 145 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DATE 10/12/04 | | DISTRICT OFFICE CE45 | | 4 | DESIGNEE'S SIGNATURE AND NO. Steven Zahrt Steven Zahrt, DARF-011369-CE | | | 1 | FAA INSPECTOR'S SIGNATURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

**FIGURE 4-26. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR
* EXPERIMENTAL CERTIFICATE FOR OPERATING LSA (EXP. KIT LSA) UNDER § 21.191(i)(2)
(REVERSE SIDE)**

| | | | | |
|--|--|---|---|--|
| VI. PRODUCTION FLIGHT TESTING | A. MANUFACTURER | | | |
| | NAME | | | |
| | ADDRESS | | | |
| | B. PRODUCTION BASIS <i>(Check applicable item)</i> | | | |
| | PRODUCTION CERTIFICATE <i>(Give production certificate number)</i> | | | |
| | TYPE CERTIFICATE ONLY | | | |
| APPROVED PRODUCTION INSPECTION SYSTEM | | | | |
| C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS: _____ ▶ | | | | |
| DATE OF APPLICATION | NAME AND TITLE <i>(Print or type)</i> | SIGNATURE | | |
| VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST | A. DESCRIPTION OF AIRCRAFT | | | |
| | REGISTERED OWNER | ADDRESS | | |
| | BUILDER <i>(Make)</i> | MODEL | | |
| | SERIAL NUMBER | REGISTRATION MARK | | |
| | B. DESCRIPTION OF FLIGHT CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> <i>(Check if applicable)</i> | | | |
| | FROM | TO | | |
| | VIA | DEPARTURE DATE | DURATION | |
| | C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT | | | |
| | PILOT | CO-PILOT | FLIGHT ENGINEER | OTHER <i>(Specify)</i> |
| | D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS: | | | |
| | E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: <i>(Use attachment if necessary)</i> | | | |
| | F. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is safe for the flight described. | | | |
| | DATE | NAME AND TITLE <i>(Print or type)</i> | SIGNATURE | |
| VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only) | X | A. Operating Limitations and Markings in Compliance With 14 CFR Section 91.9, As Applicable | G. Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i> | |
| | X | B. Current Operating Limitations Attached | H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i> | |
| | X | C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i> | I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ <i>(Original attached)</i> | |
| | X | D. Current Weight and Balance Information Available in Aircraft | | |
| | | E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i> | X | J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section <u>21.191(i)(2)</u> <i>(Copy attached)</i> |
| | X | F. This inspection Recorded in Aircraft Records | X | K. Light-Sport Aircraft Statement of Compliance, FAA Form 8130-15 <i>(Attach when required)</i> |

* **FIGURE 4-27. SAMPLE FORM 8130-7, EXPERIMENTAL CERTIFICATE FOR OPERATING LIGHT-SPORT AIRCRAFT UNDER § 21.191**

| UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE | | |
|--|--|-----------------------------------|
| A | CATEGORY/DESIGNATION | Experimental |
| | PURPOSE | Light-Sport (Airplane) |
| B | MANU-FACTURER | NAME N/A |
| | | ADDRESS N/A |
| C | FLIGHT | FROM N/A |
| | | TO N/A |
| D | N- 9777 | SERIAL NO. AC-0022 |
| | BUILDER Mark A. Williams | MODEL Parapower II |
| E | DATE OF ISSUANCE 07/31/2005 | EXPIRY Unlimited |
| | OPERATING LIMITATIONS DATED 07/31/2005 | ARE PART OF THIS CERTIFICATE |
| | SIGNATURE OF FAA REPRESENTATIVE Johnnie Mulsow DARF-481954-CE <i>J. S. Mulsow</i> | DESIGNATION OR OFFICE NO. CE34 |
| | Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE TITLE 14, CODE OF FEDERAL REGULATIONS (CFR). | |

FAA Form 8130-7 (07/04)

SEE REVERSE SIDE

*

| | |
|----------|---|
| A | This airworthiness certificate is issued under the authority of Public Law 104-6, 49 United States Code (USC) 44704 and Title 14, Code of Federal Regulations (CFR). |
| B | The airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight. |
| C | This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A. |
| D | This airworthiness certificate certifies that as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable CFR. 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 CFR 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 14 CFR Part 21, Section 21.181 or 21.217. |

**FIGURE 4-28. SAMPLE FORM 8130-15,
LIGHT-SPORT AIRCRAFT STATEMENT OF COMPLIANCE**

Form Approved
O.M.B. No. 2120-0690

| | | | | | |
|--|---|---|---|--|---|
|  U.S. Department of Transportation Federal Aviation Administration | | Light-Sport Aircraft Statement of Compliance | | INSTRUCTIONS - Print or type. Present original to an authorized FAA Representative. If additional space is required, use an attachment. | |
| | | 1. Manufacturer Name The ACME Company | | 2. Manufacturer Address (<i>street, city, zip</i>) 420 W Jackson, Mexico MO 65265 | |
| I. Aircraft Identification | 3. Aircraft Serial No. 00002 | 4. Date of Manufacture (<i>MM dd, yyyy</i>) 09/02/2004 | 5. Aircraft Make ACME | 6. Aircraft Model Flyer I | |
| | 7. Maximum Take-off Weight 1,430 lb | 8. Maximum Number Occupants 2 | 9. V _H 120 KCAS | 10. V _{S1} 45 KCAS | |
| | Class of light-sport aircraft: (<i>Check all applicable items</i>) X Operation on Water | | | | |
| | <input checked="" type="checkbox"/> Airplane | <input type="checkbox"/> Powered Parachute | <input type="checkbox"/> Weight-Shift-Control | <input type="checkbox"/> Glider | <input type="checkbox"/> Lighter-Than-Air |
| II. Applicable User Manuals | Consensus Standard(s) (<i>list below or use attachment</i>) | | Revision | Valid Until | |
| | Aircraft Operating Instructions (<i>list applicable items</i>) | | Revision | Date issued | |
| | Aircraft Maintenance and Inspection Procedures (<i>list applicable items</i>) | | Revision | Date | |
| | Aircraft Flight Training Supplement (<i>list applicable items</i>) | | Revision | Date issued | |
| | | | Revision | Date | |
| III. Manufacturer's Process Documents | Comments (<i>any additional statements may be stated here or attached</i>) This aircraft flight test is recorded in the aircraft records per 14 CFR section 91.417, and an airframe time of 5 hours is attributed to flight testing. All applicable service directives to date have been incorporated and annotated in the aircraft records. | | | | |
| | Manufacturer's Quality Assurance System (<i>list applicable items</i>) | | Revision | Date | |
| | Manufacturer's Continued Airworthiness System (<i>list applicable items</i>) | | Revision | Date | |
| IV. Manufacturer's Certification | CERTIFICATION: I hereby certify that aircraft serial number -00002 complies with the Consensus Standard(s) identified on this statement of compliance and that the Manufacturer's Continued Airworthiness System will be adhered to support the aircraft throughout its life. This aircraft (1) was manufactured following the consensus standard(s) procedures and Manufacturer's Quality Assurance System identified on this statement, (2) conforms to the manufacturer's design date, (3) was ground and flight tested successfully, and (4) is in a condition for safe operation. Additionally, at the request of the FAA, the manufacturer will provide unrestricted access to its facilities. | | | | |
| | Name: | | Signature: | | |
| | Title: | | Date | | |
| | Name: | | Date | | |
| Title: | | Date | | | |

(d) Item F. This Inspection Recorded in Aircraft Records. The following is considered a satisfactory statement for the aircraft record entry: “I find that the aircraft meets the requirements for the certification requested and have issued a (standard) (special) airworthiness certificate dated _____. The next inspection is due _____. Signed: John Smith, Aviation Safety Inspector, SW-41.”

NOTE 1: The next inspection date is not necessary when the aircraft is under a continuous maintenance program.

NOTE 2: In the case of aircraft that had a previous due date, the date entered is the same. The aircraft gains no additional time because it was not in the standard category.

(e) Item G. Statement of Conformity, FAA Form 8130-9 (Attach When Required). Check the block to indicate Form 8130-9 or, when LSA, statement of compliance, Form 8130-15, and attach when required.

(f) Item H. Foreign Airworthiness Certification for Import Aircraft (Attach When Required). Check the block to indicate that certification of another country is required for the certification action and that a copy is attached for retention in the aircraft’s permanent record.

(g) Item I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR or CAR. If applicable, enter the appropriate CFR or CAR under which the previous airworthiness certificate was issued, and check the block to indicate that the original of the certificate is attached. If the previously issued certificate is not available, the FAA should state the reason on an attachment.

(h) Item J. Current Airworthiness Certificate Issuance in Accordance With 14 CFR. The applicable section of part 21, subpart H, must be entered, except that a DOA manufacturer must—

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

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

* **(i) Item K. Light-Sport Aircraft Statement of Compliance, Form 8130-15 (Attach When Required).** Check the block to indicate that a completed applicable copy of the manufacturer’s statement of compliance, Form 8130-15, is attached for retention in the aircraft’s permanent record. *

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

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

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

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

c. Aircraft Serial Number. Self-explanatory.

d. Category. Enter the appropriate category as defined in paragraph 267 of this order. If there is no category, as in the case of aircraft certificated prior to adoption of the regulations that established categories, enter the aircraft specification, TCDS, or listing number as applicable. For example, “CAR 4a” for a Bellanca 14-13; “ATC 614” for an Aeronca LC.

e. Authority and Basis for Issuance. Under Exceptions, enter the exemption number and a brief description of any exemptions from the applicable airworthiness standards (CAR 3, 4b, 5, 6, 7, or equivalent CFR) that have been granted for the aircraft (see aircraft specification or TCDS). If no exemptions exist, enter “None.”

f. Date of Issuance. For an original or recurrent certificate, enter the date the certificate is issued. For a replacement or exchanged certificate, enter the date of the original certificate and insert the letter “R” or “E,” respectively, before this date. When the certificate is being amended, insert the letter “A” before the new issuance date, which is the current date. (See paragraph 27 of this order for additional information.)

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

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

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

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

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

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

269. COMPLETION OF FORM 8130-7. The blocks on Form 8130-7 must be completed using all applicable information obtained from completed Form 8130-6.

a. Section A. This section is applicable to all categories of special airworthiness certificates.

(1) Category/Designation. Enter the category of special airworthiness certificate being issued, as outlined under paragraph 267 of this order, for example, restricted, limited, light-sport, etc. For experimentally certificated manned free balloons or gliders, the words “Manned Free Balloon” or “Glider” are to be put in parentheses after the word “Experimental” for the respective type of aircraft. For experimentally certificated LSA, put in “Experimental.”

(2) Purpose. Enter the operating purpose for which the special airworthiness certificate is being issued, as shown by the blocks checked by the applicant under section II, block B, on Form 8130-6. If the application is for a limited category airworthiness certificate, the Purpose entry must be “N/A.” For LSA category aircraft, enter one of the five classes of LSA: airplanes, gliders, powered parachutes, weight-shift-control aircraft, and lighter-than-air aircraft (balloons and airships). There are six classes of LSA experimental purposes: airplanes, gliders, powered parachutes, weight-shift-control aircraft, lighter-than-air aircraft (balloons and airships), and gyroplanes. For example, an LSA glider will be listed in the purpose as “light-sport, glider.”

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

c. Section C.

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

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

d. Section D. This section is applicable to all categories and purposes except production flight testing. If the purpose is production flight testing, enter “N/A” in all spaces. For all other categories and purposes, information to complete the entries in this section would be contained in section I of the application for airworthiness certificate.

e. Section E.

(1) Date of Issuance. Enter the date the certificate is issued. However, in those cases where a certificate is being exchanged or replaced, enter the date of the original certificate and insert the letter “E” or “R.”

(2) Expiry. Enter the date of expiry if the application is for an experimental or special flight permit. An experimental certificate for R&D, showing compliance with regulations, crew training, or market surveys is effective for 1 year after the date of issue or renewal, unless a shorter period is deemed necessary. The duration of light-sport, amateur-built, exhibition, and air racing experimental certificates is unlimited unless good cause exists to establish a specific period. Additionally, LSA that have been grandfathered into LSA experimental purpose by rule exception and that have preexisting exemptions have an expiration date. For a provisional certificate, the entry should be in accordance with § 21.217.

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

(4) Signature of FAA Representative: Designation or Office No. Complete this space for ALL categories and purposes. Entries are the same as those explained in paragraphs 268g and h of this order.

270. RESERVED FOR FUTURE CHANGES.

271. COMPLETION OF FORM 8130-4.

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

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

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

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

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

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

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

h. Lost Form 8130-4.

(1) When Form 8130-4 has been declared lost, the following information is required:

(a) A written statement from the importer stating the tag has been lost; and

(b) Evidence of previous export, traceable by invoice to model and serial number from the exporter.

(2) When these actions have been taken, a copy of the original form can be provided, if available. The replacement approval or a copy of the original lost approval must have an original signature and the same data as the lost Form 8130-4.

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

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

b. Part I (For Class I Products).

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

(2) Item No. 5. Description of Product(s). Self-explanatory, except as follows:

(a) For an aircraft not under U.S. registry, insert in the Identification No. block the nationality and registration marks supplied by the country of registry or intended registry that are displayed on the aircraft. For U.S.-registered aircraft, insert the ID marks as assigned under part 47. Any questions concerning the marking requirements of the importing country must be resolved between the exporter/importer and the CAA of that country.

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

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

(d) For aircraft, the blocks for engine(s) and propeller(s) must be completed to reflect the required information, as applicable.

(3) Item Nos. 6 and 7. These items are self-explanatory; however, if the No box is checked, explain the deviations in item No. 10 and attach the original or true copy of documents stating that the product will be acceptable with the deviations listed, as received from the CAA of the importing country.

(4) Item No. 8. This item provides a means of establishing the date the ownership of the stated Class I product is expected to pass to the purchaser.

(5) Item No. 9. This item provides a means of documenting the preservation and packaging methods used to protect against corrosion and damage. It is recommended that all products be appropriately treated for corrosion and damage prevention.

(6) Item No. 10. This space may be used to convey the information required under item Nos. 6 and 7. This space also may be used by the exporter to convey any other information pertinent to the issuance of the export airworthiness approval. Additional sheets may be attached, as necessary, and appropriately cross-referenced. In addition, list the documents that the regulation requires to be submitted with the application under the provisions of § 21.327. After review by the FAA, the documents required to be furnished to the importing country under § 21.335 will be supplied to the applicant.

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

c. Part II (For Class II Products).

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

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

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

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

(4) Item No. 17. This item provides for the description and listing of the Class II products (parts) being exported. Select the first check box and list the parts in the space provided. If the entire list of parts cannot fit in the space provided, select the second check box and, on the line provided, specifically identify the exporter's shipping document covering the parts concerned. Attach a copy of this document to the form. In either case, if more than one type of Class II product is involved, they are to be listed according to the Class I product for which they are eligible. List the name, part number (or equivalent means of identifying each physical product), and quantity of each part.

(5) Item No. 18. This item is self-explanatory. If the No box is checked, explain the noncompliance in item No. 10 and attach the original, or a true copy, of the documents stating that the product will be acceptable with the deviation(s) listed, as received from the CAA of the importing country.

(6) Item No. 19. This item provides a means of documenting the preservation and packaging methods used to protect against corrosion and damage. It is recommended that all products be appropriately treated for corrosion and damage prevention.

(7) Item No. 20. The authorized representative of the exporter must date and sign this certification in ink above the typed or printed name and title.

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

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

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

(3) Item No. 23. A completed spot check of the file is indicated by the signature of the supervising ASI in permanent ink above the typed name. The district or regional office number and date must be entered in the boxes. If the file is not spot checked, omit the name and signature, but enter the district or regional office number and date.

273. EXAMINATION, REVIEW, AND ROUTING OF CERTIFICATION FILES.

a. It is the responsibility of all ASIs and designees to examine in detail each certification file processed to ensure accuracy, completeness, legibility, and compliance with applicable requirements, including all necessary attachments. The following list represents the primary data that must be retained in the permanent files. These documents must be submitted to AFS-750 as applicable to the certification action. Do not include any documentation that is not required in support of the certification action.

(1) Airworthiness Certificates.

(a) The original Form 8130-6.

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

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

(d) The original Form 8130-9.

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

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

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

(h) A copy of operating limitations, if issued.

(i) A copy of the checklist and inspection record for aircraft built from spare and surplus parts.

(j) The foreign airworthiness certificate for imported aircraft, as applicable.

(2) Export for Class I Product.

- (a) The original Form 8130-1.
- (b) The statement of acceptance from an importing country listing the specific noncompliance(s), as applicable.
- (c) A copy of Form 8130-4.
- (d) The original Form 8050-72.

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

- (a) The original application for an Export C of A, as applicable, along with any data showing acceptance of deviations from the CAA of the country of import (for Class II only).
- (b) A copy of Form 8130-3.
- (c) The original Form 8100-1.

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

- (a) **Aircraft.** The certificate of airworthiness issued by the country the aircraft was manufactured in that states the aircraft conforms to its type design and is in a condition for safe operation.
- (b) **Aircraft Engine and Propeller.** The certification from the country of manufacture for engines and propellers that was submitted when deemed they were a part of, or were to be installed on, an aircraft.

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

- (c) The applicable documents listed in paragraph 273a(1) of this order.

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

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

274.-280. RESERVED FOR FUTURE CHANGES.