ORDER

8130.2E

AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED PRODUCTS

January 23, 2003

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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Initiated by: AIR-200

RECORD OF CHANGES

DIRECTIVE NO. **8130.2E**

CHANGE TO BASIC	SUPPLEMENTS			OPTIONAL	CHANGE TO BASIC	SUPPLEMENTS			OPTIONAL
CHG 1				6/20/2003					
CHG 2				7/22/2003					
CHG 3				8/30/2004					

FAA Form 1320-5 (6-80) USE PREVIOUS EDITION

CHANGE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8130.2E CHG 3

8/30/2004

SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED PRODUCTS

1. PURPOSE. This change is issued to clarify certain language in Federal Aviation Administration (FAA) Order 8130.2E, Airworthiness Certification of Aircraft and Related Products.

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

3. EXPLANATION OF CHANGES. Changes to paragraphs 16c(1), 59, 62d(1)(c), 63c(14), 121, 121c, 128d, 134b(19), 146, 173b, 177, 178, 184a, 190, 198, 208e(1), 213k, 215, 218b, 237a(1)(b)(1), 237a(1)(j), 237a(3)(f), and 242d were made to clarify, correct, and incorporate new text based on policy changes. New appendix 2, Acceptance of an Export Certificate of Airworthiness for Used Aircraft Under a Bilateral Agreement, was added to introduce the concept of a 100-hour inspection requirement under an export certificate of airworthiness. Several forms were corrected or revised to update text and/or revision dates.

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

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

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/s/
Frank P. Paskiewicz
Manager, Production and
Airworthiness Division, AIR-200

CHANGE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8130.2E CHG 2

7/22/2003

SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED PRODUCTS

1. PURPOSE. This change is issued to clarify certain language in Federal Aviation Administration (FAA) Order 8130.2E, Airworthiness Certification of Aircraft and Related Products.

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

3. EXPLANATION OF CHANGES. Changes to paragraph 128 were made to clarify information regarding aircraft inspections. We also changed each "must" to "should" in paragraph 128a and reincorporated the note in paragraph 133d; each was incorrectly revised during revision E of Order 8130.2. Changes made to paragraph 134 clarify operating limitations. Finally, we changed the language in paragraph 237a(1)(c)(4) to reflect language in Advisory Circular 21-12B, Application for U.S. Airworthiness Certificate, FAA Form 8130-6.

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

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

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/s/
Frank P. Paskiewicz
Manager, Production and
Airworthiness Division, AIR-200

CHANGE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8130.2E CHG 1

6/20/2003

SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED PRODUCTS

1. PURPOSE. This change transmits revised pages to Order 8130.2E, Airworthiness Certification of Aircraft and Related Products.

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

3. EXPLANATION OF CHANGES. This change is to paragraph 63 and clarifies airworthiness certification requirements and processes for aircraft built from spare and/or surplus parts (§ 21.183(d) of Title 14, Code of Federal Regulations). This change establishes procedures for accomplishing original airworthiness certification of aircraft built from spare and/or surplus parts. The procedures in this change apply to Aircraft Certification Service engineers and inspectors, all Flight Standards Service inspectors, and any appropriately authorized designees (see change for authorized use of designees).

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

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

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64	1/23/2003	64	1/23/2003

/s/
Frank P. Paskiewicz
Manager, Production and
Airworthiness Division, AIR-200

FOREWORD

This order establishes procedures for accomplishing original and recurrent airworthiness certification of aircraft and related products. The procedures contained in this order apply to Federal Aviation Administration (FAA) manufacturing aviation safety inspectors (ASI), to FAA airworthiness ASIs, and to private persons or organizations delegated authority to issue airworthiness certificates and related approvals.

This order has been revised to incorporate information from FAA Order 8050.4, Misuse of Aircraft Identification Plates, dated November 21, 1984; FAA Order 8050.5, Repainting Aircraft Nationality and Identification Marks (N-Numbers), dated December 17, 1984; Advisory Circular 20-142, Eligibility and Evaluation of U.S. Military Surplus Flight Safety Critical Aircraft Parts, Engines, and Propellers, dated February 25, 2000; and Advisory Circular 21-12, Application for U.S. Airworthiness Certificate, FAA Form 8130-6, dated November 6, 2001. This revision also includes changes recommended by the National Transportation Safety Board and FAA headquarters and field offices. In addition, this order has been edited for style, grammar, and consistency. Therefore, this edition of FAA Order 8130.2E, Airworthiness Certification of Aircraft and Related Products, replaces the guidance and procedures found in Order 8130.2D.

Suggestions for improvement of this order may be submitted using FAA Form 1320-19, Directive Feedback Information.

/s/
Frank P. Paskiewicz
Manager, Production and
Airworthiness Division, AIR-200

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CHAPTER 1. INTRODUCTION

1. PURPOSE. This order establishes procedures for accomplishing original and recurrent airworthiness certification of aircraft and related products. The procedures contained in this order apply to Federal Aviation Administration (FAA) manufacturing aviation safety inspectors (ASI), to FAA airworthiness ASIs, and to private persons or organizations delegated authority to issue airworthiness certificates and related approvals.

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

3. CANCELLATION. FAA Order 8130.2D, Airworthiness Certification of Aircraft and Related Products, dated September 30, 1999; FAA Order 8050.4, Misuse of Aircraft Identification Plates, dated November 21, 1984; and FAA Order 8050.5, Repainting Aircraft Nationality and Identification Marks (N-Number), dated December 17, 1984, are cancelled.

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

5. DEVIATIONS. Adherence to the procedures in this order is necessary for uniform administration of this directive material. Any deviations from this guidance material must be coordinated and approved by AIR-200. If a deviation becomes necessary, the FAA employee involved should ensure the deviations are substantiated, documented, and concurred with by the appropriate supervisor. The deviation must be submitted to AIR-200 for review and approval. The limits of Federal protection for FAA employees are defined by Title 28, United States Code § 2679.

6. FORMS. Examples of forms referenced in this order are found at the end of the section or chapter in which they are referenced.

7. ACRONYMS. The following acronyms are used in this order:

AC	advisory circular
ACO	aircraft certification office
AD	airworthiness directive
APIS	approved production inspection system
ASI	aviation safety inspector
BAA	Bilateral Airworthiness Agreement
BASA	Bilateral Aviation Safety Agreement
CAA	Civil Aviation Authority

	CAGE	Commercial and Government Entity
	CAM	Civil Aeronautics Manual
	CAR	Civil Air Regulation
	CFR	Code of Federal Regulations
	14 CFR	Title 14, Code of Federal Regulations
	CG	center of gravity
	CHDO	certificate holding district office
*	**CMACO**	certificate management aircraft certification office *
	CMO	certificate management office
	CMU	certificate management unit
	C of A	Certificate of Airworthiness
	CO	certificating office
	DA	Department of the Army
	DAR	designated airworthiness representative
	DAS	designated alteration station
	DD 1427	DOD Form 1427, Notice of Award, Statement, and Release Document
	DER	designated engineering representative
	DGAC	Direction Générale de l'Aviation Civile
	DMIR	designated manufacturing inspection representative
	DOA	delegation option authorization
	DOD	Department of Defense
	DOT	Department of Transportation
	DRMO	Defense Reutilization Marketing Office
	EAA	Experimental Aircraft Association
	ELT	emergency locator transmitter
	FAA	Federal Aviation Administration
	FSCAP	flight safety-critical aircraft part
	FSDO	flight standards district office
	GPO	Government Printing Office
	ICAO	International Civil Aviation Organization
	ICAW	Instructions for Continued Airworthiness
	ID	identification
	IFO	international field office
	IFR	instrument flight rules
	IPC	illustrated parts catalog
	JAR	Joint Aviation Requirements
	MCAI	Mandatory Continuing Airworthiness Information
	MIDO	manufacturing inspection district office
	MIO	manufacturing inspection office
	MISO	manufacturing inspection satellite office
	NTSB	National Transportation Safety Board
	ODAR	organizational designated airworthiness representative
	PAH	production approval holder
	PC	production certificate
	PCA	primary category aircraft
	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
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. 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.

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

e. 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.

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

g. 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.

h. 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.

i. 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.

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

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

l. 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.

m. Manufacturer. Any PAH or delegation option authorization (DOA).

n. 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.

o. 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.

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

q. 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.

9. INTERPRETATION OF THE TERM "AIRWORTHY" FOR U.S. TYPE-CERTIFICATED AIRCRAFT. The term "airworthy" is not defined in Title 49, United States Code (49 U.S.C.), or in 14 CFR; however, a clear understanding of its meaning is essential for use in the agency's airworthiness certification program. Below is a summary of the conditions necessary for the issuance of an airworthiness certificate. A review of case law relating to airworthiness reveals two conditions that must be met for an aircraft to be considered "airworthy." 49 U.S.C. § 44704(c) and 14 CFR § 21.183(a), (b), and (c) state that the two conditions necessary for issuance of an airworthiness certificate:

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

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

> **NOTE: If one or both of these conditions are not met, the aircraft would be considered unairworthy. Aircraft that have not been issued a TC must meet the requirements of paragraph 9b above.**

10. INFORMATION CURRENCY. Any deficiencies found, clarifications needed, or improvements suggested regarding the content of this order should be forwarded (written or electronically) for consideration to the Aircraft Certification Service, Automated Systems Branch, AIR-520, Attention: Directives Management Officer. FAA Form 1320-19, Directive Feedback Information, is located on the last page of this order. A copy may be forwarded to the Production and Airworthiness Division, AIR-200, Attention: Comments to Order 8130.2E. If an interpretation is urgently needed, contact the Aircraft Engineering Division, AIR-100, AIR-200, or, for flight standards concerns, the Continuous Airworthiness Maintenance Division, AFS-300. Always use Form 1320-19 to follow up each verbal conversation.

11. RESERVED.

CHAPTER 2. GENERAL POLICIES AND PROCEDURES

SECTION 1. GENERAL INFORMATION

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

a. Consistent with applicable Aircraft Certification Service policies and instructions, an FAA manufacturing or airworthiness ASI is authorized to issue airworthiness certificates and related approvals covered in this order.

b. The FAA is authorized under 14 CFR part 183, Representatives of the Administrator, to designate private persons or organizations to act as representatives of the Administrator to issue airworthiness certificates and related approvals. A designated manufacturing inspection representative (DMIR), designated airworthiness representative (DAR), or organizational designated airworthiness representative (ODAR) may issue standard and special airworthiness certificates, airworthiness approvals, and export approvals, and may perform certain other examinations, inspections, and testing services relative to certification functions in the areas of manufacturing and maintenance. ASI certification functions will be delegated to the fullest extent practical, but not to the extent an advisor's technical skills are jeopardized. The designee's Certificate of Authority must specify the type and limitation of authority granted.

NOTE: The authority of a DMIR or manufacturing ODAR must be specifically linked to a PAH or a PAH's approved supplier.

c. The FAA is authorized under part 21 to delegate to organizations for the purpose of issuing airworthiness certificates and related approvals. A DOA may issue airworthiness certificates, airworthiness approvals, conformity certifications, and export approvals. A designated alteration station (DAS) may issue experimental certificates and amend standard airworthiness certificates under the conditions prescribed in part 21.

d. The use of electronic signatures on airworthiness certificates, including Export Certificates of Airworthiness, is not permitted.

13. RESPONSIBILITIES OF FAA AVIATION SAFETY INSPECTORS AND DESIGNEES.

a. The procedures in this order cover original airworthiness certification for which FAA manufacturing ASIs are primarily responsible, and recurrent airworthiness certification for which FAA airworthiness ASIs are primarily responsible. FAA manufacturing and airworthiness ASIs may assist each other by mutual agreement.

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

c. ASIs are responsible for training and supervising designees assigned to them regarding airworthiness certification procedures and all related documentation. The supervising ASI should also ensure that designees have been provided (or have access to) the appropriate regulations, instructions, and forms necessary for the performance of their designated duties.

d. ASIs will supervise and maintain surveillance over the certification activities accomplished by designees to ensure that all certifications and approvals comply with the applicable rules, policies, and procedures.

> **NOTE: In this order, the term "ASI" refers to the FAA airworthiness inspector (that is, manufacturing and flight standards) and/or his or her authorized designee. Designees will perform only authorized functions.**

14. POSSESSION AND DISPLAY OF AIRWORTHINESS CERTIFICATES. Any airworthiness certificate issued to a U.S.-registered civil aircraft must be displayed at the cabin or cockpit entrance so that the certificate is legible to passengers or flightcrew members (14 CFR part 91, General Operating and Flight Rules, § 91.203(b)).

15. AIRCRAFT REGISTRATION.

a. Registration. The procedures for aircraft registration and issuance of registration numbers are contained in 14 CFR part 47, Aircraft Registration. The registration of aircraft is not a function of airworthiness certification; however, U.S. registration is a prerequisite for issuance of an airworthiness certificate. The FAA must ensure that an aircraft presented for airworthiness certification is properly registered (49 U.S.C. § 44704(c) and 14 CFR § 21.173).

b. Proof of Ownership. The applicant for registration of an aircraft must submit proof of ownership to the FAA Aircraft Registration Branch (AFS-750) that meets the requirements prescribed in part 47. The Aeronautical Center Form 8050-2, Aircraft Bill of Sale, or its equivalent, may be used as proof of ownership. If the applicant did not purchase the aircraft from the last registered owner, the applicant must submit a complete chain of ownership from the last registered owner to the applicant. The purchaser under a contract of conditional sale is considered the owner for the purpose of registration. The contract of conditional sale may be submitted as proof of ownership in lieu of a bill of sale.

c. Aircraft Operation Outside the United States Pending U.S. Registration. For aircraft operations to or from the United States, including operations conducted wholly outside the United States, a current airworthiness certificate and Certificate of Aircraft Registration, Aeronautical Center Form 8050-3, must be carried in the aircraft. Pending receipt of Form 8050-3, AFS-750 will, upon request, transmit a telex/fax confirmation of registration to the party whose name appears on the application as owner or authorized agent. The telex/fax may be used as a temporary Certificate of Aircraft Registration pending receipt of the original certificate.

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

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

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

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

b. Reservation of Registration Numbers.

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

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

(2) The applicant should list five numbers in case the first choice is not available. Reservations may be renewed from year to year by paying the appropriate fee before the end of the renewal period. If the renewal payment is not received before the end of the 1-year period, reservation of the special registration number will expire.

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

c. Special Registration Numbers.

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

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

d. Size of Registration Numbers.

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

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

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

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

> **EXAMPLE 1.** A Great Lakes 2T-1A aircraft manufactured in 1929 is registered in the United States and has been issued nationality and registration mark N1234. The aircraft has been issued a standard airworthiness certificate. The owner/operator may display the mark NC1234 if so desired.
>
> **EXAMPLE 2.** An aircraft that has the same exterior configuration as the Great Lakes 2T-1A is registered in the United States and has been issued nationality and registration mark N5678. An experimental airworthiness certificate has been issued under § 21.191(d) or § 21.191(g). The owner/operator may display the mark NX5678 if so desired.

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

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

d. In addition, § 45.23(b) provides that when the appropriate symbol is used with the nationality and registration marks in accordance with § 45.22(b)(1)(ii), the word "limited," "restricted," or "experimental" is not required to be displayed on the aircraft.

18. ORIGINAL AND REPLACEMENT IDENTIFICATION PLATES.

a. Original Data Plates. Each aircraft presented for airworthiness certification must meet the requirements of § 21.182. Each aircraft, aircraft engine, propeller, propeller blade, and propeller hub manufactured under a TC or PC must be identified with the information specified in § 45.13. Manned free balloons are required to comply with § 45.11(c).

b. Replacement Data Plates.

(1) When FAA personnel receive inquiries regarding replacement, removal, or destruction of identification (ID) plates, the sample letter in figure 2-2 may be used as a guide for responding.

(2) When a new ID plate is required, the owner or the owner's authorized representative contacts the appropriate certification office. The FAA determines whether the request is valid and provides a letter to the applicant with the FAA's finding. If the FAA determines that the request is valid, the applicant includes the FAA letter with his or her request for the replacement data plate from the appropriate manufacturer.

(3) Upon notification by the applicant, which must include the FAA's letter, the product manufacturer may then issue the replacement ID plate.

(4) The old ID plate, when available, must be voluntarily surrendered by the owner with a written statement to the FAA office who authorized the replacement. The FAA office must make a copy of the plate and then physically destroy it. The FAA office must then submit a letter to AFS-750 stating that the surrendered plate has been destroyed. AFS-750 will include the letter in the permanent aircraft records file.

c. Removal of Data Plates. Section 45.13 permits persons performing maintenance operations under 14 CFR part 43, Maintenance, Preventive Maintenance, Rebuilding, and Alteration, to remove an aircraft data plate. The removal must be done in accordance with the methods, techniques, and practices acceptable to the Administrator. The ID plate removed may be reinstalled only on the product from which it was removed.

d. Misuse of Data Plates.

(1) ASIs should be on alert for any indication of ID plate misuse or suspicious activity, such as the building of a complete aircraft by a person performing work under part 43. Installation of an ID plate by a person performing work under part 43, where the ID plate has been purchased or salvaged from another aircraft, is not approved unless written approval is obtained from the Administrator.

(2) Before issuing an airworthiness certificate for an aircraft that appears to be a repair or restoration of an aircraft that previously has been destroyed or demolished, the ASI should seek the assistance of the manager of AFS-750. That office can assist the ASI in determining whether the serial number of the aircraft on which certification is sought is the serial number of an aircraft previously classified as destroyed or demolished by the FAA or the National Transportation Safety Board (NTSB). If the ASI determines that the ID plate comes from a previously destroyed or demolished aircraft, the ASI must initiate an investigation to determine whether a violation of § 45.13(c) or (e) has occurred before the airworthiness certificate may be issued. If a violation of § 45.13(c) or (e) is found, the ASI must deny the airworthiness certificate and initiate an enforcement action.

NOTE: When the ID plate is surrendered, the ID plate is no longer considered personal property.

e. New Data Plates. The appropriate FAA office (for example, FSDO, MIDO, or MISO) may authorize a builder of an aircraft authorized to be assembled from spare and/or surplus parts in accordance with Advisory Circular (AC) 21-13, Standard Airworthiness Certification of Surplus Military Aircraft and Aircraft Built From Spare Parts, to make a new data plate for that aircraft upon a satisfactory showing that the aircraft conforms to its type design and is in a condition for safe operation. The data plate will be made in accordance with part 45 and affixed to the aircraft prior to the issuance of any airworthiness certificate.

19. PUBLIC AIRCRAFT.

a. Public aircraft are defined in 49 U.S.C. § 40102(a)(37).

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

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

d. Safety is enhanced through the operation of aircraft certificated according to part 21, and the FAA encourages those who operate public aircraft to obtain the appropriate airworthiness certification, if possible. An application for an airworthiness certificate for a public aircraft will be processed in accordance with the applicable procedures in this order. The airworthiness certificate, when issued, is effective only if all terms and conditions of the certificate are complied with. If part 43, part 45, and part 91 are NOT complied with, FAA Form 8100-2, Standard Airworthiness Certificate, must be surrendered.

e. Public aircraft must be registered in accordance with part 47 and must display nationality and registration marks in accordance with part 45. Any deviations from these requirements must be processed in accordance with the procedures in 14 CFR part 11, General Rulemaking, applicable to petitions for exemptions.

f. Aircraft operated by the FAA will be certificated in accordance with part 21, except for those aircraft authorized by the Director, Office of Aviation System Standards, or by the Director's designee, to be operated as public aircraft. Certificated aircraft must display an appropriate airworthiness certificate.

g. Non-certificated FAA aircraft will display a public aircraft document in lieu of the airworthiness certificate. All requests for the public aircraft document will be processed through the Director, Aviation Systems Standards, Oklahoma City, Oklahoma (AVN-100). The letter of request must contain, at a minimum the—

(1) Nationality and registration marks,

(2) Manufacturer and model,

(3) Aircraft serial number,

(4) Location (base of operation/airport) of the aircraft, and

(5) Registered owner and operator of the aircraft.

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

20. AIRCRAFT BEING REMOVED FROM A CONTINUOUS MAINTENANCE SYSTEM.

a. No change in the airworthiness certificate is required if the aircraft has a current airworthiness certificate, Form 8100-2.

b. Operators of aircraft previously operated under 14 CFR part 121, Operating Requirements: Domestic, Flag, and Supplemental Operations, or part 91, subpart D, Special Flight Operations, and intending to operate them under part 91, must select, identify, establish, and use an inspection program as prescribed in § 91.409(e), (f), (g), and (h).

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

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

a. AC 105-2, Sport Parachute Jumping, lists aircraft that the FAA has determined can safely be flown with one door open or removed if operated in accordance with specified operating limitations.

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

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

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

(3) Location where aircraft normally is based; and

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

c. There are two avenues for operation with the door removed:

(1) If identified in AC 105-2 to operate with the door removed and no STC is installed, operating limitations must be issued by the FAA.

(2) Aircraft other than those listed in AC 105-2 will be modified in accordance with STC procedures in part 21. If altered in accordance with an STC, no other limitations are required.

d. Sample operating limitations are outlined in figure 2-3 and must be issued by ASIs for any aircraft listed in AC 105-2. The ASI must note on the operating limitations the aircraft make, model, registration and serial number, type of operation authorized, date of issuance, ASI's name, and district office number. On an aircraft that requires removal or opening of a particular door, the ASI must specify in the limitations which door may be removed or opened.

NOTE: A copy of the limitations must be forwarded to AFS-750.

e. Removal or installation of a cabin door for the specified aircraft is considered maintenance and as such must be accomplished by persons authorized under § 43.3.

f. If operations of rotorcraft with the doors opened or removed obstructs the nationality and registration marks from view, the operator must notify the appropriate managing office in writing detailing the nature of the proposed operation and the proposed dates of operation with doors removed. The managing office will then instruct the operator to affix temporary nationality and registration marks on an authorized surface required by § 45.27(a). The size of the marks must comply with § 45.29(b) unless no authorized surface is large enough for display of marks meeting the size requirements of this section. The rotorcraft would then be marked on the largest authorized surface with marks as large as practicable, as allowed by § 45.29(f). Any remnants of the permanent nationality and registration marks must be obliterated so as not to confuse identification of the rotorcraft with temporary markings. The temporary markings must be able to endure flight operations in various weather conditions. Flight operations must be authorized in writing by the managing office for a specified time and purpose. The managing office will verify that the temporary markings comply with 14 CFR and that the rotorcraft is returned to its permanent marking scheme.

g. Under appendix A to part 43, paragraph (c)(15), a pilot may be authorized to remove or reinstall passenger seats if the pilot is specifically listed by name in the operating limitations for the aircraft. The issuing ASI may require the pilot to demonstrate his or her ability in this preventive maintenance function.

h. Removal or installation of control sticks and wheels must be performed in accordance with the applicable sections of part 43.

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

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

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

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

23. RESERVED.

SECTION 2. AIRWORTHINESS CERTIFICATES AND CERTIFICATIONS

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

25. CLASSIFICATION AND CATEGORY OF AIRWORTHINESS CERTIFICATES.

a. Standard Classification. Form 8100-2 may be issued for an aircraft that fully complies with all of the requirements applicable to the normal, utility, acrobatic, commuter, or transport category, manned free balloons, or any other special classes of aircraft designated by the Administrator.

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

(1) Primary. Aircraft that satisfies the requirements of § 21.184.

(2) Restricted. Aircraft that satisfies the requirements of § 21.185.

(3) Limited. Aircraft that satisfies the requirements of § 21.189.

(4) Provisional. Aircraft that satisfies the applicable requirements of part 21, subpart C, Provisional Type Certificates, and part 21, subpart I, Provisional Airworthiness Certificates.

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

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

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

a. Replacement.

(1) The FAA may issue a replacement airworthiness certificate when a certificate is declared lost, has been mutilated, or is no longer legible. The replacement airworthiness certificate must carry the original issue date of the certificate being replaced, preceded by a capital “R” in the Date block of the certificate. Replacement certificates also will be issued when the aircraft registration number has been changed. In these cases, a new application for airworthiness certification is not required.

(2) Request for a replacement certificate will be made to the applicable certification office. The registered owner or certificate operator will certify this by submitting a signed statement containing the registration number (N-Number), serial number, make, and model of the aircraft, and a reason the replacement certificate is needed. Replacement of airworthiness certificates must not be accomplished by verbal agreement with the assigned ASIs or through procedures contained in air carriers' manuals that allow the continued operation of an aircraft without an airworthiness certificate. Such actions are contrary to §§ 91.203(b) and 121.153(a)(1), and 14 CFR part 135, Operating Requirements: Commuter and On-Demand Operations and Rules Governing Persons on Board Such Aircraft, § 135.25(a).

(3) A replacement airworthiness certificate may be issued without supporting documentation from AFS-750 if the date of issuance and the airworthiness classification and/or category of the lost or mutilated certificate can be positively established from the aircraft records, or from the remains of the certificate. If there is insufficient data on which to base issuance of the replacement certificate, the FAA ASI will request copies of the appropriate data (such as the application form or previously issued airworthiness certificate) from AFS-750.

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

(5) A copy of the replacement certificate must be forwarded to AFS-750.

b. Amendment.

(1) A standard or special airworthiness certificate may be amended when there is—

(a) A modification to the aircraft, such as one that has been approved by an STC or amended TC, that changes the category of the aircraft specified in block No. 4 of the standard airworthiness certificate.

(b) A change to the exceptions specified in block No. 5 of the standard airworthiness certificate.

(c) A change in the aircraft model specified in block No. 2 of the standard airworthiness certificate.

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

(2) A DAS may amend a standard airworthiness certificate under § 21.451(b)(3).

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

(4) Any amendment of an airworthiness certificate will require submission of FAA Form 8130-6, Application for Airworthiness Certificate. An appropriate record entry, in accordance with chapter 8 of this order, will be made in the aircraft records documenting the issuance of the amended certificate.

(5) Paragraph 28 of this order details further information on aircraft model changes.

(6) Operating limitations that were issued based on a previous edition of this order may be updated to include limitations contained in the current edition. The FAA does not require a new aircraft certification inspection for this type of administrative paperwork amendment (except as provided in paragraph 136 of this order).

c. Exchange. It is highly desirable that all aircraft currently certificated in the standard category carry Form 8100-2 to be consistent with the regulations. Owners and operators of general aviation and air carrier aircraft that still have FAA Form 1362A, Certificate of Airworthiness, should be encouraged to exchange such forms for the standard airworthiness certificate, Form 8100-2. In exchanging these certificates, the operating certificate number will NOT be entered on the revised form. Form 1362A will be attached to and forwarded with a copy of the revised certificate to AFS-750 to establish an official record of the exchange action. The foregoing exchange procedure also applies to Form 8130-7, in lieu of FAA Form 1362B, Certificate of Airworthiness. The new airworthiness certificate will reflect the date as indicated on Form 1362A or Form 1362B, preceded by a capital "E" in the Date block of the certificate.

27. SURRENDERED AIRWORTHINESS CERTIFICATE.

a. Airworthiness certificates voluntarily surrendered by written authorization of an aircraft owner or authorized representative must state why the certificate is being surrendered. The authorization and certificate must be forwarded to AFS-750 for retention in the permanent airworthiness files for that aircraft.

b. When a U.S.-owned aircraft is sold to a purchaser in another country or is leased for operations and registered in another country and is removed from the U.S. register, the airworthiness certificate is no longer effective; therefore, the airworthiness certificate must be surrendered to the FAA by the aircraft owner or operator as specified in § 21.335(e). The exporting FAA representative should request a copy of the deregistration and surrendered airworthiness certificate from the exporter to complete the FAA representative's file.

28. AIRCRAFT MODEL CHANGE.

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

b. In addition to the existing ID plate, a new fireproof plate with the new model designation must be attached as close as physically possible to the original ID plate without obscuring it.

c. To maintain an accurate and continuous operating history for the aircraft, the original ID plate must not be altered in any manner.

d. The normal procedures, including any applicable inspections, apply when processing Form 8130-6. The amended airworthiness certificate will be identified with a capital "A" preceding the current date of the certificate being issued. If ownership of the aircraft has not changed, an application for aircraft registration, reflecting the new model designation, need not be submitted. AFS-750 will issue an amended registration certificate.

29. SAFEGUARDING FAA AIRWORTHINESS CERTIFICATES. Airworthiness certificates are official forms and must be safeguarded by those FAA representatives who are charged with the responsibility for their issuance. Airworthiness certificates may not be produced in a computerized electronic format. Every measure must be taken to ensure these certificates are not obtained by unauthorized persons. At no time may a blank certificate be given to any unauthorized individual. Airworthiness certificates must be secured in a locked container when left unattended.

30. RECORDING OF CONFORMITY INSPECTIONS. FAA Form 8100-1, Conformity Inspection Record, should be used to document conformity inspections during type, production, and airworthiness certification programs. This form also may be used as a worksheet during any production surveillance activity to supplement official surveillance records and any inspections deemed appropriate during airworthiness certification (see figure 2-4).

a. Preparation. Form 8100-1 must be prepared in accordance with the instructions shown on the back of the form.

b. Retention. Form 8100-1 should be retained until it has been determined that it would serve no useful purpose.

31. AIRWORTHINESS CERTIFICATION OF MANNED FREE BALLOONS. Manned free balloons are type-certificated as complete aircraft consisting of three major components: the envelope, the burner and fuel system, and the basket. The burner and fuel system and basket also are known as the "bottom-end" components. Airworthiness certificates will not be issued for any individual component. The following are situations that may be encountered in certificating balloons in the standard category:

a. An applicant for a special airworthiness certificate must present a complete system (three major components) for the purpose of making a "condition for safe operation" determination of airworthiness.

b. Many balloon type certificate data sheets (TCDS) require each individual balloon envelope to be assigned an individual aircraft serial number, aircraft data plate, and aircraft registration number. As such, the balloon manufacturer obtains a registration number from the FAA Aircraft Registry, assigns the N-Number to the aircraft, and reports the aircraft model and serial number to the FAA Aircraft Registry. When an eligible envelope is mated with the necessary components to make a complete aircraft as described in the applicable TCDS, it is eligible for a standard airworthiness certificate.

c. A new airworthiness certificate is not required when the aircraft is disassembled and a different burner basket combination is installed, as allowed for by the TC. Reassembly of the envelope and bottom-end components into a complete aircraft may be performed by qualified persons as preventive maintenance under appendix A to part 43, paragraph (c)(27). The aircraft records must properly reflect the installation of the bottom-end components and record the new empty weight. The bottom-end components must be in a current "annual or 100-hour" inspection status. The individual records of the bottom-end components must be maintained. The due date of the next required inspection is determined based on the time the component parts are due for inspection.

d. If an envelope is provided only as a replacement part without obtaining a new aircraft serial number, registration number, or ID data plate, the installation of the replacement envelope is a maintenance item under part 43. This requires appropriate documentation of the work performed and a return to service entry in the aircraft records by a person authorized to perform the maintenance. The aircraft ID data plate, serial number, and registration number are carried over from the previous aircraft envelope.

e. For model changes, see paragraph 28 of this order.

32. RESERVED.

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

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

a. A variety of airworthiness functions are performed by the FAA. Many of these functions must be accomplished by or coordinated with FAA manufacturing or airworthiness ASIs who have expertise in the particular specialty. These ASIs may include the principal ASI for a major aircraft manufacturer, or the principal maintenance or avionics ASI for an air carrier with aircraft of the same type and complexity as the one for which certification is requested. A number of airworthiness functions can be accomplished by cross-utilization of the FAA. Cross-utilization by the FAA must be employed whenever possible in accordance with the guidance contained in this section.

b. The terms "original" and "recurrent" distinguish between those functions for which FAA manufacturing ASIs have primary responsibility and those for which FAA airworthiness ASIs have primary responsibility.

c. The FAA manufacturing ASI has primary responsibility for the issuance of original airworthiness certificates and approvals. The FAA airworthiness ASI has primary responsibility for the issuance of recurrent airworthiness certificates and approvals.

34. AIRWORTHINESS CERTIFICATION.

a. Original Certification. The term "original certification" applies to the issuance of standard or special airworthiness certificates and approvals, including FAA Form 8130-4, Export Certificate of Airworthiness, for aircraft holding a U.S. type design for the following:

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

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

(a) Surplus military aircraft,

(b) Aircraft built from spare and/or surplus parts,

(c) U.S.-manufactured aircraft returning from another country without having been issued a U.S. airworthiness certificate or U.S. export airworthiness approval,

(d) Provisional airworthiness certificates and amendments thereto,

(e) Limited airworthiness certificates,

(f) Experimental airworthiness certificates, and

(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 34a(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.

35. EXCEPTIONS.

a. Any requests, original or recurrent, for a special airworthiness certificate for 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.

36. 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.

37. 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.

(4) There are certain unique design considerations and FAA certification requirements for engines and propellers. Therefore, the eligibility and evaluation processes for military surplus engines, propellers, accessories, and their other parts, are described separately in paragraph 37d.

NOTE: For eligibility and evaluation of non-flight safety-critical parts, safety-critical aircraft parts, engines/propellers, and their accessories and parts, use AC 20-62, Eligibility, Quality, and Identification of Aeronautical Replacement Parts.

b. Dual-Use FSCAP.

(1) Eligibility Screening. New or used dual-use FSCAPs may be eligible for installation on FAA type-certificated products with standard or special airworthiness certificates. The eligibility determination is made based on a review of the following pertinent Department of Defense (DOD) historical records:

(a) Part identification: part number, DOD National Stock Number, and serial number.

(b) Manufacturer, DOD CAGE code, and date of manufacture.

(c) Total time-in-service.

(d) Current status of life-limited parts.

(e) Time since the last overhaul of each part that is required to be overhauled on a specified time basis.

(f) Identification of current inspection status, including time since last required inspection or maintenance performed.

(g) Current status of applicable AD and DOD directives (for example, engineering changes, technical orders, or maintenance work orders) including the date and method of compliance. If the AD involves recurring action, the current status includes the time and date when the next action is required.

(h) A list of current major alterations, repairs, or modifications for each part.

(i) Date any work was accomplished.

(j) Work authentication.

(2) Airworthiness Determination. After determining the part is eligible to be installed on a type-certificated product, the part must be evaluated to determine whether it is airworthy.

(a) New Dual-Use FSCAP.

1 For a part to be installed on products with standard airworthiness certificates, the part must conform to its FAA-approved type design and must be in a condition for safe operation.

2 For a part to be installed on products with special airworthiness certificates, the part must be cited in the FAA-accepted maintenance manual and illustrated parts catalog (IPC) specified on the applicable TCDS, and must be in a condition for safe operation.

(b) Used Dual-Use FSCAP.

1 For a part to be installed on products with standard or special airworthiness certificates, the part must be evaluated using the procedures for new dual-use FSCAPs above, as appropriate, to determine the part's airworthiness in accordance with § 43.13.

2 The part also must be evaluated by persons authorized under § 43.7(a), (c), (d), or (e) by using the following applicable methods, means, or data sources:

(aa) Differences between military and civil version (for example, possible DOD modifications, alterations, or repairs performed);

(bb) Current manufacturer or DOD technical data and procedures to perform tests and inspections, including current life-limited parts list;

(cc) Comparison of military time and/or cycle count for accumulated operational time versus civil (for example, "Did the military use a different method than civil operators to account for accumulated operational time?");

(dd) Nondestructive tests, as required;

(ee) Bench test or functional test, as required;

(ff) Results of tests and inspections recorded;

(gg) Complete historical and modification, alteration, or repair records;

(hh) Manufacturer's ID plate;

(ii) Flight, maintenance, and/or structural manual(s), and IPC; and

(jj) Instructions for Continued Airworthiness (ICAW).

(3) Approval for Installation. Persons authorized under § 43.7 may approve dual-use FSCAPs for installation on type-certificated products if the part successfully completed the eligibility screening and airworthiness evaluation. The installer must be able to determine that the installation of the FSCAP will leave the product in compliance with all regulations and in a condition for safe operation. The authorized individual completing the eligibility screening and/or airworthiness evaluation must make a maintenance record entry that clearly documents the results of the evaluation. Each maintenance record entry in accordance with § 43.9 should include a description of the work performed, the completion date of the work performed, and the name of the person performing the work or authorized to sign.

c. Military-Unique FSCAP.

(1) Eligibility Screening. New or used military-unique FSCAPs may be eligible for installation on civil products with special airworthiness certificates under § 21.305(c) in conjunction with type certification procedures for a product or in accordance with a TCDS. Military-unique FSCAPs are not eligible for installation on a civil product with a standard airworthiness certificate. The eligibility determination is made based on a review of the following pertinent DOD historical records:

(a) Part identification: part number, DOD National Stock Number, and serial number.

(b) Manufacturer, DOD CAGE code, and date of manufacture.

(c) Total time-in-service.

(d) Current status of life-limited parts.

(e) Time since the last overhaul of each part that is required to be overhauled on a specified time basis.

(f) Identification of current inspection status, including time since last required inspection or maintenance performed.

(g) Current status of applicable ADs and DOD directives, (for example, engineering changes, technical orders, or maintenance work orders) including the date and method of compliance. If the AD involves recurring action, the current status includes the time and date when the next action is required.

(h) A list of current major alterations, repairs, or modifications for each part.

(i) Date any work was accomplished.

(j) Work authentication.

(2) Airworthiness Determination. After determining the part is eligible to be installed on a type-certificated product with a special airworthiness certificate, the part must be evaluated to determine whether it is airworthy.

(a) New Military-Unique FSCAP. The part must be cited in the FAA-accepted, military-approved maintenance manual and IPC specified on the applicable aircraft TCDS and must be in a condition for safe operation.

(b) Used Military-Unique FSCAP.

1 The part must be cited in the FAA-accepted, military-approved maintenance manual and IPC specified on the applicable aircraft TCDS and must be in a condition for safe operation.

2 The part also must be evaluated to determine airworthiness in accordance with § 43.13, by using the following applicable methods, means, or data sources:

(aa) Special equipment or test apparatus, as required;

(bb) Current manufacturer or DOD technical data and procedures to perform tests and inspections;

(cc) Comparison of military time and/or cycle count for accumulated operational time versus civil time (for example, "Did the military use a different method than civil operators to account for accumulated operational time?");

(dd) Nondestructive tests, as required;

(ee) Bench test or functional test, as required;

(ff) Results of tests and inspections recorded;

(gg) Complete historical and modification, alteration, or repair records;

(hh) Manufacturer's ID plate;

(ii) Flight, maintenance, and/or structural manual(s), and IPC; and

(jj) ICAW.

(3) Approval for Installation. Persons authorized under § 43.7 may approve military-unique FSCAPs for installation on type-certificated products if the part successfully completed the eligibility screening and the airworthiness evaluation. The installer must be able to determine that the installation of the FSCAP will leave the product in compliance with the TCDS and in a condition for safe operation. The authorized individual completing the eligibility screening and/or airworthiness evaluation must make a maintenance record entry that clearly documents the results of the evaluation. Each maintenance record entry in accordance with § 43.9 should include a description of the work performed, the completion date of the work performed, and the name of the person performing the work or authorized to sign.

d. Dual-Use and Unique Military Surplus Engines, Propellers, Accessories, and Their Parts.

(1) New, used, or parted-out military surplus engines, propellers, accessories, and their parts should not be presumed to be eligible for installation on FAA type-certificated aircraft. Military surplus engines, propellers, accessories, and their parts are either dual-use or military-unique.

(2) The pertinent accompanying historical records documentation is essential for—

(a) The Defense Reutilization and Marketing Office's (DRMO) public sale of engines, propellers, accessories, and their parts;

(b) Categorizing the engines, propellers, accessories, and their parts as dual-use or military-unique; and

(c) Establishing the eligibility and airworthiness of the engine, propeller, accessories, and their parts.

(3) Military surplus engines and propellers may be type-certificated under § 21.17, which requires issuance of a new TC and compliance with the applicable requirements, such as 14 CFR part 33, Airworthiness Standards: Aircraft Engines, for engines and 14 CFR part 35, Airworthiness Standards: Propellers, for propellers. For a military aircraft issued a TC under § 21.25 or § 21.27, the applicable engine or propeller is not required to be issued a separate TC. However, it should be noted that the engine and propeller cannot be certificated separately under these two sections. Any eligible military surplus engines or propellers will be referenced on the aircraft's TCDS. However, military-unique surplus engines, propellers, accessories, or parts may be eligible for installation only on civil military surplus aircraft with special airworthiness certificates.

(4) Engines, propellers, accessories, and their parts are deemed flight safety-critical if their failure, malfunction, or absence could cause a catastrophic failure resulting in loss or serious damage to the aircraft or an uncommanded engine shutdown resulting in an unsafe condition. Such conditions include, but are not limited to, release of engine or propeller debris, propeller separation, and, in rotorcraft, a transient or continuous power loss, or loss of power response. Examples of flight safety-critical engine and propeller parts are life-limited parts, rotating parts, and, for rotorcraft, actuating parts.

(5) Dual-Use Military Surplus Engines, Propellers, Accessories, and Their Parts. Dual-use military surplus engines and propellers that hold a TC, and their accessories and parts, may be eligible for installation on civil aircraft, engines, or propellers in accordance with the applicable regulations. The authorized individual completing the eligibility screening and/or the airworthiness evaluation should make a record entry to document the result(s).

(a) Eligibility Screening. New or used dual-use engines, propellers, accessories, and their parts may be eligible for installation on FAA type-certificated civil or surplus military aircraft with standard or special airworthiness certification. A U.S. TC must have been issued for a corresponding civil model engine or propeller under § 21.21 at the time of manufacture, or a U.S. aircraft TC must have been issued and the engines or propellers referenced in the aircraft TCDS under § 21.27 or § 21.25. The eligibility determination is made based on a review of the following pertinent historical records:

1 Engine, propeller, accessory, and part ID (assembly part number and serial number and manufacturer).

2 Contract or purchase order number under which the engine, propeller, accessory, or part was manufactured.

3 Evidence of engine, propeller, accessory, and part status, for example, serviceable or unserviceable, in accordance with DOD Form (DD Form) 1574-1 or Department of the Army (DA) Form 2410.

4 Complete historical records maintained by the military, the manufacturer, and any other prior owner(s), pertaining to inspection, modification, repair, alteration, maintenance, and operation of the engine from the time of acceptance by the military, including, but not limited to, DA Form 2408-5 and DA Form 2408-16. The maintenance records should also include the date that the work was accomplished and work authentication.

5 Current status of applicable ADs and DOD directives (for example, engineering changes, technical orders, or maintenance work orders) including the date and method of compliance; and, if the AD involves recurring action, the time and date when the next action is required.

(b) Airworthiness Determination. After determining the part is eligible to be installed on a type-certificated product, the part must be evaluated to determine whether it is airworthy.

***1* New Dual-Use Engines, Propellers, Accessories, and Their Parts.**

(aa) For engines, propellers, accessories, and their parts to be installed on aircraft with standard airworthiness certificates, each engine, propeller, accessory, and associated part must conform to the approved TC, must have been manufactured under an FAA-approved production system, and must be in a condition for safe operation.

(bb) For engines, propellers, accessories, and their parts to be installed for aircraft with special airworthiness certificates, each engine, propeller, accessory, and associated part must be listed in the FAA-accepted, military-approved maintenance manual or FAA-accepted civil maintenance manual and IPC specified on the TCDS, and must be in a condition for safe operation.

***2* Used Dual-Use Engines, Propellers, Accessories, and Their Parts.**

(aa) For engines, propellers, accessories, and their parts to be installed on aircraft with standard airworthiness certificates, an evaluation should be performed by an FAA engineer or an appropriately authorized designated engineering representative (DER). When a DER is used, the DER's recommendations or decisions must be substantiated in writing using FAA Form 8110-3, Statement of Compliance, and include supporting documents. Each engine, propeller, accessory, and associated part must conform to the approved TC, must have been manufactured under an FAA-approved production system, and be in a condition for safe operation. In addition, the following should be evaluated:

(1) Operational differences between military and civil versions (for example, possible DOD modification, alteration, or repair performed) in performance standards as listed in the TCDS (for example, thrust, shaft horsepower, RPM, and ratings), and in specifications, as listed in the TCDS and the maintenance manuals (for example, fuel type, oil, weight).

(2) Complete historical operational records. This includes extreme operational conditions such as accidents, fires, or engine operating limit exceedances.

(3) Complete historical maintenance records, for example, modifications, alterations, and repairs, and complete documentation of work performed by an FAA-approved facility that was properly rated for the work performed and that conformed to the FAA-approved data.

(4) ICAW.

(5) Emission requirements as stated in the TCDS (engine only).

(6) Comparison of military time and/or cycle count for accumulated operational time and cycle versus civil (for example, "Did the military use a different method than civil operators to account for accumulated operational time and what are the expended equivalent civil cycles of the parts, taking into account their past operational history and mission profile?").

(7) Current manufacturer's technical data to perform tests or inspections.

(8) Written results of inspections performed (for example, maintenance record entry, FAA Form 8130-3, Authorized Release Certificate, or FAA Form 337, Major Repair and Alteration, for approval for return to service) and a completed FAA Form 8130-9, Statement of Conformity, signed by the person who approved the item for return to service, as applicable.

(9) The application of the identifying marking requirements in accordance with §§ 45.11 and 45.13, as applicable.

(10) Engine, propeller, accessory, or part overhaul records, including overhaul in accordance with civil engine/propeller manuals (for example, "Is the engine, propeller, accessory, or part in a newly overhauled condition?").

(11) Verification that the engine, propeller, accessory, or part was produced by an FAA PAH.

(bb) For engines, propellers, accessories, and their parts to be installed on aircraft with special airworthiness certificates, an evaluation should be performed by an FAA engineer or an appropriately authorized DER. When a DER is used, the DER's recommendations or decisions must be substantiated in writing using Form 8110-3, and include supporting documents. Each engine, propeller, accessory, and associated part must be listed in the FAA-accepted, military-approved maintenance manual or FAA-accepted maintenance manual and IPC specified on the TCDS, and be in a condition for safe operation. In addition, the following should be evaluated:

(1) Complete historical operational records. This includes extreme operational conditions such as accidents, fires, or engine operating limit exceedances.

(2) Complete historical maintenance records, for example, modifications, alterations, and repairs, and complete documentation of the work performed.

(3) ICAW.

(4) Emission requirements as stated in the TCDS (engine only).

(5) Comparison of military versus civil time and/or cycle count for accumulated operational time and cycle (for example, "Did the military use a different method than civil operators to account for accumulated operational time and what are the expended equivalent civil cycles of the parts, taking into account their past operational history and mission profile?").

(6) Current manufacturer's technical data to perform tests or inspections.

(7) Written results of inspections performed (for example, maintenance record entry, Form 8130-3, or Form 337, for approval, for return to service) and a completed Form 8130-9, signed by the person who approved the return to service, as applicable.

(8) The application of the identifying marking requirements in accordance with §§ 45.11 and 45.13, as applicable.

(9) Engine, propeller, accessory, or part overhaul records, including overhaul in accordance with civil engine/propeller manuals (for example, "Is the engine, propeller, accessory, or part in a newly overhauled condition?").

(10) Verification that the engine, propeller, accessory, or part was produced by an FAA PAH.

(c) Approval for Installation. Persons authorized under § 43.7 may approve dual-use engines, propellers, accessories, or parts for installation if the engine, propeller, accessory, or associated part has successfully completed the eligibility screening and airworthiness evaluation. The installer must be able to determine that the use of the engine or propeller, and/or the installation of the accessory or part, will leave the aircraft in compliance with pertinent regulations and in a condition for safe operation. The authorized individual completing the eligibility screening and/or airworthiness evaluation must make a maintenance record entry that clearly documents the results of the evaluation. Each maintenance record entry in accordance with § 43.9 should include a description of the work performed, the completion date of the work performed, and the name of the person performing the work or authorized to sign.

(6) Military-Unique Engines, Propellers, Accessories, and Their Military-Unique Parts. Military-unique engines, propellers, accessories, and parts are FSCAPs that were specifically and uniquely designed and manufactured for the U.S. military for which there originally was no corresponding FAA-approved PAH engine, propeller, accessory, or part for civil application.

(a) Eligibility Screening. New or used military-unique engines, propellers, accessories, and parts may be eligible for installation on surplus U.S. military aircraft type-certificated under §§ 21.25(a) and 21.305(c) with special airworthiness certificates. The eligibility determination is made based on a review of the following pertinent DOD historical records:

1 Engine, propeller, accessory, and part ID (assembly part number and serial number and manufacturer).

2 Contract or purchase order number under which the engine, propeller, accessory, or part was manufactured.

3 Evidence of engine, propeller, accessory, and part status, for example, serviceable or unserviceable, per DD Form 1574-1 or DA Form 2410.

4 Complete historical records maintained by the military, the manufacturer, and any other prior owner(s), pertaining to inspection, modification, repair, alteration, maintenance, and operation of the engine from the time of acceptance by the military, including, but not limited to, DA Form 2408-5 and DA Form 2408-16. The maintenance records also should include the date that the work was accomplished and work authentication.

5 Current status of applicable ADs and DOD directives (for example, engineering change, technical order, maintenance work order), including the date and method of compliance; and, if the AD involves recurring action, the time and date when the next action is required.

(b) Airworthiness Determination. After determining that the engine, propeller, accessory, or associated part is eligible to be installed on a surplus military aircraft with special airworthiness certificates, each engine, propeller, accessory, or associated part must be evaluated to determine whether it is airworthy.

1 **New Military-Unique Engines, Propellers, Accessories, and Their Parts.** For new military-unique engines, propellers, accessories, and associated parts to be installed on surplus military aircraft with special airworthiness certificates, each engine, propeller, accessory, and associated part must be listed in the FAA-accepted, military-approved maintenance manual or FAA-accepted civil maintenance manual and IPC specified on the TCDS, and must be in a condition for safe operation.

2 **Used Military-Unique Engines, Propellers, Accessories, and Their Parts.** For used military-unique engines, propellers, accessories, and associated parts to be installed on surplus military aircraft with special airworthiness certificates, each engine, propeller, accessory, and associated part must be evaluated by an FAA engineer or an appropriately authorized DER. When a DER is used, the DER's recommendations or decisions must be substantiated in writing using Form 8110-3, and include supporting documents. Each engine, propeller, accessory, and associated part must be listed in the FAA-accepted, military-approved maintenance manual or FAA-accepted civil maintenance manual and the IPC specified on the TCDS, and must be in a condition for safe operation.

(c) Approval for Installation. Persons authorized under § 43.7 may approve military-unique engines, propellers, accessories, or parts for installation on surplus military aircraft with special airworthiness certificates if they have successfully completed the eligibility screening and airworthiness evaluation. The installer must be able to determine that the use of the engine or propeller, and/or the installation of the accessory or part, will leave the product in compliance with the TCDS and in a condition for safe operation. The authorized individual completing the eligibility screening and/or airworthiness evaluation must make a maintenance record entry that clearly documents the results of the evaluation. Each maintenance record entry in accordance with § 43.9 should include a description of the work performed, the completion date of the work performed, and the name of the person performing the work or authorized to sign.

38.-39. RESERVED.

FIGURE 2-1. SAMPLE AERONAUTICAL CENTER FORM 8050-64, ASSIGNMENT OF SPECIAL REGISTRATION NUMBERS

U.S. Department of Transportation
Federal Aviation Administration

ASSIGNMENT OF SPECIAL REGISTRATION NUMBERS

Special Registration Number: N54321

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

Serial Number: 78361C

Present Registration Number: N12345

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

Issue Date: October 31, 19XX

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

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

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

The airworthiness classification and category: Standard Transport

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

CERTIFICATION: I certify that the special registration number was placed on the aircraft described above. October 30, 19XX

Signature of Owner:

Title of Owner: Chief, Aircraft Services

Date Placed on Aircraft: November 5, 19XX

RETURN FORM TO:

FAA Aircraft Registry
P.O. Box 25504
Oklahoma City, Oklahoma 73125-4939

BELOW THIS POINT FOR FAA USE ONLY

1. ☐ FP
2. ☐ FP

NAME

ADDRESS

CITY

FC

ZIP

EMP CODE

DATE

AC Form 8050-64 (12/87)

FIGURE 2-2. SAMPLE RESPONSE LETTER REGARDING IDENTIFICATION PLATES

U.S. Department
of Transportation
Federal Aviation
Administration

March 3, 2000

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

Dear Mr. Blue:

This is in response to your letter dated February 14, 2000, concerning disposition of the identification plate from Cessna Model 305A, Registration No. N5297G, Serial No. 305A-12345.

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

Federal Aviation Administration
Aircraft Registration Branch, AFS-750
Mike Monroney Aeronautical Center
P.O. Box 25504
Oklahoma City, OK 73125-0750

Sincerely,

John J. Doe
Manager, Burlington Manufacturing
Inspection District Office

FIGURE 2-3. SAMPLE LIMITATIONS FOR THE OPERATION OF AN AIRCRAFT WITH A DOOR REMOVED

U.S. Department
of Transportation
Federal Aviation
Administration

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

AIRCRAFT OPERATING LIMITATIONS

The aircraft described above may be flown with not more than one cabin door removed for the purpose of (see note below), provided the aircraft is operated in accordance with the applicable sections of 14 CFR and the following limitations:

Note: Show specific operations; for example, intentional parachute jumping, skydiving, etc.

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

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

2. Aerobatic maneuvers are not permitted.

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

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

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

6. Smoking is not permitted.

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

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

9. No baggage may be carried.

FIGURE 2-3. SAMPLE LIMITATIONS FOR THE OPERATION OF AN AIRCRAFT WITH A DOOR REMOVED (CONTINUED)

10. Parachutists' static lines must be kept free of pilot's controls and control surfaces.

11. Operations are limited to visual flight rules (VFR) conditions.

12. Cabin door hold-open clips installed on wing brace struts and/or under surface of wing must be removed before conducting intentional parachute jumping or skydiving operations.

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

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

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

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

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

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

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

FAA Inspector _____ Date _____

Office No. _____

FIGURE 2-4. SAMPLE FORM 8100-1, CONFORMITY INSPECTION RECORD (FACE SIDE ONLY)

CONFORMITY INSPECTION RECORD	1. Project Number, TIA/Request Date:	2. SHEET of Sheets
3. Applicant/Manufacturer:	4. Beginning Date:	5. Ending Date:
6. Model:	7. Inspected By:	

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

FAA Form 8100-1 (5-92) SUPERSEDES PREVIOUS EDITION

CHAPTER 3. STANDARD AIRWORTHINESS CERTIFICATION

SECTION 1. GENERAL INFORMATION

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

a. Section 21.183(a) prescribes the basic requirements for issuance of standard airworthiness certificates for aircraft manufactured under a PC.

b. Section 21.183(b) prescribes the basic requirements for issuance of standard airworthiness certificates for aircraft manufactured under a TC only.

c. Section 21.183(c) prescribes the basic requirements for issuance of the standard airworthiness certificates for an import aircraft type-certificated in accordance with § 21.29. The CAA certifications must be made by issuance of an Export C of A that contains either the certification statement noted on the corresponding FAA TCDS or a certification statement that the aircraft meets its FAA-approved type design and is in a condition for safe operation.

d. Section 21.183(d) prescribes the basic requirements for issuing standard airworthiness certificates not covered in paragraphs 40a through 40c above.

NOTE: NO FAA field office or FAA representative is authorized to WAIVE regulatory requirements.

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

41. STANDARD AIRWORTHINESS CERTIFICATE.

a. Form 8100-2 ((Government Printing Office (GPO) pad only) is used for all original and recurrent certification of aircraft in the STANDARD CATEGORY ONLY and for replacement of Form 1362A still in effect. See chapter 8 of this order for instructions on completing Form 8100-2 (figure 3-1).

b. A standard airworthiness certificate remains valid as long as maintenance, preventive maintenance, and alterations are performed in accordance with parts 21, 43, and 91.

42. APPLICATION FOR AIRWORTHINESS CERTIFICATE. Form 8130-6 is required whenever an airworthiness certificate is issued or amended. The application for a U.S. airworthiness certificate must be made by the registered owner or an agent who has a notarized letter of authorization from the registered owner. The applicant must complete and sign the appropriate sections of Form 8130-6 before submitting it to the FAA. (Sample forms are contained at the end of each applicable section.) Instructions for completing Form 8130-6 are contained in chapter 8 of this order. AC 21-12, Application for U.S. Airworthiness Certificate, FAA Form 8130-6 can also be used as a reference.

43. STATEMENT OF CONFORMITY.

a. Form 8130-9 should be submitted to the FAA as required by §§ 21.53 and 21.130 under the following circumstances:

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

(2) By the applicant for each aircraft, aircraft engine, or propeller submitted for type certification; and

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

NOTE: For the purpose of this order, type certification programs include any tasks associated with the issuance of a TC or STC or the approval of Form 337.

b. The FAA should review Form 8130-9 for completion and ensure that all of the entries are typewritten or printed legibly in permanent ink. The form also must be signed in permanent ink by an authorized person who holds a responsible position in the manufacturing organization. If the certifier also is an FAA designee, the designee title should not be used. If the inspection and certification is delegated to a supplier by the applicant, a copy of the letter of delegation must be submitted to the FAA at the time of conformity.

44. USE OF PARTS CATALOGS AND MAINTENANCE MANUALS.

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

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

c. Parts catalogs or maintenance manuals may not be used to conduct conformity inspections. However, they should be used when applicable as an aid in establishing the configuration of a particular aircraft or in determining that the aircraft has been properly maintained.

d. MIDOs, MISOs, and CMOs/CMUs having certificate management responsibility for a particular manufacturer interface with the applicable aircraft certification office (ACO) to provide technical data and other pertinent information necessary to support the certification process. It is the applicant's responsibility to provide the type design data for those parts and components for which a conformity determination must be made.

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

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

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

c. All applicable ADs have been complied with.

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

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

a. Obtain from the applicant a properly executed Form 8130-6, and any other documents required for certification. The applicant must have the form completed and the appropriate sections signed before submitting it to the FAA. The application for a U.S. airworthiness certificate must be made by the registered owner or an agent who has a notarized letter of authorization from the registered owner.

b. Contact AFS-750 to determine that an application for airworthiness certification previously has not been denied. If it was denied, the reasons stated in the denial letter must be rectified before issuing an airworthiness certificate.

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

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

NOTE: AFS-750 should be contacted to ensure that 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 permanently issued?

e. As applicable, ensure compliance with the noise standards of § 21.93(b), § 21.183(e), 14 CFR part 36, Note Standards: Aircraft Type and Airworthiness Certification, or part 91. Also ensure compliance with the fuel venting and exhaust emission requirements of 14 CFR part 34, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes, and the applicable passenger emergency exit requirements of § 21.183(f) and Special Federal Aviation Regulation (SFAR) 41.

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

(1) All of the required records and documentation are provided for the aircraft, that is, an up-to-date approved flight manual, a current weight and balance report, an equipment list, the maintenance records, the FAA-accepted ICAW, the FAA-accepted maintenance manual(s), and any other manuals required by §§ 21.31, 21.50, 33.4, and 35.4; by 14 CFR part 23, Airworthiness Standards: Normal, Utility, Acrobatic, and Commuter Category Airplanes, § 23.1529; by 14 CFR part 25, Airworthiness Standards: Transport Category Airplanes, § 25.1529; by 14 CFR part 27, Airworthiness Standards: Normal Category Rotorcraft, § 27.1529; and by 14 CFR part 29, Airworthiness Standards: Transport Category Rotorcraft, § 29.1529. These documents must be in the English language.

(2) The aircraft is eligible by make, model, and serial number, using the TCDS, aircraft specifications, and/or applicable aircraft listing.

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

(4) The aircraft has been flight tested in accordance with paragraph 61 of this order, if required. If it has not been flight tested, issue the appropriate special airworthiness certificate prescribed in chapter 4. The flight test must be recorded in the aircraft records in accordance with § 91.417(a)(2)(i) as time-in-service as defined in part 1. Aircraft assembled by a person other than the manufacturer (for example, a dealer or distributor) must have been assembled and, when applicable, flight tested in accordance with the manufacturer's FAA-approved procedures.

(5) Large airplanes, turbojet, or turbopropeller multi-engine airplanes comply with the inspection program requirements of part 91, subpart E, Maintenance, Preventive Maintenance, and Alterations, or other CFR referenced therein. A supplemental structural inspection program also is required for certain large transport category airplanes. Reference AC 91-56, Supplemental Structural Inspection Program for Large Transport Category Airplanes.

(6) The TC holder or STC holder has furnished one set of FAA-accepted ICAW or one complete set of FAA-accepted maintenance manuals to the owner of the aircraft when the first standard airworthiness certificate is issued, or has procedures in place to ensure that FAA-accepted ICAW or maintenance manuals are provided upon delivery of the aircraft, as required by §§ 21.17(a) and (b), 21.31, and 21.50. The ICAW or maintenance manuals also are required for all products with a TC or STC. If no FAA-accepted ICAW or maintenance manuals are available, the ASI having certificate management responsibility over the manufacturer will contact the ACO and Aircraft Evaluation Group (AEG) to determine the status of the ICAW or maintenance manuals. The ASI is responsible for ensuring that the manufacturer and company designees are made aware of the status of the ICAW or maintenance manuals. No deliveries will be allowed before the ICAW or maintenance manuals are approved.

> **NOTE: For additional information relative to imported products, reference AC 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported to the United States.**

g. Inspect the aircraft for the following:

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

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

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

(4) All applicable ADs have been accomplished and appropriately recorded.

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

(6) All aircraft systems have been satisfactorily checked for proper operation.

(7) Operation of the engine(s) and propeller(s) has been checked in accordance with the aircraft manufacturer's instructions.

h. If it is determined that the aircraft meets the requirements for the certification requested, the ASI or authorized designee should—

(1) Make an aircraft logbook entry in accordance with paragraph 237a(8)(d) of this order.

(2) Issue Form 8100-2 in accordance with paragraph 238 of this order.

(3) Complete sections V and VIII of Form 8130-6, as appropriate, in accordance with the instructions contained in paragraph 237a(5) and 237a(8) of this order.

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

i. If the aircraft does not meet the requirements for the certification requested and the airworthiness certificate is denied, the ASI must write to the applicant stating the reason(s) for denying the certificate. The ASI also will attach a copy of the denial letter to the application and forward the application to AFS-750 to be made a part of the aircraft record.

47.-48. RESERVED.

SECTION 2. NEW AIRCRAFT

49. GENERAL. In addition to the instructions contained in section 1 of this chapter, this section provides further guidance material associated with the airworthiness certification of new aircraft being produced under a TC, an APIS, a PC, a DOA, or a bilateral agreement.

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

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

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

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

b. Under the provisions of §§ 21.183(b) and 21.123(c), Form 8100-2 may be issued for aircraft produced by a manufacturer who does not have an FAA production approval, for a period of 6 months after the TC has been issued. An extension of the 6-month period may be authorized by the manager of the directorate in which the manufacturer is located.

(1) Before any extension of the 6-month requirement of § 21.123(c) is authorized, it must be determined that the FAA responsibility will be satisfied. All inspections conducted or witnessed by the FAA must be documented on Form 8100-1, and all nonconformities must be corrected and documented before issuing an airworthiness certificate.

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

(3) Form 8130-9 must be submitted by the applicant with each application for an original airworthiness certificate, in accordance with § 21.183(b).

53. AIRCRAFT MANUFACTURED UNDER AN APIS.

a. Aircraft manufactured under an APIS will be inspected and certificated in a manner similar to the activities (where applicable) as identified in paragraph 52 of this order, except that under an APIS, a designee may be appointed to inspect and issue airworthiness certificates for completed aircraft. Each aircraft must be inspected and certificated by an ASI if a designee has not been appointed under an APIS.

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

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

d. Form 8130-9 must be submitted by the applicant with each application for an original airworthiness certificate in accordance with § 21.183(b).

54. AIRCRAFT MANUFACTURED UNDER A PC.

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

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

55. AIRCRAFT MANUFACTURED UNDER A DOA.

a. The procedures for issuing airworthiness certificates are similar to those outlined in paragraph 54 of this order, except that the manufacturer is delegated the related FAA duties. By prior arrangement with the manufacturer and in accordance with current program guidelines established by each directorate, the MIDO must conduct inspections of aircraft currently being certificated under these procedures. The inspections are to determine that the manufacturer is performing its duties in accordance with the applicable regulations. The FAA must periodically select an aircraft for inspection that has been certificated by the manufacturer.

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

56. AIRWORTHINESS CERTIFICATION OF VERY LIGHT AIRCRAFT.

a. A very light aircraft (VLA) is considered a special class of aircraft under § 21.17(b). A VLA is defined as an airplane with a single engine (spark or compression-ignition), not more than two seats, a maximum certified takeoff weight of not more than 750 kilograms (approximately 1654 pounds), and a stall speed of not more than 45 knots calibrated airspeed in the landing configuration. The operation of these airplanes is limited to normal category maneuvers and to visual flight rules (VFR), day only, under part 91.

b. All VLA are eligible to receive Form 8100-2 under § 21.183(a) or (b) if the airplane has a TC and is manufactured under an FAA PC or APIS. Because the VLA is type-certificated as a special class of aircraft under § 21.17(b), the category in block No. 4 on Form 8100-2 must be identified as VLA-Special Class.

c. The import airworthiness certification requirements of § 21.183(c) are applicable to VLA designed to meet the criteria of the Joint Aviation Requirements (JAR) for VLA. The FAA type certification basis for import VLA with JAR 22 engines and propellers installed will be shown on the TCDS. The category in block No. 4 on Form 8100-2 will be identified as VLA-Special Class for Imported VLA. (See figures 3-3 through 3-6 for samples of airworthiness applications and certifications for VLA aircraft.)

57. AIRCRAFT MANUFACTURED IN A BILATERAL COUNTRY.

a. New aircraft manufactured in a bilateral country will be inspected and certificated in a manner similar to that noted in paragraph 52 of this order, except that under a bilateral agreement, the CAA of the country of manufacture must certify that the aircraft has been examined, tested, and found to meet its U.S. type design (see paragraph 197 of this order for a definition of a “new” product). An ASI or authorized designee must inspect the aircraft to determine airworthiness eligibility using the current TCDS before the § 21.183(c) airworthiness certificate is issued for the completed aircraft.

b. The extent of each inspection conducted depends on many factors requiring good judgment. All parts, assemblies, and completed aircraft should be given a thorough inspection upon delivery of the aircraft to the U.S. owner/operator.

c. The certifying statement from the country of manufacture must be submitted by the applicant with each application for the first U.S. airworthiness certificate to be issued for a particular aircraft. See paragraph 34b(8) of this order and §§ 21.183(c) and 21.185(c).

SECTION 3. OTHER AIRCRAFT

58. GENERAL.

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

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

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

60. CONFORMITY DETERMINATION—OTHER AIRCRAFT.

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

(1) The manufacturer;

(2) The holder of an appropriately rated repair station certificate issued under 14 CFR part 145, Repair Stations;

(3) The holder of a mechanic certificate issued under 14 CFR part 65, Certification: Airmen Other than Crewmembers; or

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

b. Under the provisions of § 21.183(d), it is the applicant's responsibility to present, with the application, evidence that substantiates conformity with the FAA-approved type design. The applicant must provide any inspection and maintenance records, service history, and any other records substantiating eligibility of the parts being used. The FAA is required to make a "finding of conformity" in accordance with § 21.183(d)(3), which consists of a review of the applicant's evidence showing how conformity was determined. Sufficient conformity checks must be made on the aircraft and the applicant's evidence for the ASI to find the aircraft to be in conformity. If conformity cannot be determined, the inspection should be stopped until such time as the applicant presents new evidence showing such determination has been made.

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

(1) The applicant may have the aircraft inspected in accordance with the performance rules for 100-hour inspections set forth in § 43.15(c)(1).

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

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

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

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

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

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

61. FLIGHT TESTING. The FAA may require flight tests to determine that the aircraft is in a condition for safe operation. The applicant must consult with the FAA to establish a flight test procedure and flight checkoff form. The FAA must confirm that the aircraft has been flight tested by the applicant's pilot in accordance with that procedure. Flight tests may not be conducted by the FAA until an entry has been placed in the aircraft records to show that these tests have been satisfactorily completed by the applicant. The appropriate airworthiness certificate for this purpose is a special airworthiness certificate, for show compliance with 14 CFR.

62. ISSUANCE OF STANDARD AIRWORTHINESS CERTIFICATES UNDER § 21.183(d)—FOR OTHER AIRCRAFT. Before a standard airworthiness certificate is issued, the applicant must show that the aircraft meets the FAA-approved type design for that aircraft. This includes aircraft type-certificated under § 21.29.

a. Upon initial contact by persons desiring a standard airworthiness certificate for a U.S. type-certificated aircraft located in a country other than the United States, the FAA must—

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

(2) Advise the applicant that a special flight permit for U.S.-registered aircraft (§ 21.197) or special flight authorization (SFA) for non-U.S.-registered aircraft may be issued under § 91.715 if it is necessary to relocate the aircraft for the airworthiness inspection. To ferry an aircraft to a location near the office or a mutually acceptable location, refer to chapter 7 of this order.

NOTE: Special flight permits and SFAs are not recognized by the ICAO.

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

b. Bilateral Agreements (BAA or BASA).

(1) A bilateral agreement provides for close cooperation between the contracting states in the resolution of safety issues that might arise from inservice operation of any product exported or imported and approved or accepted under the terms of the agreement. When a safety concern arises, the FAA will work with and through the CAA of the other country to the maximum extent practicable, for example, through the exchange of information and technical opinions, to determine the appropriate corrective action required of operators or owners of affected U.S.-registered aircraft. The CAA is expected to keep the FAA informed of corrective actions that the CAA believes are required for safety on U.S.-registered aircraft.

(2) Service documents such as service bulletins and structural repair manuals approved by the airworthiness authority of the country where an affected product is manufactured are considered to be FAA-approved data unless otherwise noted, provided the United States has a bilateral agreement with that country. However, service bulletins or other similar instructions classified as "mandatory" by the CAA are not mandatory in the U.S. regulatory system unless required by an AD. Therefore, owners or operators of affected U.S.-registered aircraft are not required under U.S. law to comply with service documents or directives issued by the airworthiness authorities of other countries unless an FAA AD is issued under 14 CFR part 39, Airworthiness Directives. However, for U.S. type-certificated products not currently on the U.S. register, alternate procedures have been instituted involving the processing of foreign Mandatory Continuing Airworthiness Information (MCAI), that may affect the way the airworthiness certification requirements are met. The MCAI process is described in detail in paragraph 214 of this order.

c. Third Party Agreements (reference AC 21-23, paragraph 31c(4)).

(1) The United States has bilateral agreements for reciprocal acceptance of Export Certificates of Airworthiness with a number of countries that contain a "third country provision," through which the CAA of one country may certify products that are manufactured in another bilateral country (see AC 21-2, Export Airworthiness Approval Procedures). This provision primarily was intended to provide the CAA of the exporting country, other than the country of manufacture, with authority to certify to the United States that a product to be exported is in conformance and that the product is in a condition for safe operation. For example, an aircraft manufactured in England is exported to France and operated under French registry. The aircraft is then sold to a buyer in the United States under this provision. If the French Direction Générale de l'Aviation Civile (DGAC) issues a certification to the effect that the aircraft meets its U.S. type design and is in a condition for safe operation, the FAA will honor the certification. (The bilateral agreements between the United States and England and France have third party provisions.)

(2) Because the United States has bilateral agreements with third party countries that attest to their competence in making conformity and airworthiness determinations, the FAA also will accept certifications of those aircraft that have been manufactured in the United States when the CAAs of these countries are willing to issue such certificates. Accordingly, a prospective buyer of a U.S.-manufactured aircraft located in a country other than the United States may request from the CAA of the bilateral third-party country a certification to the effect that the particular U.S.-manufactured aircraft has remained in or has been returned to its type design configuration and is in a condition for safe operation. When applicable, the certification should also contain information concerning any areas where the aircraft does not conform to its type design. This certification will be honored by the FAA as fulfilling the applicant's responsibility, but will not eliminate the inspection requirements mandated by § 21.183(d).

(3) Applicants must be cautioned that it may be impractical to obtain a U.S. airworthiness certificate for an aircraft operated under the registry of another country subsequent to the issuance of an Export C of A by the CAA of the country of manufacture. Applicants should be able to (1) identify repairs and modifications, and any maintenance accomplished, and (2) document the equipment installed on the aircraft from the time the Export C of A was issued to the date of application for a U.S. airworthiness certificate. The applicant must show that the aircraft has remained in or has been returned to its FAA-approved type design and is in a condition for safe operation. This may involve extensive inspections accomplished by designees, the CAA of the country of manufacture, the aircraft manufacturer, and repair stations, before a U.S. airworthiness certificate may be issued.

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

(5) The FAA normally will not issue a U.S. airworthiness certificate for an aircraft manufactured outside the United States when no export certification is available. To be acceptable, aircraft manufactured outside the United States must be controlled under bilateral agreement procedures with assurance of conformity and condition provided by the CAA in the country of manufacture. Without assurance in the form of an Export C of A or a certifying statement from the CAA of the country of manufacture, there is no practical way for an applicant to show, or for the FAA to find, that the aircraft conforms to the FAA-approved type design and is in a condition for safe operation.

(6) Inspections by the FAA should be conducted to determine that no changes or modifications have been made, and that the condition of the aircraft has not deteriorated since its export certification by the CAA. Flight testing in accordance with chapter 4 and/or paragraph 61 of this order may be required before a U.S. airworthiness certificate is issued if the aircraft has been disassembled and reassembled since its export certification by the CAA.

(7) Note that other CAAs will probably charge a fee for their services. The applicant must be prepared to pay any such fee if the services of a CAA are requested. Any certification, inspection, or information documents provided to the applicant by the CAA must be in the English language.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(c) The proposed weight and balance process.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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.

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

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

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

5 AUTHORITY AND BASIS FOR ISSUANCE

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

None

6 TERMS AND CONDITIONS

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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
01/20/00	E.R. White *E.R. White*	NE-XX

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

FAA Form 8100-2 (8-82)

FIGURE 3-2. SAMPLE FORM 8100-2, STANDARD AIRWORTHINESS CERTIFICATE, SPARE AND SURPLUS PARTS (FACE SIDE)

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

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

5 AUTHORITY AND BASIS FOR ISSUANCE

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

None

6 TERMS AND CONDITIONS

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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
01/20/00	E.J. Smith *E.J. Smith*	SW-XX

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

FAA Form 8100-2 (8-82)

*

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

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

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME *(Make)*	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR.	FAA CODING
N18CE	Lite-Flight	LF-1-A	1993	
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME *(Make)***	**7. ENGINE MODEL DESIGNATION**		
LF010	Rotax	912		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME *(Make)***	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS *(Check if applicable)***	
One	Wood Built	Good-1	IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: *(Check applicable items)* very light aircraft

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

III. OWNER'S CERTIFICATION

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

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

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

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET *(Give No. and Revision No.)* A2WI Rev. 1	X	AIRWORTHINESS DIRECTIVES *(Check if all applicable AD's are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application)* 2001-01
	AIRCRAFT LISTING *(Give page number(s))* N/A		SUPPLEMENTAL TYPE CERTIFICATE *(List number of each STC incorporated)* N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417	TOTAL AIRFRAME HOURS 2.0	3	EXPERIMENTAL ONLY *(Enter hours flown since last certificate issued or renewed)* -0-

D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE
01/27/2001	K.A. Good, Director, Q.A.	*K.A. Good*

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: *(Complete the section only if 14 CFR part 21.183(d) applies)*

2		14 CFR part 121 CERTIFICATE HOLDER *(Give Certificate No.)*	3		CERTIFICATED MECHANIC *(Give Certificate No.)*	6		CERTIFICATED REPAIR STATION *(Give Certificate No.)*
5		AIRCRAFT MANUFACTURER *(Give name or firm)*						

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable block items A and B)

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

B. Inspection for a special flight permit under Section VII was conducted by: FAA INSPECTOR; FAA DESIGNEE; CERTIFICATE HOLDER UNDER; 14 CFR part 65; 14 CFR part 121 OR 135; 14 CFR part 145

DATE	DISTRICT OFFICE	4	DESIGNEE'S SIGNATURE AND NO.	1	FAA INSPECTOR'S SIGNATURE
01/28/2001	CE43				*A.J. Kool* A.J. Kool

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

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

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

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

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

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] FLIGHT ENGINEER
- [ ] 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 et seq. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE (Print or type)	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)

	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)*
X	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*	X	I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section 21.183(a) or (b) CAR ___ *(Original attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section 21.183(a) or (b) *(Copy attached)*
X	F. This inspection Recorded in Aircraft Records		

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

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

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

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

5 AUTHORITY AND BASIS FOR ISSUANCE

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

None

6 TERMS AND CONDITIONS

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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
01/28/01	A.J. Kool *A.J. Kool*	CE43

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

FAA Form 8100-2 (8-82)

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

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

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME *(Make)*	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR.	FAA CODING
N7569K	Aero-K	AK-1-A	1989	
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME *(Make)***	**7. ENGINE MODEL DESIGNATION**		
AK901	Rotax	912		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME *(Make)***	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS *(Check if applicable)***	
One	Goodprop	1-GP-008	X IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: *(Check applicable items)* JAR/VLA

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

III. OWNER'S CERTIFICATION

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

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

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

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET *(Give No. and Revision No.)* A2EU Rev. 1	X	AIRWORTHINESS DIRECTIVES *(Check if all applicable AD's are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application)* 2001-01
	AIRCRAFT LISTING *(Give page number(s))* N/A	X	SUPPLEMENTAL TYPE CERTIFICATE *(List number of each STC incorporated)* A89NE

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417	TOTAL AIRFRAME HOURS 132.0	3	EXPERIMENTAL ONLY *(Enter hours flown since last certificate issued or renewed)* -0-

D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE
01/23/2001	J.B. Wright, Director	*J.B. Wright*

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: *(Complete the section only if 14 CFR part 21.183(d) applies)*

2		14 CFR part 121 CERTIFICATE HOLDER *(Give Certificate No.)*	3		CERTIFICATED MECHANIC *(Give Certificate No.)*	6		CERTIFICATED REPAIR STATION *(Give Certificate No.)*
5		AIRCRAFT MANUFACTURER *(Give name or firm)*					

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable block items A and B)

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

B. Inspection for a special flight permit under Section VII was conducted by: FAA INSPECTOR; FAA DESIGNEE; CERTIFICATE HOLDER UNDER; 14 CFR part 65; 14 CFR part 121 OR 135; 14 CFR part 145

DATE	DISTRICT OFFICE	4	DESIGNEE'S SIGNATURE AND NO.	1	FAA INSPECTOR'S SIGNATURE
01/23/2001	NW78				*Joe Mendez* Joe Mendez

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

*

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

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

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

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

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

☐ PILOT ☐ CO-PILOT ☐ FLIGHT ENGINEER ☐ 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 et seq. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE (Print or type)	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)

X	A. Operating Limitations and Markings in Compliance with 14 CFR section 91.9, as Applicable	X	G. Statement of Conformity, FAA Form 8130-9 *(Attach when required)*
	B. Current Operating Limitations Attached	X	H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ *(Original attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section 21.183(c) *(Copy attached)*
X	F. This inspection Recorded in Aircraft Records		

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

FIGURE 3-6. SAMPLE FORM 8100-2, STANDARD AIRWORTHINESS CERTIFICATE, JAR/VLA UNDER § 21.183(c)

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N7569K	Aero-K AK-1-A	AK901	VLA Special Class

5 AUTHORITY AND BASIS FOR ISSUANCE

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

None

6 TERMS AND CONDITIONS

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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
01/24/01	Joe Mendez *Joe Mendez*	NW78

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

FAA Form 8100-2 (8-82)

FIGURE 3-7. SAMPLE FORM 8130-11, CHECKLIST AND INSPECTION RECORD, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS

Project No.:

Date:

Ref. FAA Form 8130-6,

Dated:

CHECKLIST AND INSPECTION RECORD

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

A. Builder's Name and Address:

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

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

D. Name and Address of Type Certificate Holder: _____

_____

_____

E. Builder's Assigned Serial Number:

F. Registration No.:

G. Identification Plate Location:

H. Aircraft Inspected By:

(Signature FAA Inspector)

(District Office No. and Location)

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

FIGURE 3-7. SAMPLE FORM 8130-11, CHECKLIST AND INSPECTION RECORD, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (CONTINUED)

INSPECTION DATA

Period of Inspection: From To

Conducted At:

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

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

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FIGURE 3-7. SAMPLE FORM 8130-11, CHECKLIST AND INSPECTION RECORD, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (CONTINUED)

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

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FIGURE 3-7. SAMPLE FORM 8130-11, CHECKLIST AND INSPECTION RECORD, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (CONTINUED)

Remarks

FIGURE 3-7. SAMPLE FORM 8130-11, CHECKLIST AND INSPECTION RECORD, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (CONTINUED)

CONFORMITY RECORD

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

FIGURE 3-7. SAMPLE FORM 8130-11, CHECKLIST AND INSPECTION RECORD, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (CONTINUED)

WEIGHT AND BALANCE

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

The Weight and Balance Report should include the following:

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

EQUIPMENT LIST

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

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

FIGURE 3-7. SAMPLE FORM 8130-11, CHECKLIST AND INSPECTION RECORD, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (CONTINUED)

RECORD OF SERVICE LIFE COMPONENTS INSTALLED

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

REMARKS:

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FIGURE 3-7. SAMPLE FORM 8130-11, CHECKLIST AND INSPECTION RECORD, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS (CONTINUED)

FLIGHT TEST REPORT

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

* **FIGURE 3-8. SAMPLE FORM 8130-9, STATEMENT OF CONFORMITY, AIRCRAFT BUILT FROM SPARE AND SURPLUS PARTS**

Form Approved
OMB: 2120-0018

STATEMENT OF CONFORMITY

Section I - Aircraft

1. Make Jackson	2. Model 47G-4
3. Serial No. 321	4. Registration No. N54321

Section II - Engine

1. Make	2. Model
3. Serial No.	

Section III - Propeller

1. Make	2. Hub Model
3. Blade Model	4. Hub Serial No.
5. Blade Serial No.	

Section IV – Certification

I hereby certify that:

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

☒ B. The aircraft described above XXXXXXXXXXXXXXXXXXXXXXX (CFR 21 Subpart F), conforms to its type certificate, is in a condition for safe operation, and was flight checked on February 12, 2000
(Date)

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

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

Deviations: NONE.

Signature of Certifier *Henry L. Jackson* Henry L. Jackson	Title Owner
Organization Bell Helicopter	Date February 13, 2000

FAA Form 8130-9 (4-03) Supersedes Previous Edition NSN: 0052-00-025-3002 *

FIGURE 3-9. SAMPLE FORM 8130-10, SURPLUS MILITARY AIRCRAFT INSPECTION RECORD, NO REASONABLE POTENTIAL FOR STANDARD CERTIFICATION

SURPLUS MILITARY AIRCRAFT INSPECTION RECORD (Initial Screening)	SUSPENSE DATE

Section A – DESCRIPTION OF AIRCRAFT

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

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

Section B – LOCATION OF AIRCRAFT

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

Section C – INSPECTION REQUESTER

1. DATE	2. NAME	3. TITLE	4. MILITARY BRANCH
September 15, 19XX	R.B. Smith	Chief, Aircraft Disposal Branch	USAF

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

Section D – FAA INSPECTION RESULTS

1A. AIRCRAFT HISTORICAL RECORDS AVAILABLE —		B. AIRCRAFT MODIFICATION RECORDS AVAILABLE —		C. RECORDS CONSIDERED —
FROM	TO	FROM	TO	☐ ADEQUATE ☒ INADEQUATE FOR A/W CERTIFICATION
December 15, 19XX	March 23, 19XX	May 10, 19XX	November 16, 19XX	

Record the following only if TC Data Sheet/Specification Limits Exceeded

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

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

Questionable condition

4. DISPOSITION (*"X" one*)

A. ☐ AIRCRAFT HAS REASONABLE POTENTIAL FOR STANDARD CERTIFICATION

B. ☒ AIRCRAFT HAS NO REASONABLE POTENTIAL FOR STANDARD CERTIFICATION

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

Section E – ACTION
(*Reserved for AFS–180*)

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

FAA Form 8130-10 (1-76)

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

SURPLUS MILITARY AIRCRAFT INSPECTION RECORD (Initial Screening)	SUSPENSE DATE

Section A – DESCRIPTION OF AIRCRAFT

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

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

Section B – LOCATION OF AIRCRAFT

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

Section C – INSPECTION REQUESTER

1. DATE	2. NAME	3. TITLE	4. MILITARY BRANCH
September 15, 19XX	R.B. Smith	Chief, Aircraft Disposal	USAF

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

Section D – FAA INSPECTION RESULTS

1A. AIRCRAFT HISTORICAL RECORDS AVAILABLE —		B. AIRCRAFT MODIFICATION RECORDS AVAILABLE —		C. RECORDS CONSIDERED —
FROM	TO	FROM	TO	☒ ADEQUATE ☐ INADEQUATE FOR A/W CERTIFICATION
December 15, 19XX	March 23, 19XX	May 10, 19XX	November 16, 19XX	

Record the following only if TC Data Sheet/Specification Limits Exceeded

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

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

Good condition

4. DISPOSITION (*"X"* one)

A. ☒ AIRCRAFT HAS REASONABLE POTENTIAL FOR STANDARD CERTIFICATION

B. ☐ AIRCRAFT HAS NO REASONABLE POTENTIAL FOR STANDARD CERTIFICATION

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

Section E – ACTION
(*Reserved for AFS–180*)

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

FAA Form 8130-10 (1-76)

FIGURE 3-11. SAMPLE FORM 8130-2, CONFORMITY CERTIFICATE—MILITARY AIRCRAFT

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CONFORMITY CERTIFICATE-MILITARY AIRCRAFT
(Instructions on Reverse)

A. This certifies that the aircraft described below has been manufactured in conformity with data forming the basis for Type Certificate No. 1H6, and any revision or modification thereof approved by the FEDERAL AVIATION ADMINISTRATION as of 10/17/2000 (Date) with the exception of the following deviations:

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

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

B. DESCRIPTION OF AIRCRAFT

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

C. DESCRIPTION OF ENGINES

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

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

F. CONTRACTOR'S GROUND INSPECTION AND FLIGHT TEST		G. FAA GROUND INSPECTION AND FLIGHT TEST		
DATE COMPLETED	APPROVED BY	DATE COMPLETED	APPROVED BY	
10/17/2000	John R. Smith, Chief Engineer (SIGNATURE OF AUTHORIZED COMPANY REPRESENTATIVE)	10/25/2000	R.E. Wright (SIGNATURE OF FAA REPRESENTATIVE)	(DMIR NO.)

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

FIGURE 3-12. SAMPLE FORM 8100-2, STANDARD AIRWORTHINESS CERTIFICATE, SURPLUS MILITARY AIRCRAFT

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N34561	Hughes 369A (OH-6A)	1441 (1701)	Normal

5 AUTHORITY AND BASIS FOR ISSUANCE

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

None

6 TERMS AND CONDITIONS

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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
01/20/00	B. Porter *B. Porter*	SW-XX

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

FAA Form 8100-2 (8-82)

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

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

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

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

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: *(Check applicable items)*

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

III. OWNER'S CERTIFICATION

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

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

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

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET *(Give No. and Revision No.)* 63A Rev. 26	X	AIRWORTHINESS DIRECTIVES *(Check if all applicable AD's are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application)* 2001-01
	AIRCRAFT LISTING *(Give page number(s))* N/A	X	SUPPLEMENTAL TYPE CERTIFICATE *(List number of each STC incorporated)* SA2-414; SA2-567; SA4-532; SA2-231

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417	TOTAL AIRFRAME HOURS 12,347.0	3 EXPERIMENTAL ONLY *(Enter hours flown since last certificate issued or renewed)* -0-

D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE
01/31/2001	John Doe, President	*John Doe*

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: *(Complete the section only if 14 CFR part 21.183(d) applies)*

2		14 CFR part 121 CERTIFICATE HOLDER *(Give Certificate No.)*	3		CERTIFICATED MECHANIC *(Give Certificate No.)*	6		CERTIFICATED REPAIR STATION *(Give Certificate No.)*
5		AIRCRAFT MANUFACTURER *(Give name or firm)*					

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable block items A and B)

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

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

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

	FAA INSPECTOR		FAA DESIGNEE	
	CERTIFICATE HOLDER UNDER		14 CFR part 65	14 CFR part 121 OR 135	14 CFR part 145

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE
01/31/2001	CE45	4		1	*James Jones* James Jones

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

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

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

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

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

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] FLIGHT ENGINEER
- [ ] 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 et seq. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE (Print or type)	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)

X	A. Operating Limitations and Markings in Compliance with 14 CFR section 91.9, as Applicable	X	G. Statement of Conformity, FAA Form 8130-9 *(Attach when required)*
	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ *(Original attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section 21.183(d) *(Copy attached)*
X	F. This inspection Recorded in Aircraft Records		

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

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

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

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

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

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: *(Check applicable items)*

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

III. OWNER'S CERTIFICATION

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

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

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

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET *(Give No. and Revision No.)* A16WE	X	AIRWORTHINESS DIRECTIVES *(Check if all applicable AD's are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application)* 2001-01
	AIRCRAFT LISTING *(Give page number(s))* N/A		SUPPLEMENTAL TYPE CERTIFICATE *(List number of each STC incorporated)* N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417	TOTAL AIRFRAME HOURS 8.45	3	EXPERIMENTAL ONLY *(Enter hours flown since last certificate issued or renewed)* N/A

D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE
02/23/2001	John Doe, Vice President	*John Doe*

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: *(Complete the section only if 14 CFR part 21.183(d) applies)*

2		14 CFR part 121 CERTIFICATE HOLDER *(Give Certificate No.)*	3		CERTIFICATED MECHANIC *(Give Certificate No.)*	6		CERTIFICATED REPAIR STATION *(Give Certificate No.)*
5		AIRCRAFT MANUFACTURER *(Give name or firm)*						

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable block items A and B)

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

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

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

	FAA INSPECTOR		FAA DESIGNEE		
	CERTIFICATE HOLDER UNDER		14 CFR part 65		14 CFR part 121 OR 135		14 CFR part 145

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE
03/15/2001	WE404346	4	*G.E. Smith* G.E. Smith, DMIR 1234	1	

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

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

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

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

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] FLIGHT ENGINEER
- [ ] 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 et seq. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE (Print or type)	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)

X	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)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section 21.183(a) or (b) *(Copy attached)*
X	F. This inspection Recorded in Aircraft Records		

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

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

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

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

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

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: *(Check applicable items)*

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

III. OWNER'S CERTIFICATION

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

NAME	ADDRESS
Helicopter Operators, Inc.	234 Perimeter Drive, Stackton CA 94044

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

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET *(Give No. and Revision No.)* H3 WE Rev. 2	X	AIRWORTHINESS DIRECTIVES *(Check if all applicable AD's are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application)* 2001-01
	AIRCRAFT LISTING *(Give page number(s))* N/A		SUPPLEMENTAL TYPE CERTIFICATE *(List number of each STC incorporated)* N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417	TOTAL AIRFRAME HOURS 2852.0	3	EXPERIMENTAL ONLY *(Enter hours flown since last certificate issued or renewed)* N/A

D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE
01/31/2001	James J. Jones, General Manager	*James Jones*

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: *(Complete the section only if 14 CFR part 21.183(d) applies)*

2		14 CFR part 121 CERTIFICATE HOLDER *(Give Certificate No.)*	3		CERTIFICATED MECHANIC *(Give Certificate No.)*	6		CERTIFICATED REPAIR STATION *(Give Certificate No.)*
5	X	AIRCRAFT MANUFACTURER *(Give name or firm)*						

DATE	TITLE	SIGNATURE
02/23/2001	Manager, Quality Assurance	*Richard Martin*

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable block items A and B)

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

B. Inspection for a special flight permit under Section VII was conducted by: [ ] FAA INSPECTOR; [ ] FAA DESIGNEE; [ ] CERTIFICATE HOLDER UNDER; [ ] 14 CFR part 65; [ ] 14 CFR part 121 OR 135; [ ] 14 CFR part 145

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE
03/10/2001	NM-XX	4		1	*Ben Porter* Ben Porter

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

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

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

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

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] FLIGHT ENGINEER
- [ ] 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 et seq. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE (Print or type)	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)

X	A. Operating Limitations and Markings in Compliance with 14 CFR section 91.9, as Applicable	X	G. Statement of Conformity, FAA Form 8130-9 *(Attach when required)*
	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ *(Original attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section 21.183(d) *(Copy attached)*
X	F. This inspection Recorded in Aircraft Records		

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

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

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

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

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

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: *(Check applicable items)*

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

III. OWNER'S CERTIFICATION

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

NAME	ADDRESS
Henry L. Jackson	Municipal Airport, Cranberry NJ 33033

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

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET *(Give No. and Revision No.)* 2H3 Rev. 8	X	AIRWORTHINESS DIRECTIVES *(Check if all applicable AD's are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application)* 2001-01
	AIRCRAFT LISTING *(Give page number(s))* N/A	X	SUPPLEMENTAL TYPE CERTIFICATE *(List number of each STC incorporated)* SH165EA; SH252SW

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417	TOTAL AIRFRAME HOURS 11.3	3	EXPERIMENTAL ONLY *(Enter hours flown since last certificate issued or renewed)* N/A

D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE
01/31/2001	Henry L. Jackson, Owner	*Henry L. Jackson*

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: *(Complete the section only if 14 CFR part 21.183(d) applies)*

2		14 CFR part 121 CERTIFICATE HOLDER *(Give Certificate No.)*	3		CERTIFICATED MECHANIC *(Give Certificate No.)*	6		CERTIFICATED REPAIR STATION *(Give Certificate No.)*
5	X	AIRCRAFT MANUFACTURER *(Give name or firm)* Bell Helicopter						

DATE	TITLE	SIGNATURE
02/23/2001	Manager, Quality Assurance	*David S. Jones*

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable block items A and B)

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

B. Inspection for a special flight permit under Section VII was conducted by: FAA INSPECTOR; FAA DESIGNEE; CERTIFICATE HOLDER UNDER; 14 CFR part 65; 14 CFR part 121 OR 135; 14 CFR part 145

DATE	DISTRICT OFFICE	4	DESIGNEE'S SIGNATURE AND NO.	1	FAA INSPECTOR'S SIGNATURE
03/10/2001	NE-XX				*E.J. Smith* E.J. Smith

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

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

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

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

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

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] FLIGHT ENGINEER
- [ ] 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 et seq. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE (Print or type)	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)

X	A. Operating Limitations and Markings in Compliance with 14 CFR section 91.9, as Applicable	X	G. Statement of Conformity, FAA Form 8130-9 *(Attach when required)*
	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ *(Original attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section 21.183(d) *(Copy attached)*
X	F. This inspection Recorded in Aircraft Records		

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

CHAPTER 4. SPECIAL AIRWORTHINESS CERTIFICATION

SECTION 1. GENERAL INFORMATION

86. GENERAL. The procedures in this chapter provide guidance material associated with airworthiness certification and the issuance of Form 8130-7. Part 21, subpart H, Airworthiness Certificates, and subpart I, prescribe the procedural requirements for airworthiness certification for restricted, limited, provisional, multiple, experimental, and primary category aircraft (PCA). Procedures also are provided for issuance of special flight permits.

87. APPLICATION FOR AIRWORTHINESS CERTIFICATE. Form 8130-6 is required whenever an airworthiness certificate is issued or amended. This includes changes to operating limitations that may have been prescribed. The applicant must complete the appropriate sections and sign the application. A program letter also must be submitted to the FAA with any other document(s) required for the requested certification. The program letter must be reviewed to ensure all of the requirements of § 21.193(d) have been met.

88. CERTIFICATION PROCEDURES. The following procedures are common for issuance of Form 8130-7, consistent with any other specific procedures that may be prescribed in other paragraphs dealing with individual airworthiness categories. In no case may any aircraft be operated unless there is an appropriate and valid airworthiness certificate issued for that aircraft. The FAA representative must conduct any inspections necessary to verify the certification procedures listed below, including any other inspections found appropriate for that certification. For amateur-built aircraft, refer to paragraph 128 of this order.

a. Record Inspection. The FAA representative must do the following:

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

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

(3) Review the documentation provided by the applicant to determine that the registration requirements of part 47 have been met, and ensure that 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 the ASI in determining aircraft eligibility.

(5) Review the aircraft records to determine that any required maintenance, inspections, etc., have been accomplished. Records should be complete and reflect no unapproved design changes.

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

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

(8) Determine that the aircraft has been flight tested, if required. If it has not been flight tested, issue an appropriate Form 8130-7, for showing compliance with the airworthiness regulations (§§ 21.189(a)(2), 21.185(d) and 91.319(b)). The flight test must be recorded in the aircraft records and certify that the requirements of § 91.319(b) have been met. Flight test time is included as "time-in-service," as defined by part 1.

(9) Determine that all relevant ADs have been complied with.

NOTE: Each AD contains an applicability statement specifying the product to which it applies. ADs, unless specifically limited, apply to the make and model set forth in the applicability statement regardless of category. The TC and airworthiness certification categories are used to identify the product affected. For further guidance see AC 39-7, Airworthiness Directives for General Aviation Aircraft.

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

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

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

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

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

(4) The aircraft nationality and registration marks are in accordance with part 45.

NOTE: Section 21.182 (a) and (b)(2) requires each aircraft to be identified as described in § 45.11. In addition, if the aircraft previously was registered in the United States, it is acceptable to continue use of the duplicate pink copy of Aeronautical Center Form 8050-1, Aircraft Registration Application, as temporary authority to operate. However, it first must be verified that AFS-750 has received the Aircraft Registration Application as a temporary authority to operate.

(5) The flight control system operates properly.

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

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

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

(9) All modifications have been inspected and recorded, and are in 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, and air racing 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 134 and 142 of this order.

d. However, original experimental certificates issued for the purpose of exhibition and air racing are effective for a period of time necessary to complete the flight testing 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.

SECTION 2. RESTRICTED AIRWORTHINESS CERTIFICATION

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

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

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

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

d. An aircraft must be type-certificated under § 21.25 or CAR 8 before a restricted category airworthiness certificate can be issued. In the case of an aircraft previously type-certificated in another category (for example, standard category) and modified for a restricted special purpose operation under § 21.25 or CAR 8, the previously approved TC and the STC or approved data can be considered as the equivalent of a restricted TC. The TC and STC or approved design data should define the design parameters that make up the restricted category TCDS.

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

92. ELIGIBILITY.

a. Aircraft that are eligible for a special airworthiness certificate, in the restricted category, are as follows:

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

(2) Aircraft type-certificated in the restricted category that were surplus military aircraft of the U.S. Armed Forces and manufactured in the United States;

(3) Aircraft that are imported to the United States and type-certificated in the restricted category in accordance with § 21.29 and that have been certified by the country of manufacture to conform to the approved type design; and

(4) Type-certificated, standard category aircraft that have been modified and approved for a restricted purpose under § 21.25, including aircraft type-certificated under CAR 8.10(b) for agricultural operations.

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

c. Modified aircraft that were either surplus military aircraft of the U.S. Armed Forces or previously type-certificated in another category (§ 21.185(b)), must satisfy the following to be considered eligible for a special airworthiness certificate in the restricted category:

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

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

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

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

b. Forest and wildlife conservation.

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

d. Patrolling (pipelines, power lines, and canals).

e. Weather control (cloud seeding).

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

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

94. STATEMENT OF CONFORMITY. The holder or licensee of a TC only for a restricted category aircraft manufactured in the United States must, on the initial transfer of ownership or application for an original airworthiness certificate for products manufactured under that TC, give the Administrator Form 8130-9 (§§ 21.130 and 21.183(b)).

95. OPERATING LIMITATIONS. All aircraft type-certificated in the restricted category must be operated in compliance with the limitations prescribed in § 91.313. In addition, for turbine-powered aircraft (TPA), piston-powered aircraft over 800 horsepower, rotorcraft, large aircraft (over 12,500 pounds), and any other aircraft as deemed necessary, the limitation concerning pilot qualifications, as identified in paragraph 147b(8) of this order, should be prescribed. The FAA also may prescribe additional operating limitations as deemed necessary for the special purpose involved. The additional limitations will be enumerated on a separate sheet, and then dated, signed, and attached to Form 8130-7.

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

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

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

97. AIRWORTHINESS CERTIFICATE. When an application is made for a restricted category airworthiness certificate requesting one of the special purposes listed in § 21.25(b)(1) through (6), the purpose will be entered in block A of Form 8130-7. Carriage of cargo for compensation or hire is prohibited by § 91.313 for any restricted category operation, including any special purpose of § 21.25(b)(1) through (b)(7). However, § 91.313 does not apply to nonpassenger carrying civil rotorcraft external load operations conducted under 14 CFR part 133, Rotorcraft External-Load Operations. If the requested purpose is to include the carriage of cargo that is incidental to the owner/operator's business, Form 8130-7 must have the following words entered in block A (Purpose): "Title 14 CFR § 21.25(b)(7) (other), SEE ATTACHED LIMITATIONS." For all purposes listed in § 21.25(b)(1) through (7), the following words must be entered in block C (Flight) (after crossing out the words "From" and "To"): "SEE ATTACHED OPERATING LIMITATIONS," and "SEE ITEM D, REVERSE SIDE OF THIS CERTIFICATE."

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

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

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

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

(2) This rotorcraft is prohibited from carrying cargo for compensation or hire unless it is engaged in an FAA-approved part 133 external load operation.
(Applicability: Rotorcraft conducting part 133 external load operations)

(3) This aircraft may not be operated over any foreign country without the special permission of that country. Evidence of that permission must be carried aboard the aircraft, along with the U.S. airworthiness certificate, and made available to the FAA or CAA in the country of operation upon request.
(Applicability: All)

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

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

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

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

99.-100. RESERVED.

SECTION 3. MULTIPLE AIRWORTHINESS CERTIFICATES

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

102. CERTIFICATION PROCEDURES. The FAA must follow the applicable procedures in paragraph 88 of this order.

103. ELIGIBILITY.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

109.-111. RESERVED.

SECTION 4. LIMITED AIRWORTHINESS CERTIFICATION

112. GENERAL. This section provides guidance concerning the requirements of § 21.189.

113. CERTIFICATION PROCEDURES. The FAA representative must follow the applicable procedures in paragraph 88 of this order.

114. ELIGIBILITY.

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

b. The FAA must make the following determinations for aircraft to be issued an airworthiness certificate in the limited category:

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

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

(3) Because surplus military aircraft may have deteriorated because of prolonged storage or inactivity, the FAA must ensure that the aircraft is subjected to a thorough inspection to determine its state of preservation and repair and ensure that it is in a condition for safe operation. The applicant must provide all available documentation, such as technical orders and military inspection records, to support the findings of airworthiness. The inspection may require removing rivets and cutting openings to check the condition of fraying surfaces and closed areas. If this is the case, the applicant should be advised that the inspection would be expedited if an airworthiness inspection is performed by an appropriately rated repair station or mechanic, in accordance with the requirements of part 43.

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

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

117. AIRCRAFT ISSUED LIMITED CATEGORY TYPE CERTIFICATES.

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

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

SECTION 5. PRIMARY CATEGORY AIRCRAFT AIRWORTHINESS CERTIFICATIONS

118. GENERAL.

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

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

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

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

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

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

(3) The same aircraft cannot be returned to a standard airworthiness certificate without showing that it meets all of the criteria for a standard airworthiness certificate as prescribed by the regulations. Such a showing historically has been difficult when an aircraft has remained in a different classification or category for a lengthy period. To facilitate the return to a standard airworthiness certificate, the aircraft records should indicate, among other requirements, that the aircraft has been maintained according to the manufacturer's instructions, and that any modifications to the aircraft either were removed or approved by the FAA.

119. CERTIFICATION PROCEDURES. The FAA 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.

SECTION 6. GENERAL EXPERIMENTAL AIRWORTHINESS CERTIFICATIONS

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

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

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

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

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

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

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

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

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

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

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

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

i. Experimental military aircraft built under a military contract and identified by military aircraft ID marks do not require registration or the issuance of experimental certificates for flight testing or demonstration prior to acceptance by the military. However, aircraft of military design built independently by manufacturers and not having military identification are required to obtain FAA registration and an experimental airworthiness certificate because such aircraft are considered civil aircraft.

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

122. ELIGIBILITY.

a. For an aircraft to be eligible for an experimental certificate, the aircraft must be registered and the applicant must satisfy one or more of the purposes stated in § 21.191, as discussed in sections 7, 8, and 9 of this chapter.

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

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

(1) Purpose of Experiment, § 21.193(d)(1). An applicant must submit a program letter that describes the purpose of the experiment and the aircraft configuration, and outlines the program objectives. The letter must be detailed enough to permit the FAA to prescribe the conditions and limitations necessary to ensure safe operation of the aircraft. The letter should not describe everything in minute detail. The use of the same aircraft for overlapping programs is not precluded and the program letter can outline one or more programs. Upon showing compliance with § 91.319(b), the aircraft can be used to support other aircraft in the program or other experimental programs the manufacturer/applicant has underway, for example, to support flightcrew movements, to be used as a

chase plane, to carry spare engines, etc. This support activity, in addition to the purpose for which the certificate is to be issued, should be included in the program letter or be included in the procedure described in paragraph 146 of this order.

NOTE: A new program letter will be required when significant changes to the aircraft configuration and program objectives are planned.

(2) Time or Number of Flights, § 21.193(d)(2). The applicant's program letter must include the estimated time or number of flights required to accomplish the program. The FAA will evaluate the request in comparison to the program in order to establish an appropriate time duration for the special airworthiness certificate.

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

(4) Describe Aircraft Configuration. Except for aircraft converted from a TC, the applicant must describe the aircraft's external configuration. The use of three-view sketches and three-dimensional photographs is acceptable.

(5) Program Letter. Figure 4-13 shows a sample program letter that an applicant can use or expand upon as needed.

123. DEMILITARIZATION OF FORMER MILITARY AIRCRAFT. Former military aircraft should be demilitarized prior to application for airworthiness certification. It is not possible to define what the final configuration of these aircraft will be following this demilitarization. Therefore, because the demilitarization process most likely will involve a change to the aircraft configuration, FAA representatives should not consider an application for airworthiness certification unless demilitarization has been completed.

a. It is the policy of the DOD that surplus U.S. military property designated as arms, ammunition, implements of war, and other military items will be demilitarized to the extent necessary to preclude the unauthorized use of these military items. The intent behind this DOD policy is to destroy the military advantages inherent in certain types of property, to render harmless that property which is dangerous, and to protect the national interest. This DOD policy mandates that tactical, fighter, and bomber aircraft will be demilitarized to the extent that will render the aircraft not airworthy. This DOD policy is not applicable to military trainer, observation, or liaison aircraft. In addition, DOD does release a limited number of tactical, fighter, and bomber aircraft for operation in R&D programs. Typically, these aircraft may only be demilitarized to the extent that classified equipment has been removed.

NOTE: This does not mean that all other U.S. surplus military aircraft should have been rendered not airworthy. For example, some U.S. military aircraft that were sold to other countries may be available for public sale. These aircraft are subject to the import requirements that are listed in paragraph 123(b) of this order. In addition, other aircraft may have been constructed from surplus parts.

b. Former military aircraft imported from any other country require an import permit issued by the Department of the Treasury, Bureau of Alcohol, Tobacco, and Firearms (ATF). This permit is granted by the ATF using ATF Form 6, Application and Permit for Importation of Firearms, Ammunition, and Implements of War. In addition, these former military aircraft are required to be demilitarized in order to clear U.S. Customs. Compliance with demilitarization is evidenced by a completed ATF Form 6A, Release and Receipt of Imported Firearms, Ammunition, and Implements of War. Proof of demilitarization will be verified if the applicant presents copies of ATF Form 6 and ATF Form 6A that have been completed by appropriate officials of the Department of the Treasury. If the applicant is unable to produce ATF Form 6 or 6A, the FAA certificating office should contact the ATF Firearms and Explosives Import Branch to determine if copies of these forms are available for the particular aircraft. In cases for which ATF Form 6 or 6A are not required or not available, the FAA certificating office manager will determine the extent of demilitarization necessary prior to airworthiness certification.

NOTE: Should there be any questions regarding ATF Form 6 or 6A requirements, contact the ATF Firearms and Explosives Import Branch at the Department of the Treasury.

124. AIRCRAFT EQUIPPED WITH EJECTION SEATS, BALLISTIC PARACHUTES, OR JETTISONABLE STORES. Former military TPA certificated for the purpose(s) of R&D, exhibition, or air racing, may be eligible to operate with functional ejection seats. Only aircraft certificated for the purpose of R&D may be eligible to operate with functional jettisonable external fuel tanks or stores. The following requirements must be met in order to have these systems operational:

a. The applicant must provide objective evidence that the airport manager of the airport where the aircraft is based has been notified regarding both the presence of explosive devices in these systems and the planned operation of an experimental aircraft from that airport.

b. Jettisonable external fuel tank(s) or stores systems must be maintained in accordance with the manufacturer's procedures and inspected in accordance with the provisions of the FSDO-approved inspection program for the particular aircraft. The FAA will verify that there is a record entry indicating current serviceability of the jettison system(s).

c. Ejection seat systems must be maintained in accordance with the manufacturer's procedures and inspected in accordance with the provisions of the FSDO-approved inspection program for the particular aircraft. The FAA will verify that there is a record entry indicating current serviceability of the ejection system, including the status of any dated shelf-life items.

d. The applicant must have provisions for securing the aircraft to prevent inadvertent operation of the jettison and/or ejection systems whenever the aircraft is parked.

e. The applicant must have provisions that provide for clear marking and identification of all explosive devices used in ejection seats, ballistic parachutes, and jettisonable systems. Aircraft markings should be applied externally and indicate that the aircraft is equipped with explosive devices. A special airworthiness certificate will not be issued before meeting this requirement.

125. 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 that which is reasonably required to accomplish the program. Actions pertaining to flight test areas should be coordinated with the nearest Air Traffic Services office.

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

(1) In the case of the first flight of an aircraft from an airport surrounded by a densely populated area, but with at least one acceptable approach/departure corridor, the FAA must ensure that the selected flight corridor subjects the least number of persons and property to possible hazards. In addition, upon leaving such an airport, the aircraft must 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 corridor, 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 corridor exists when the corridor provides reasonable opportunity(s) to execute an off-airport emergency landing that will not jeopardize other persons or property.**

c. Operation Within an Assigned Flight Test Area. Except for amateur-built aircraft, there are no specific flight time requirements for operation within an assigned flight test area. Each case must be judged on the individual conditions, such as the type and complexity of the aircraft. For example, flight testing in conjunction with an STC modification may require only 1 hour in an assigned flight test area while the initial operation of a prototype jet aircraft or a military surplus jet aircraft may require 20 or more hours before the requirements of § 91.319(b) can be met. In any event, the FAA should not amend the operating limitations to permit flight outside of the assigned flight test area until the applicant certifies and the FAA finds compliance with § 91.319(b). This finding by the FAA may be a review of the aircraft records containing a statement by the pilot that the aircraft is controllable throughout its normal range of speeds and throughout all of the maneuvers to be executed, and has no hazardous operating characteristics or design features. Also, the maintenance history while in the test area must be satisfactory. The FAA may witness flights or inspect the aircraft if deemed necessary. The PC/APIS holder may show compliance with § 91.319(b) in accordance with its FAA-approved experimental operating procedure (see paragraph 146 of this order).

d. Aerobatics.

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

(2) Aerobatic maneuvers that have been demonstrated in the assigned flight test area should be documented in the aircraft records. Only those aerobatic maneuvers that have been successfully accomplished should be permitted after leaving the assigned flight test area.

(3) Those aircraft owners/operators wishing to include new aerobatic maneuvers will need to make a request for a new flight test area and follow the same conditions as noted in paragraph 125d(2) above.

126. OPERATING OUTSIDE FLIGHT TEST AREAS.

a. Aircraft that have satisfied the requirements outlined under paragraph 125c of this order may be operated outside of an assigned flight test area. Except as provided for in section 9, paragraph 146 of this chapter, operation of the aircraft outside an assigned flight test area will require issuance of a new experimental airworthiness certificate with the new amended operating limitations.

b. Before authorizing an aircraft to operate outside of an assigned flight test area, the FAA should ensure the requirements of § 91.9 have been satisfied and are available in the aircraft. The FAA should prescribe those limitations listed in sections 7, 8, and 9 of this chapter (as appropriate), and any others that might be appropriate. Except for amateur-built aircraft, if any major changes are made to an aircraft after it has been certificated for operation outside of a previously assigned flight test area, the cognizant FAA office must be notified. After the FAA offices have been notified and a determination is made that the aircraft needs to return to a flight test area, an amended certificate should be applied for with new limitations as needed. A new Form 8130-7 is required whenever operating limitations are amended, because the date of the old limitations on the corresponding certificate would not be the same as the date of the new limitations, and alteration of the certificate to change the date is not permitted.

> **NOTE: Operation of all group I, II, III, and IV aircraft is restricted to airports that are within airspace classes C, D, E, or G, except in the case of a declared emergency or authorized operations under an airshow waiver. Before issuing operating limitations for the aircraft, the FAA will coordinate approach and departure corridors with the FSDO operations unit and the air traffic control facility that has the geographic responsibility for the airport at which the aircraft will be based or operations conducted. In addition, the applicant will provide a highlighted aeronautical map or chart depicting the proposed operational area, including a list of the proposed alternate airports. The radius may not exceed the limits authorized for the applicable aircraft group. The map/chart is part of the aircraft operating limitations and must be carried aboard the aircraft when operating.**

SECTION 7. EXPERIMENTAL AMATEUR-BUILT AIRWORTHINESS CERTIFICATIONS

127. GENERAL. Under the provisions of § 21.191(g), an amateur-built aircraft is defined as an aircraft in which the major portion has been fabricated and assembled by persons who undertook the construction project solely for their own education or recreation. The applicant should be advised of the availability of AC 20-27, Certification and Operation of Amateur-Built Aircraft.

a. Eligibility.

(1) Amateur-built aircraft are eligible for an experimental airworthiness certificate when the applicant presents satisfactory evidence of the following:

(a) The aircraft was fabricated and assembled by an individual or group of individuals.

(b) The project was undertaken for educational or recreational purposes.

(c) The FAA finds that the aircraft complies with acceptable aeronautical standards and practices.

NOTE: Aircraft that are manufactured and assembled as a business for sale to other persons are not considered to be in compliance with § 21.191(g).

(2) The determination of the major portion factor may be made by evaluating the amount of work accomplished by the individual or group of individuals, against the total amount of work necessary for the complete project, excluding standard procured items. The "major portion" of the aircraft is considered to mean more than 50 percent of the fabrication and assembly operations. The applicant must submit a notarized FAA Form 8130-12, Eligibility Statement, Amateur-Built Aircraft, certifying the major portion was fabricated and assembled for educational or recreational purposes, and that evidence is available to support this statement. The evidence will be provided to the ASI upon request. If a question arises as to the eligibility regarding the major portion requirement of an amateur-built aircraft, FAA Form 8000-38, Fabrication/Assembly Operation Checklist, may be used. See figure 4-14 for a sample Form 8130-12 and figure 4-15 for a sample Form 8000-38.

NOTE: Applicants will jeopardize eligibility for certification under § 21.191(g) if someone else builds the aircraft.

b. Design and Construction.

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

(2) The use of used or salvaged major assemblies (for example, wings, fuselage, empennage, etc.) from type-certificated aircraft is permitted, as long as they are in a condition for safe operation. These assemblies will be considered by the FAA in determining the "major portion," but no credit for fabrication and assembly will be given to the builder.

(3) The FAA should be reasonable in its requests to amateur builders, keeping in mind that in most instances only one aircraft is involved. Accordingly, the builder is not required to have the detailed design data, quality systems, procedures, etc., that the holder of a type and PC is required to have for the production of duplicate aircraft.

(4) For a major change, the FAA is not required to modify an experimental amateur-built aircraft's special airworthiness certificate and operating limitations unless the modification creates the need for special restrictions.

c. Kit Construction.

(1) An aircraft that is built from a kit may be eligible for amateur-built certification, provided the major portion of the aircraft (that is, more than 50 percent), has been fabricated and assembled by the applicant for education and/or recreation and the applicant has evidence to support the major portion requirement. Based on the criteria set forth in paragraphs 127a and b of this order, it is obvious that an aircraft assembled from a kit composed of completely finished prefabricated components, parts, and precut/predrilled materials is not eligible for the issuance of an experimental airworthiness certificate as an amateur-built aircraft.

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

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

d. Kit Evaluation. The FAA does not certify aircraft kits or approve kit manufacturers. However, the FAA does perform evaluations of kits for the purpose of determining if an aircraft built from the kit will meet the major portion requirement of § 21.191(g). This evaluation must not be construed as meaning the kit is FAA "certified," "certificated," or "approved," and it is not appropriate to represent it as such. See paragraphs 129, 130, and 131 of this order for kit evaluation criteria.

e. Advising Applicants.

(1) FAA inspection of an amateur-built aircraft will be limited to a general airworthiness inspection when the aircraft is submitted for airworthiness certification. The FAA will not perform any progressive precover inspections during the construction of the aircraft. These in-process inspections should be conducted by knowledgeable persons, for example, Experimental Aircraft Association (EAA) technical counselors and certificated mechanics, etc. All advice given to the amateur builder by the FAA should be made a matter of record for future reference. IN NO INSTANCE WILL THE FAA ACTUALLY PERFORM ANY OF THE FABRICATION OR CONSTRUCTION WORK.

(2) Many individuals who desire to build their own aircraft have little or no experience with respect to aeronautical practices, workmanship, or design. An excellent source for advice in such matters is the EAA, located in Oshkosh, Wisconsin. Information on EAA programs and benefits may be obtained via the EAA Web site at http://www.eaa.org.

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

(4) The prospective builder, when applying for an airworthiness certificate, should submit to the FAA a three-view sketch, drawing, or photograph of the proposed aircraft project.

(5) The applicant should be advised that to show compliance with § 91.319(b), the applicant must develop a flight test program that addresses the requirements, goals, and objectives of each test flight. The flight test program should be developed in accordance with AC 90-89, Amateur-Built Aircraft and Ultralight Flight Testing Handbook, as revised, or its equivalent in scope and detail. Flight test programs accomplish two purposes. First, they ensure that the aircraft has been adequately tested and determined to be safe to fly within the aircraft's flight envelope. Second, the flight test data is used to develop an accurate and complete aircraft flight manual and to establish emergency procedures.

NOTE: The EAA flight advisor program has been established to assist applicants in developing flight test programs.

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

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

(b) Application for Airworthiness Certificate, Form 8130-6;

(c) Eligibility Statement, Amateur-Built Aircraft, FAA Form 8130-12; and

(d) Affidavit of Ownership for Amateur-Built Aircraft, Aeronautical Center Form 8050-88.

(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. If the applicant cannot, or will not, provide a statement of eligibility, the applicant should be advised that the aircraft cannot be certificated as amateur-built until other satisfactory evidence is provided to substantiate that the major portion of the aircraft was built for educational or recreational purposes.

f. Weight and Balance.

(1) Before certification, the amateur builder 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 in order to help reduce stall, spin, and other control-related accidents. If the aircraft is self-designed, these limits would be determined by the builder's calculations; if the aircraft is constructed from a kit or built from purchased plans, the predetermined data would be used. The completed weight and balance report, including load limits for flightcrew, oil, fuel, and baggage, should be available in the aircraft along with the other applicable placards, listings, and markings required by § 91.9.

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

g. Transfer of Airworthiness Certificates.

(1) An airworthiness certificate is transferred with the aircraft (§ 21.179), for example, if there is a change of ownership, transfer of registration, etc. 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, Form 8130-6 is required to be submitted by the applicant.

(2) In some cases, amateur-built aircraft are sold with an expired airworthiness certificate or foreign airworthiness certificate. In such cases, an applicant may request and receive a special airworthiness certificate for the purpose of operating amateur-built aircraft, only if the aircraft previously was certificated in this category. In this case, a new Form 8130-7 would be issued along with new operating limitations, but without the eligibility to obtain a repairman certificate for that aircraft. The new certificate should only be issued after the FAA has verified airworthiness by following the appropriate procedures in paragraph 88 of this order.

h. Operation of Canadian-Registered Amateur-Built Aircraft in the United States. Canadian-registered amateur-built aircraft are issued a special certificate of airworthiness with operating limitations set by Transport Canada Civil Aviation. In the United States, operation of Canadian-registered amateur-built aircraft certified under the provisions of Canadian air regulations is permitted by the issuance of an SFA under § 91.715. This authorization must be obtained before operation in the United States is permitted. The authorization may be obtained electronically via the Flight Standards Web site at http://www.faa.gov/avr/afs/afs800/formtext.htm. Additional guidance on the issuance of SFAs for Canadian-registered amateur-built aircraft may be found in paragraph 231 of this order.

i. Prototype Aircraft Produced by an Amateur-Built Aircraft Kit Manufacturer. When persons produce prototype aircraft to be used to prove their design for amateur-built purposes, even though the design is intended to be sold as plans and/or kits, such aircraft are considered to be produced as a furtherance of a business.

(1) These prototype aircraft are not produced by persons "solely for their own education or recreation," and therefore cannot be certificated as amateur-built aircraft under § 21.191(g). An application to be certificated as amateur-built cannot be accepted for such aircraft, but the aircraft could qualify for the purpose of R&D under § 21.191(a). FAA inspectors may issue experimental certificates for the purpose of R&D as long as the applicant has a bona fide program of R&D.

(2) Following termination of an R&D program, such prototype aircraft may be eligible for an experimental certificate for the purpose(s) of exhibition and/or air racing with appropriate operating limitations issued for such purpose(s).

(3) Kit 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). The following operating limitations will be added when issuing airworthiness certificates under § 21.191(f):

(a) Condition inspections must be performed in accordance with appendix D to part 43 at least every 90 days or 100 flight hours, whichever comes first. The inspections must be performed by an FAA-certificated mechanic with appropriate ratings as defined in § 43.3.

(b) Familiarization flights must be conducted only over sparsely populated areas. If aerobatics are involved, the applicant must inform the local FAA office and additional limitations may be imposed as necessary.

> **NOTE 1: "Customer crew training" means pilot familiarization with that aircraft rather than training the customer to become a pilot. The manufacturer will only be familiarizing an already qualified pilot with the novel characteristics of the aircraft, not training the customer to obtain a pilot's certificate.**
>
> **NOTE 2: This should not be construed to enlarge the scope of § 21.191(f) except as specifically provided. Amateur builders are not "manufacturers" for the purposes of §§ 21.191(f) and 21.195(a), and cannot obtain Form 8130-7 under § 21.191(f). In addition, a person who distributes kits or plans manufactured by another company would not qualify for Form 8130-7 under §§ 21.191(f) and 21.195(a).**

128. 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 prior to the issuance of an airworthiness certificate. During this inspection, the FAA may not request extensive disassembly of the aircraft if the builder can provide documented evidence of in-process inspections. These in-process inspections should be conducted by knowledgeable persons, for example, EAA technical counselors and certificated mechanics. The records should indicate what was inspected, by whom, and the date of the inspection. In addition, builders should document construction phases using photographs taken at appropriate times prior to covering or finishing. The photographs should clearly show the methods of construction and quality of workmanship. Such photographic records should be included with the builder's log or other construction records. The only time extensive disassembly should be requested is when there is a question of safety that would endanger the general public. When an aircraft fabricated from a kit is identified as meeting the major portion rule by the FAA, the FAA will review the applicant's documentation supplied with the kit to verify it agrees with the identification and description given in the FAA listing of eligible amateur-built kits. Deviations from the FAA-identified kit configuration will require the inspector to make an independent determination that the applicant fabricated and assembled the major portion of the aircraft. *

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

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

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

(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 the inspector in determining aircraft eligibility.

(5) Review the aircraft records to determine whether any required maintenance, inspections, etc., have been accomplished. Records must be complete.

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

(7) Ensure there is a signed and dated statement from the owner in the aircraft records that the aircraft has had an inspection performed in accordance with appendix D to part 43, or other approved programs, and was found to be in a condition for safe operation. This statement will support the owner's inspection and airworthiness statement on block III of the Application for Airworthiness Certificate. The inspection described above will help reduce errors made during construction of the aircraft. (Appendix 1 of AC 90-89, as revised, may be used.)

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

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

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

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

(3) The aircraft nationality and registration marks are in accordance with part 45, subpart C.

(4) The flight control system, engine(s), propeller(s), pitot static system, and associated instruments operate properly.

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

(6) System controls (for example, fuel selector(s) and electrical switches/breakers) are appropriately placed, clearly marked, provide easy access and operation, and function as intended by the builder/owner.

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

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

d. Certificate Issuance. Upon satisfactory completion of the airworthiness inspection and documentation review, the FAA will issue the special airworthiness certificate and the operating limitations for that aircraft. The operating limitations will be attached to Form 8130-7. The FAA must review the operating limitations with the applicant to ensure a clear understanding of the limitations.
* The FAA will issue phase I and phase II operating limitations for an unlimited duration during the initial airworthiness certification. The FAA may elect to issue phase I and phase II limitations separately only when a documented safety issue exists. The operating limitations should be prescribed in two phases in the same document as follows: *

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

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

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

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

(a) Make an aircraft logbook entry.

(b) Issue Form 8130-7.

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

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

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

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

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

129. EVALUATION OF AMATEUR-BUILT AIRCRAFT/KITS.

a. The purpose of Form 8000-38 is to record the amount of fabrication and assembly accomplished by the kit manufacturer, and the fabrication and assembly necessary for the amateur builder to complete the aircraft.

b. Form 8000-38 may be used when—

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

(2) Settling any question with respect to the major portion requirement that may arise in the certification of an amateur-built aircraft in accordance with § 21.191(g).

> **NOTE: The use of this checklist is not necessary for an aircraft built from a kit previously found eligible for amateur-built certification or when the builder's records, data, and notarized statement provide ample proof that the builder fabricated and assembled the major portion of the aircraft.**

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

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

(5) The aircraft was built from a kit that has not been found eligible by the FAA.

(6) The aircraft was built from a kit that was changed by the kit manufacturer after the date of eligibility was established.

(7) Providing guidance to a kit manufacturer to determine if a proposed kit-built aircraft meets the major portion requirement of § 21.191(g). Using this checklist, the kit manufacturer can determine whether a proposed kit is eligible for amateur-built certification. If not, the kit manufacturer may be able to adjust the kit content to meet the major portion requirement.

c. The totals derived from the Kit Manufacturer and Amateur columns on Form 8000-38 indicate the relative portions of the aircraft fabricated and assembled by the kit manufacturer and the amateur builder. To meet the requirements of § 21.191(g), the total in the Amateur column must be greater than the total in the Kit Manufacturer column.

d. It is not necessary that a major portion of the individual parts be fabricated by the amateur builder. If some work (for example, trimming, measuring, cutting, drilling, gluing, lay-up, etc.) is required to prepare the individual part for installation/assembly into the aircraft, and if this work is performed on a representative number of parts listed under each applicable section of the aircraft, the kit may be considered eligible if the major portion of the aircraft has been fabricated and assembled by the amateur builder.

130. KIT EVALUATIONS AT MANUFACTURERS' FACILITIES.

a. The FAA does not certify aircraft kits or approve kit manufacturers. However, the FAA does perform evaluations of kits for the purpose of determining if an aircraft built from the kit will meet the major portion requirement of § 21.191(g). This evaluation should not be construed as meaning the kit or its manufacturer is FAA "certified," "certificated," or "approved," and it is not appropriate to represent it as such.

b. When a kit's eligibility for amateur-built airworthiness certification is questionable, the manufacturer may request evaluation by submitting a letter to the MIO responsible for the geographical area in which the kit manufacturer is located.

c. The geographically responsible MIO will forward the request for evaluation to the appropriate MIDO. The MIDO will conduct the evaluation at the kit manufacturer's facility using Form 8000-38. The kit should be evaluated in the exact configuration as supplied to amateur builders. For Form 8000-38—

(1) Upon completion of the evaluation, if the total number of check marks in the Amateur column is less than the total in the Kit Manufacturer column, the kit manufacturer will be advised that the kit does not meet the major portion requirement of § 21.191(g); or

(2) If the total number of check marks in the Amateur column is greater than the total in the Kit Manufacturer column, the kit manufacturer will be advised that the kit meets the major portion requirement of § 21.191(g).

d. Upon receipt of the completed Form 8000-38 from the MIDO, the MIO will formally notify the kit manufacturer of the results by certified mail. When a kit has been found eligible, the notification should include at least the information in the sample letter illustrated in figure 4-16. When a kit has been found not eligible, the notification should include at least the information in the sample letter illustrated in figure 4-17.

e. The MIDO that performs the kit evaluation will establish a permanent file that should contain the following documents:

(1) A copy of the eligibility or non-eligibility letter that was sent to the kit manufacturer.

(2) A copy of Form 8000-38 completed for the kit.

(3) A copy of the manufacturer's document (parts list, assembly manual, etc.), exactly as sold with the kit. Manufacturers should identify each page of the document by date and/or revision level. This information will help to establish configuration of the kit as evaluated.

f. For kits found eligible, the MIO will send an evaluation report to the Production and Airworthiness Division, AIR-200, 800 Independence Avenue SW., Washington, DC 20591. The evaluation report must contain copies of the documents listed in paragraphs 130e(1) and (2) of this order.

g. Upon receipt of the evaluation report, AIR-200 will e-mail the results to the appropriate FAA field offices and add the kit to the listing of eligible amateur-built aircraft kits. The updated listing is available on the aircraft certification page of the FAA Web site at http://www.faa.gov, or a hardcopy may be obtained from AIR-200 by calling 202-267-8361.

NOTE: The placing of a kit on this list is not a prerequisite for amateur-built airworthiness certification. The purpose of the listing is to assist the FAA by eliminating the need for duplication of evaluations for the major portion determination.

131. CHANGES TO ELIGIBLE KITS. Once a kit has been found eligible for amateur-built status, the manufacturer should coordinate with the FAA any change made to the kit that affects the fabrication and assembly operations.

a. The kit manufacturer should contact the geographically responsible MIO and describe the changes using parts lists, photographs, drawings, etc.

b. The FAA will determine the extent of reevaluation needed. Major changes that decrease the amount of fabrication and assembly required by the builder(s) may affect kit eligibility. Changes that consist of substituting standard hardware items, such as bolts, nuts, rivets, fasteners, etc., normally will not affect eligibility.

c. Derivative models developed from kits previously found eligible may have their eligibility determined based on inspection and evaluation of the original kit, and evaluation of detailed documentation of the changes submitted by the kit manufacturer. Inspection of the actual derivative kit is an option of the original evaluating FAA inspection office.

d. Evaluation reports of major kit changes and reports for derivative models will be processed the same way as original evaluations. Kits found not eligible after reevaluation will be removed from the listing of eligible amateur-built aircraft kits.

132. INSTRUCTIONS FOR COMPLETING FORM 8000-38.

a. Enter the kit manufacturer's company name and address.

b. Enter the kit model by name and/or number.

c. List the latest date or revision date of the kit parts list, assembly manual, etc. (Be sure to include the document name.)

d. Enter the type of aircraft (for example, land, sea, fixed-wing, rotorcraft).

e. Review each operation for its applicability to the kit under evaluation.

f. Check the appropriate boxes under Accomplished By for kit manufacturer and/or amateur builder.

g. Enter any operations not on the list in blank spaces.

h. If the operation is not applicable to the kit construction, enter "N/A" in the respective block.

i. Operations that are accomplished by other manufacturers or suppliers are to be checked in the Kit Manufacturer block.

j. The use of used or salvaged assemblies from standard category aircraft will be checked in the Kit Manufacturer block.

k. Special tools and fixtures (for example, jigs, templates, etc.) fabricated by the amateur builder will be given credit. No credit will be given for fabrication of hand tools.

l. When the evaluation is complete, enter the total number of check marks in the respective blocks on page 5 of the checklist.

m. Sign and date the checklist.

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

(1) In the case of the first flight of an aircraft from an airport surrounded by a densely populated area, but with at least one acceptable approach/departure route of flight, the FAA must ensure that a route of flight is selected which 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; or

(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 reasonable opportunity(s) to execute an off-airport emergency landing that will not jeopardize other persons or property.**

c. Assigned Flight Test Area. The procedures outlined under section 6, paragraph 125 of this order are applicable to amateur-built aircraft. Although the period of assignment is not established by regulation, the following times are suggested as guidelines when issuing original airworthiness certificates for amateur-built aircraft:

(1) Amateur-built aircraft issued original airworthiness certificates should be limited to operation within an assigned flight test area for a minimum of 25 hours when a type-certificated engine/propeller combination is installed. A minimum of 40 hours is required when a non-type-certificated engine, propeller, or engine/propeller combination is installed.

(2) Amateur-built gliders, balloons, dirigibles, and ultralight vehicles that meet the requirements of § 21.191(g), and for which original airworthiness certification is sought, should be limited to operation within an assigned flight test area for at least 10 hours of operation, including at least five takeoffs and landings.

(3) Following any major change, an amateur-built aircraft must be assigned to a flight test area for a minimum of 5 hours.

d. Operation Outside Flight Test Area. The procedures outlined under section 6, paragraph 126 of this order are applicable for amateur-built aircraft. During operation outside the flight test area, the following placard must be displayed in the aircraft in full view of all occupants: "NOTE: PASSENGER WARNING—THIS AIRCRAFT IS AMATEUR-BUILT AND DOES NOT COMPLY WITH FEDERAL SAFETY REGULATIONS FOR STANDARD AIRCRAFT."

* **NOTE: This placard is not necessary for single-place aircraft.** *

134. ISSUANCE OF EXPERIMENTAL AMATEUR-BUILT OPERATING LIMITATIONS.

a. Operating limitations must be designed to fit the specific situation encountered. The ASI may impose any additional limitations deemed necessary in the interest of safety. The ASI and/or designee must review each imposed operating limitation with the applicant to ensure that the operating limitations are understood by the applicant.

* **b.** The following operating limitations shall be prescribed to experimental amateur-built aircraft: *

(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 recreation and education 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, and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.

(2) During phase I flight testing to meet the requirements of § 91.319(b), all flights must be conducted within the geographical area described as follows:

(a) The area must be described by radius, coordinates, and/or landmarks.

(b) The designated area must be over open water or sparsely populated areas having light air traffic.

(c) The size of the area must be that required to safely conduct anticipated maneuvers and tests, as appropriate.

NOTE: In the case of an airport surrounded by a densely populated area, refer to section 6, paragraph 125b(1) of this order.

(3) This aircraft must be operated for at least ____ hours in the assigned geographic area.

NOTE: The FAA requires a minimum of 25 hours of flight testing for an aircraft with a type-certificated engine and propeller combination installed. A minimum of 40 hours is required when a non-type-certificated engine, propeller, or engine/propeller combination is installed. ASIs may assign longer test hours when it is necessary to determine compliance with § 91.319(b).

(4) All test flights, at a minimum, must be conducted under VFR, day only. Guidance concerning the scope and detail of test flights can be found in AC 90-89. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with § 91.319(b). Compliance with § 91.319(b) must be recorded in the aircraft records with the following, or a similarly worded, statement: **"I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing: speeds Vso _____, Vx _____, and Vy _____, and the weight _____ and CG location _____ at which they were obtained."**

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

NOTE: This limitation is applicable for phase 1 and 2 and should be issued in accordance with paragraphs 125b(1) and (2) of this order.

(6) This aircraft is prohibited from operating in congested airways or over densely populated areas unless directed by air traffic control, or unless 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 limitation is applicable to the aircraft after it has satisfactorily completed all requirements for phase I flight testing, has the appropriate endorsement in the aircraft logbook, and is operating in phase II.

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

(8) 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.

(9) 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.

(10) 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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(22) No person must operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail of 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.

(23) 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.

NOTE: Limitations 24 and 25 will be issued in lieu of limitations 22 and 23 for turbine-powered amateur-built aircraft.

(24) This aircraft must not be operated unless it is inspected and maintained in accordance with an inspection program selected, established, identified, and used as set forth in § 91.409(e), (f), (g), and (h). This inspection must be recorded in the aircraft maintenance records.

(25) 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 the [identify program, title] FSDO-approved program dated _____, and found to be in a condition for safe operation." The entry will include the aircraft's total time-in-service (cycles if appropriate), and the name, signature, certificate number, and type of certificate held by the person performing the inspection.

(26) An experimental aircraft builder certificated as a repairman for this aircraft under § 65.104 or an appropriately rated FAA-certificated mechanic may perform the condition inspection required by these operating limitations.

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

(28) 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 instrument flight rules (IFR), the experimental nature of this aircraft must be listed in the remarks section of the flight plan.

135. RESERVED.

SECTION 8. CERTIFICATION AND OPERATION OF AIRCRAFT UNDER THE EXPERIMENTAL PURPOSE(S) OF EXHIBITION AND AIR RACING

136. GENERAL. Under the provisions of § 21.191(d), exhibition aircraft are defined as aircraft that exhibit the aircraft's flight capabilities, performance, or unusual characteristics at airshows, for motion picture, television, and similar productions, and for the maintenance of exhibition flight proficiency, including (for persons exhibiting aircraft) flying to and from such airshows and productions. Under the provisions of § 21.191(e), air racing aircraft are defined as aircraft that participate in air races, including (for such participants) practicing for such air races and flying to and from racing events.

a. Exhibition. Operating an aircraft to demonstrate its flight characteristics or capabilities in connection with sales promotions for the aircraft is not considered to be an eligible operational purpose under the exhibition category. A certificate for experimental exhibition must only be issued when an aircraft is to be used for valid exhibition purposes. Included in those purposes are organized airshows, organized air races, organized fly-in activities, organized exhibitions, youth education events, shopping mall/school/similar static displays, organized aerobatic competition, sail plane fly-ins or competitive races or meets, and movie or television productions. The duration of an airworthiness certificate for exhibition is unlimited.

b. Air Racing. Operating an aircraft to demonstrate its flight characteristics or capabilities in connection with sales promotions for the aircraft is not considered to be an eligible operational purpose under the air racing category. A certificate for experimental air racing must only be issued when an aircraft is to be used for valid air racing purposes. The duration of an airworthiness certificate for air racing is unlimited.

c. Base of Operation. When an aircraft's base of operation is changed or there is a transfer of ownership, the owner/operator must notify the local FSDO having jurisdiction over the area in which the aircraft will be based. The owner/operator will provide the local FSDO with a copy of the inspection program identifying the person responsible for scheduling and performing the inspections as well as the requested proficiency areas.

d. Experimental Airworthiness Certification Moratorium. On July 9, 1993, a moratorium was established because of a dramatic increase in applications for special airworthiness certificates and SFAs for non-U.S.-manufactured aircraft that did not hold TCs issued under § 21.29. The moratorium was lifted on August 18, 1993, with interim guidance provided to certificate these aircraft. Although the moratorium was established for non-U.S.-manufactured aircraft, this policy will be used when issuing a special airworthiness certificate for the experimental purpose(s) of exhibition or air racing, regardless of the country of manufacture.

e. Effectivity. Aircraft that received original airworthiness certification before July 9, 1993, are NOT affected by this order unless the original airworthiness certification purpose changes, for example, from R&D to exhibition. Those aircraft, except for purpose changes, will not be affected until the FAA works with the public to determine the best strategy to certificate all experimental exhibition and/or air racing aircraft in accordance with the new policy. The policy established in this order will not be used in these cases unless specifically requested by the applicant.

NOTE: Proficiency area limitations issued before July 9, 1993, will remain in effect despite the issuance of a new airworthiness certificate.

137. FORMER MILITARY AIRCRAFT.

a. Many of the aircraft that are presented for airworthiness certification for the purpose(s) of exhibition or air racing are former military aircraft, both U.S. and non-U.S. The FAA acknowledges the significant role military aircraft have played in our aviation heritage and the importance of preserving their legacy for future generations. The exhibition of former military aircraft at aviation events for demonstration and display provides the public a rare view into our aviation past. Therefore, it is the policy of the FAA to permit the operation of surplus military aircraft for civilian use, consistent with the need to safeguard the general public.

NOTE: It should not be interpreted that all military aircraft require experimental airworthiness certificates. Some models have valid TCs and could be eligible for a standard airworthiness certificate.

b. Surplus military aircraft have historically operated in the United States for R&D, air racing, and exhibition purposes in the experimental category. It is the policy of the FAA that eligible aircraft will be certificated in the experimental category when operated for the special purposes of exhibition and/or air racing.

c. To ensure the safe operation of these aircraft and minimize adverse environmental impact, the FAA has established appropriate and reasonable operating limitations. Operating limitations developed jointly by the Aircraft Certification Service and Flight Standards Service are contained in paragraphs 142 and 147 of this order.

d. The ability of civilian operators to maintain and operate these aircraft depends on their background and experience, training and facilities, availability of technical manuals and design information, and the complexity of the aircraft involved. To this end, and to the maximum extent feasible, it is the policy of the FAA to recognize the most complete sources of maintenance and training and to encourage owners, operators, and flightcrew members to use these sources and successfully complete required training from recognized training organizations. Aircraft inspection guidelines and qualification standards for flightcrew members have been developed by the Flight Standards Service and are contained in FAA Order 8300.10, Airworthiness Inspector's Handbook and Order 8700.1.

e. Applicants for certification of former military TPA must be advised that these aircraft were designed and manufactured without the acoustical treatment provided for current commercial and business TPA. They also must be advised of industry-developed procedures and guidelines designed to minimize the impact such aircraft impose at airports and the surrounding communities. Aircraft operators must accept the responsibility for operating their aircraft in such a manner as to reduce the noise impact to the lowest practicable level. EAA has developed operating procedures and a recommended program for reducing the noise impact of TPA. The EAA's recommended procedures are contained in its Jet Operations Manual. The FAA must advise persons considering operating such aircraft to become familiar with and use the procedures outlined in the EAA's Jet Operations Manual or other procedures acceptable to the Administrator.

f. In recent years, the number and types of TPA have greatly expanded, mostly as a result of the import of aircraft of non-U.S. manufacture. Examples of these aircraft include models such as the Northrop F-5, which is of U.S. manufacture, and the Mikoyan Gurevich MiG-15, which is of non-U.S. manufacture. It is of critical importance to the FAA, to the civilian owners and operators of such aircraft, and to the general public that these aircraft are operated safely in the National Airspace System.

138. BROKERING. Section 21.191(d) was not intended to allow for the brokering or marketing of experimental aircraft. This includes individuals who manufacture, import, or assemble aircraft, and then apply for and receive experimental exhibition airworthiness certificates so they can sell the aircraft to buyers. Section 21.191(d) ONLY provides for the exhibition of an aircraft's flight capabilities, performance, or unusual characteristics at airshows, and for motion picture, television, and similar productions. Certificating offices must ensure that all applications for exhibition airworthiness certificates are for the purposes specified under § 21.191(d), and are from the registered owners who will exhibit the aircraft for those purposes. Applicants also must provide the applicable information specified in § 21.193.

139. GROUPS OF AIRCRAFT. Aircraft eligible for experimental airworthiness certification for exhibition or air racing range from unpowered gliders to high-performance jet aircraft. In order to properly certificate this wide range of aircraft, and in response to the many public comments received, the FAA has divided these aircraft into four groups. This was done in order to establish standardized operating limitations, proficiency areas, and inspection requirements appropriate to each aircraft. Minimum operating limitations for each group are provided in paragraph 142 of this order. The FAA will make a determination of which group the aircraft will operate in based on the following:

a. Group I, Performance Competition Aircraft.

(1) Description of Aircraft. Specialty aircraft are of limited availability and possess design characteristics that make the aircraft suitable for competition. The operational parameters are designed for only one purpose, for example, maneuverability, flight duration, or speed, and as such would only be used in performance-based competition events and would not be used for personal business or transport activity.

(2) Type of Aircraft. Aerobatic aircraft or powered/unpowered gliders. Aircraft that would operate under this group include the Rolladen-Schneider LS-4b, Schleicher ASW-24, Pitts Special, Sukhoi SU-26, Sukhoi SU-29, etc.

(3) Proficiency Area. All proficiency flights will be conducted in airspace within an operational radius of 300 nautical miles from the airport where the aircraft is based.

(4) Inspection Requirements. These aircraft must be inspected each year in accordance with an inspection plan that contains the scope and detail of appendix D to part 43.

b. Group II, Turbine-Powered Aircraft.

(1) Description of Aircraft. This group includes any jet, turbofan, and turboprop; except those TPA that have a design capability of carrying cargo or more than four occupants. Those TPA that have a design capability of carrying cargo or more than four occupants will be certificated using the guidelines under group IV.

(2) Type of Aircraft. Aircraft that operate under this group include the Mikoyan Gurevich MiG-17, Aero Vodochody L-29, Hispan Aviacion HA-200 Saeta, Fouga CM-170R Magister, Lockheed or Canadair T-33, Grumman OV-1 Mohawk, etc.

(3) Proficiency Area. All proficiency flights will be conducted in airspace within an operational radius of 600 nautical miles from the airport where the aircraft is based. Proficiency flights will be limited to a nonstop flight that begins and ends at the home base airport, with sufficient fuel reserve to meet the applicable operating rules of part 91. Operators who choose to fly to another airport within the assigned proficiency area must notify their geographically responsible FSDO prior to each proficiency flight away from their home base airport (see note at the end of paragraph 126 of this order).

(4) Inspection Requirements. These aircraft must have a FSDO-approved inspection program that meets the requirements of § 91.409(e). Guidance regarding inspection programs is found in Order 8300.10.

c. Group III, Piston-Powered: Warbirds, Vintage, Replica, and Unique Aircraft.

(1) Description of Aircraft. This group includes former military aircraft that were designed for military operations. Vintage aircraft are those aircraft that were designed before 1945. Replica aircraft are those aircraft that have the same external configuration as an aircraft that was designed before 1945. Unique aircraft are those aircraft that are one-of-a-kind.

(2) Type of Aircraft. This group includes U.S. piston-powered Warbirds (regardless of size) and non-U.S. piston-powered aircraft under 12,500 pounds that meet the above description and do not have a design capability of carrying cargo or more than four occupants. Aircraft that operate under this group include the North American T-28, Lockheed P-38, North American P-51, Messerschmitt ME-109, Boeing B-17, North American B-25, DeHavilland DHC-1 Chipmunk or Tiger Moth DH-82A, Focke-Wulfe Piaggo (FWP)-149, Nord Stampe SV4C, and Bucker Jungman BU-131.

(3) Proficiency Area. All proficiency flights for an aircraft under 800 horsepower will be conducted in airspace within an operational radius of 300 nautical miles from its designated home base airport. Aircraft 800 horsepower and above will be limited to an operational radius of 600 nautical miles from their designated home base airport.

(4) Inspection Requirements. Aircraft under 800 horsepower must be inspected each year in accordance with an inspection plan that contains the scope and detail of appendix D to part 43. Aircraft of 800 horsepower and above must be inspected in accordance with appropriate military technical publications or manufacturer's instructions for the aircraft.

d. Group IV, Other Aircraft.

(1) Description of Aircraft. This group includes all aircraft that do not clearly fit in any of the other groups. This group includes aircraft that would be in the standard category but have been modified, and the modification has not been processed under the STC process; and, aircraft over 12,500 pounds, or those that have a design capability of carrying cargo or more than four occupants. This group also includes any newly produced aircraft that do not have a TC under § 21.21 or § 21.29, with the exception of those aircraft that meet the description of aircraft for group I. In addition, this group includes aircraft that normally would be eligible for amateur-built airworthiness certification, but the owner has chosen to not perform the major portion of the fabrication and assembly as required under § 21.191(g).

(2) Type of Aircraft. This group includes aircraft that have a design capability of carrying cargo or more than four occupants, and any other aircraft that do not clearly belong in any of the other groups. Aircraft that would operate under this group include the Lockheed C-130, Antonov AN-2, Antonov AN-24, Iluyshin IL-76, and Cessna 172 with an automobile engine not approved under an STC, etc.

(3) Proficiency Area. The proficiency area is limited to a nonstop flight that begins and ends at the airport where the aircraft is based, with sufficient fuel reserve to meet the applicable operating rules of part 91. An alternate airport selection is not available for aircraft in this group.

(4) Inspection Requirements. Aircraft that weigh 12,500 pounds or less must be inspected each year in accordance with an inspection plan that contains the scope and detail of appendix D to part 43. Aircraft over 12,500 pounds must have a FSDO-approved inspection program that meets the requirements of § 91.409(e).

140. SPECIAL CERTIFICATION REQUIREMENTS. The following provides information and guidance concerning airworthiness certification for experimental aircraft for the purpose(s) of exhibition and/or air racing. These steps are in the normal order of occurrence for the certification of these aircraft.

a. Demilitarization of Former Military Aircraft. For demilitarization of former military aircraft, refer to section 6, paragraph 123 of this order.

b. Records Inspection. In addition to the record inspection requirements of paragraph 88a of this order, the FAA must—

(1) Obtain from the applicant a program letter in accordance with § 21.193(a), setting forth the purpose(s) for which the aircraft will be used. The program letter must be specific as to the intended use under the purpose requested, including names, dates, and locations of airshows, air races, or exhibition activities that will be attended. In the case of a movie or television production, the date(s) and location(s) of these productions must be provided. The applicant's program letter should state a reasonable schedule of events to be attended, but should not list events that would obviously be impossible to attend, for example, listing all airshows scheduled in the United States for the upcoming year. Applicants should be advised that the program letter is subject to review by the FAA and that the owner/operator must notify the local FSDO by letter or fax of any amendments to the proposed schedule prior to that flight.

NOTE: Applicants that do not submit a specific program letter do not meet the intent of § 21.193 and shall not be issued a special airworthiness certificate.

(2) Ensure that the applicant has written in or translated into the English language all of the necessary maintenance, inspection, operating, and flight manual(s) required to safely operate the aircraft.

(3) Verify that maintenance records reflect records of inspections, overhauls, repairs, time-in-service on life-limited parts and engines, etc., and that all records are current.

NOTE: The requirements in § 91.409(e) are applicable via an operating limitation issued at the time of airworthiness certification for all TPA, regardless of weight. One of the requirements provides for the replacement of life-limited parts at a time specified in documents approved by the Administrator.

(4) If the aircraft is included in group II or group IV (only those aircraft over 12,500 pounds and all TPA regardless of weight) aircraft as described in paragraph 139 of this order, verify that the applicant has a FSDO-approved inspection program that meets the requirements of § 91.409(e). Guidance regarding inspection programs can be found in Order 8300.10.

NOTE: An airworthiness certificate shall not be issued for these aircraft without a FSDO-approved inspection program.

(5) Verify that the appropriately rated FAA-certificated mechanic has made an entry in the aircraft records documenting the applicable inspections as referenced in paragraph 140 of this order for all aircraft (including new) within 30 days prior to submitting Form 8130-6.

c. Aircraft Inspection. The FAA will perform an inspection to the extent necessary to ensure that a prior inspection of the aircraft and aircraft systems has been accomplished in accordance with the inspection requirements as identified in paragraph 88b of this order. The FAA will verify that instruments, instrument markings, and placards are as required by the CFR and are identified in the English language. In addition, the FAA will verify that all measurements are converted to standard U.S. units of measure for those instruments necessary for operation in the U.S. air traffic system.

NOTE: Depending on the intended operation, the applicable reference would be § 91.205(b), VFR (day); § 91.205(c), VFR (night); or § 91.205(d), IFR. Operators should be alerted that there are specific requirements under part 91 for maintenance and inspection of the various aircraft instruments, and that those requirements are applicable for these aircraft if the instruments are installed, for example, §§ 91.173 through 91.187, 91.215, 91.217, 91.219, 91.411, 91.413, etc.

141. CERTIFICATION PROCEDURES.

a. Once it has been determined that the aircraft meets the requirements for the airworthiness certification requested, the FAA must—

(1) Make an aircraft record entry showing the following, or a similarly worded, statement: "I find this aircraft meets the requirements for a special airworthiness certificate for the purpose(s) of [identify purpose(s)], and have issued a special airworthiness certificate and operating limitations dated _____. The next inspection is due _____. Signed: John Doe, Aviation Safety Inspector, NM48."

(2) Issue the airworthiness certificate and appropriate operating limitations in accordance with this order.

b. If the aircraft does not meet the certification requirements and the airworthiness certificate is denied, the FAA will provide a letter to the applicant stating the reason(s) for denial and, if feasible, identify which steps may be accomplished to meet the certification requirements. Should this occur, a copy of the denial letter will be attached to Form 8130-6 and forwarded to AFS-750, and made a part of the aircraft's record.

c. An FAA inspector may elect to process the aircraft on a one-time certification basis, for example, via the issuance of only one special airworthiness certificate of unlimited duration. In these instances, when issuing the special airworthiness certificate for the purpose(s) of exhibition and/or air racing, the operating limitations will be prescribed in two phases in the same document.

142. ISSUANCE OF EXPERIMENTAL EXHIBITION AND AIR RACING OPERATING LIMITATIONS.

a. Operating limitations shall be designed to fit the specific situation encountered. The FAA inspector may impose any additional limitations deemed necessary in the interest of safety. The FAA inspector and/or designee must review each imposed operating limitation with the applicant to ensure that the operating limitations are understood by the applicant.

b. One or more of the following operating limitations, as applicable, must be prescribed:

NOTE: The group applicability (I-IV) is identified in boldface parentheses at the end of each limitation.

(1) No person may operate this aircraft unless Form 8130-7 is displayed at the cabin or cockpit entrance so that it is visible to passengers or flightcrew members.
(Applicability: All)

(2) No person may operate this aircraft for other than the purpose of meeting the requirements of § 91.319(b), as stated in the program letter (required by § 21.193) for this aircraft. This aircraft must be operated in accordance with applicable air traffic and general operating rules of part 91, as well as all additional limitations herein prescribed under the provisions of § 91.319(e). These operating limitations are a part of the special airworthiness certificate, and are to be carried in the aircraft at all times and made available to the pilot in command of the aircraft.
(Applicability: All)

(3) This aircraft may only operate from [identify name of outlying airport] until the requirements of § 91.319(b) have been met. The operator will use the described corridor (shown on the attached chart) to transition to that airport. After meeting the requirements of § 91.319(b), the aircraft may return to [enter home base airport name] and the established corridor will be used for all subsequent operations.
(Applicability: All)

> **NOTE: This limitation applies to all certificates issued to meet the requirements of § 91.319(b), (assigned test area). This limitation also is used when the aircraft's home base is located in a densely populated area and/or in a congested airway.**

(4) In accordance with § 47.45, the FAA Aircraft Registry must be notified within 30 days for any change of the aircraft registrant address. Such notification is to be made by submitting Aeronautical Center Form 8050-1 to AFS-750 in Oklahoma City.
(Applicability: All)

(5) This aircraft must be operated for at least ____ hours with at least ____ takeoffs and landings (to a full stop), and all operations must be conducted in the geographic area described and/or shown on the attached chart.
(Applicability: All)

> **NOTE: This geographical 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. The area must be described by radius, coordinates, and/or landmarks. The minimum number of hours and maximum number of takeoffs and landings should be based on the aircraft's condition and records, and the total time on the aircraft and its engine(s). To ensure national standardization, when issuing this limitation for TPA, the maximum number of hours normally should not exceed 10 and the minimum number of takeoffs and landings should be three.**

(6) Application must be made to the geographically responsible FSDO for any revision to these operating limitations.
(Applicability: All)

(7) This aircraft may not be operated over densely populated areas or in congested airways, except when otherwise directed by air traffic control.
(Applicability: All)

NOTE 1: Special operating limitations for particular aircraft to permit takeoffs and landings may be authorized in accordance with § 91.319(c). The certificating inspector should consult with a FSDO operations inspector in order to determine if takeoffs and landings should be authorized. If authorization is given, the operating limitation will read as follows: "(7) Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways, except when otherwise directed by air traffic control or in an emergency situation. When exercising this authorization, the pilot in command must request a departure route that will avoid densely populated areas and congested airways whenever possible."

NOTE 2: The FAA will coordinate with the local FSDO operations unit to ensure that the departure/approach corridors that are established subject the fewest number of persons and least property to possible hazards and aircraft noise. This concept of a departure/approach corridor must be used when issuing operating limitations for aircraft that are based at airports within class B airspace. Established corridors will be used for all proficiency flights and event attendance.

(8) This aircraft is to be operated under VFR, day only.
(Applicability: All)

(9) During the test flight phase, no person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight.
(Applicability: All)

(10) No person may be carried in this aircraft during the exhibition of the aircraft's flight capabilities, performance, or unusual characteristics at airshows, or for motion picture, television, or similar productions, unless essential for the purpose of the flight. Passengers may be carried during flights to and from any event outlined in the program letter or during proficiency flying, limited to the design seating capacity of the aircraft.
(Applicability: All)

NOTE: This limitation is applicable to the aircraft after it has satisfactorily completed all flight testing requirements and has the appropriate endorsement in the logbook.

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

(12) No person may operate this aircraft for carrying persons or property for compensation or hire.
(Applicability: All)

(13) Aerobatic maneuvers intended to be performed must be satisfactorily accomplished and recorded in the aircraft records during the flight test period.
(Applicability: All)

> **NOTE: In addition to the requirements of § 91.303, appropriate limitations identifying the aerobatic maneuvers and conditions under which they may be performed shall be presented. The FAA may witness aerobatic maneuvers if deemed necessary.**

(14) This aircraft may not be operated unless the replacement times for life-limited parts specified in the applicable technical publications pertaining to the aircraft and its components are complied with. This aircraft, including its related components and systems, must be inspected in accordance with an approved inspection program selected under the provisions of § 91.409(e). This inspection program must be recorded in the aircraft maintenance records.
(Applicability: Group II; group IV turbine engine)

> **NOTE: The procedures for approval of this program are described in Order 8300.10.**

(15) This aircraft must not be operated unless it is inspected and maintained in accordance with appropriate military technical publications and/or manufacturer's recommendations. The owner/operator must select, establish, identify, and use an inspection program as set forth in § 91.409(e), (f), (g), and (h). This inspection program must be recorded in the aircraft maintenance records.
(Applicability: Group II; group III over 800 horsepower; group IV turbine-powered; and group IV over 800 horsepower)

(16) 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 [identify program, title] FSDO-approved program dated _____, and found to be in a condition for safe operation." The entry will include the aircraft's total time-in-service (cycles if appropriate), and the name, signature, certificate number, and type of certificate held by the person performing the inspection.
(Applicability: Group II; group IV turbine engine)

(17) No person must operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail of appendix D to part 43, or other FAA-approved programs, and was found to be in a condition for safe operation. This inspection will be recorded in the aircraft maintenance records.
(Applicability: Group I; group III under 800 horsepower; group IV non-turbine engine)

(18) 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 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.
(Applicability: Group III under 800 horsepower)

(19) 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 [identify military technical publications and/or manufacturer's instructions] and found to be in a condition for safe operation."
(Applicability: Group III 800 horsepower and above)

(20) Only FAA-certificated mechanics with appropriate ratings as authorized by § 43.3 may perform inspections required by these operating limitations.
(Applicability: All)

(**21**) The cognizant FSDO must be notified, and its response received in writing, prior to flying this aircraft after incorporation of a major change as defined by § 21.93.
(Applicability: All)

(22) This aircraft must display the word "EXPERIMENTAL" in accordance with § 45.23(b).
(Applicability: All)

(23) This aircraft must contain the placards, markings, etc., required by § 91.9.
(Applicability: All)

(24) The pilot in command of this aircraft must hold an appropriate category/class rating. If required for the type of aircraft to be flown, the pilot in command also must hold either an appropriate type rating or a letter of authorization issued by an FAA Flight Standards Operations Inspector.
(Applicability: Group II; group III 800 horsepower and above, or more than 12,500 pounds; group IV turbojet, or more than 12,500 pounds)

> **NOTE: A letter of authorization is issued in accordance with the procedures described in Order 8700.1, volume 2, chapter 32, section 1, for all training and eligibility requirements. This operating limitation is not applicable to glider aircraft.**

(25) 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 operating control towers. The pilot in command must plan routing that will avoid densely populated areas and congested airways when operating VFR.
(Applicability: All)

(26) The pilot in command of this aircraft should be knowledgeable of and use the procedures described in the EAA's Jet Operations Manual, or other procedures acceptable to the Administrator.
(Applicability: Group II; group IV)

(27) The ejection seat system must be maintained in accordance with the manufacturer's procedures and inspected in accordance with the FSDO-approved inspection program applicable to this aircraft. In addition, the ejection seat system must be mechanically secured to prevent inadvertent operation of the system whenever the aircraft is parked or out of service.
(As applicable)

(28) This aircraft is prohibited from flight with any externally mounted equipment unless the equipment is permanently mounted in a manner that will prevent in-flight jettison, and there is an entry in the aircraft records indicating that flight testing has been accomplished with this equipment installed.
(As applicable)

(29) Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with § 91.319(b). Compliance with § 91.319(b) must be recorded in the aircraft records with the following, or a similarly worded, statement: **"I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation."**
(Applicability: All)

(30) No person may operate this aircraft for other than the purpose(s) of [identify purpose(s)], to exhibit the aircraft, or participate in events outlined in [identify applicant]'s program letter (or any amendments) describing compliance with § 21.193(d). 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, and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.
(Applicability: All)

(31) All proficiency/practice flights must be conducted within the geographical area described in the applicant's program letter and any amendments to that letter, but no portion of that area will be more than 300 nautical miles from the aircraft's home base airport. An exception is permitted for proficiency flying outside of the area stated above for organized formation flying, training, or pilot checkout in conjunction with a specific event listed in the applicant's program letter (or amendments). The program letter should indicate the location and dates for this proficiency flying.
(Applicability: Group I; group III under 800 horsepower)

(32) All proficiency flights will be conducted in airspace with an operational radius of 600 nautical miles from the airport where the aircraft is based. This radius can be reduced if requested by the operator. Proficiency flights are limited to a nonstop flight that begins and ends at the airport where the aircraft is based. One alternate airport may be selected for each flight, within the operational radius of the airport where the aircraft is based. Operations outside this radius for organized formation flying, proficiency flying, or pilot checkout in conjunction with specific events must be listed in the applicant's program letter or the operator must notify the cognizant FSDO 48 hours before the date of the actual event.
(Applicability: Group II)

(33) All proficiency/practice flights must be conducted within the geographical area described in the applicant's program letter and any modifications to that letter, but that area will not be more than 600 nautical miles from the aircraft's home base airport. An exception is permitted for proficiency flying outside of the area stated above for organized formation flying, training, or pilot checkout in conjunction with a specific event listed in the applicant's program letter (or amendments). The program letter should indicate the location and dates for this proficiency flying.
(Applicability: Group III 800 horsepower or above)

(34) All proficiency/practice flights must be conducted within the geographical area described in the applicant's program letter and any modifications to that letter, but that area will not be more than 300 nautical miles from the aircraft's home base airport. Proficiency flights are limited to a nonstop flight that begins and ends at the aircraft's home base airport. An alternate airport selection is not permitted for this aircraft. However, an exception is permitted for proficiency flying outside of the area stated above for organized formation flying, training, or pilot checkout in conjunction with a specific event listed in the applicant's program letter (or amendments). The program letter should indicate the location and dates for this proficiency flying.
(Applicability: Group IV)

(35) Proficiency flights are authorized without geographical restrictions when conducted in preparation for participation in sanctioned meets and pursuant to qualify for Federal Aeronautique International (FAI) or Soaring Society of America (SSA) awards. These flights may only take place as defined in the applicant's program letter, and prior to the specific FAI or SSA event. The pilot in command must submit a description of the intended route and/or geographical area intended to be flown to the local FSDO.
(Applicability: Group I, gliders only)

(36) This aircraft is restricted to airports that are within airspace classes C, D, E, and G during proficiency flights, except in the case of a declared emergency or when otherwise directed by air traffic control.
(Applicability: All)

(37) The owner/operator of this aircraft must submit an annual program letter update to the local FSDO that lists airshows, fly-ins, etc., that will be attended during the next year, commencing at the time this aircraft is released into phase II operation. This list of events may be amended, as applicable, by letter or fax to the FSDO prior to the intended operation amendments. A copy of the highlighted aeronautical chart, when applicable, must be carried aboard this aircraft and be available to the pilot.
(Applicability: All)

(38) This aircraft is authorized for flights or static display at airshows, air races, and in motion pictures conducted under a waiver issued in accordance with § 91.903.
(Applicability: All)

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

(40) Aircraft instruments and equipment installed and used under § 91.205 must be inspected and maintained in accordance with the applicable requirements of parts 43 and 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.
(Applicability: All)

(41) Aerobatic maneuvers that have been satisfactorily accomplished and recorded during the flight test time period may be performed.
(Applicability: All)

(42) Supersonic flight (true flight Mach number greater than 1) is prohibited unless specifically authorized under § 91.817.
(Applicability: Group II; group IV if applicable)

(43) The special airworthiness certificate and attached operating limitations for this aircraft have no expiration date. However, when an aircraft's base of operation is changed or there is a transfer of ownership, the new owner/operator will provide the local FSDO with a copy of the approved inspection program, identifying the person responsible for scheduling and performing the inspections. New proficiency areas must be described in accordance with operating limitation Nos. 28 through 33, as applicable.
(Applicability: Group II; group IV turbine-powered)

(44) This aircraft must not be used for glider towing, banner towing, or intentional parachute jumping.
(Applicability: All)

(45) 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 country's 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.
(Applicability: All)

(46) Flights to airports other than an alternate airport and the airport where the aircraft is based are allowed for maintenance of the aircraft. (Maintenance, as defined in § 1.1, is the reference for the purpose of these flights.) Before the flight, the operator must notify and receive permission from the geographically responsible FSDO where the maintenance will take place, and notify the FSDO with the geographic responsibility where the aircraft is based of the intended maintenance flight. The maintenance performed in connection with the flight must be recorded in the aircraft records in accordance with part 43.
(Applicability: All)

> **NOTE: The geographically responsible FSDO and the local area FSDO office where the maintenance will take place must concur prior to approving the flight request.**

(47) The following placard, pertaining to gliders and sail planes having experimental certificates, must be displayed in the cockpit in full view of the pilot in addition to the requirements of § 91.9. **"NOTE: No person may exceed the designer's or builder's recommended limitations as follows: maximum gross weight _____; CG limits _____; airplane tow speed _____; maximum airspeed in smooth air _____; and maximum airspeed in rough air _____."**
(Applicability: Group I)

143. RESERVED.

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

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

a. Research and Development. Any aircraft would be eligible for an experimental certificate under this purpose. Although the operations may eventually lead to a TC, they may be conducted by the applicant only as a matter of research or to determine whether an idea warrants further development. In addition to the operations specified in § 21.191(a), the operation of a chase plane, a tanker used for in-flight icing tests, or other aircraft not otherwise eligible for a standard or an experimental certificate (R&D), but necessary for use in direct connection with the R&D project, is considered to be within the scope of this purpose. Aircraft currently certificated in the experimental category for the purposes of exhibition or air racing also may be eligible for a special airworthiness certificate for the experimental purpose of R&D. Also, former military aircraft are often used in R&D projects, and it is appropriate to use the guidance in this order when performing R&D certification of former military aircraft.

b. Showing Compliance with Regulations. This purpose would be considered valid when the applicant for a TC or an aircraft modifier has revised the TC design data or has applied for an STC or field approval. The purpose is to show compliance to the CFR after the applicant has completed testing under R&D, if applicable, and has completed flight testing by the FAA. In addition to the operations specified in § 21.191(b), the operation of a chase plane or other aircraft not otherwise eligible for a standard or experimental certificate, but necessary for use in direct connection with a type certification project, is considered to be within the scope of this purpose.

c. Crew Training. Under § 21.191(c), this purpose is limited to only the applicant's flightcrews, which normally would be the manufacturer's employees necessary to be trained in experimental aircraft. These flightcrews operate aircraft being flight tested in type certification programs or for production flight testing. Crew training of the manufacturer's customers in experimental aircraft is covered in paragraph 144d below.

d. Market Surveys. A U.S. manufacturer of aircraft or engines and persons that alter aircraft may apply for a special airworthiness certificate in the experimental category for the purpose of market surveys, sales demonstrations, and customer crew training under § 21.195. Amateur-built aircraft kit manufacturers also may be eligible to give customer familiarization training under § 21.191(f).

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

e. Operating Kit-Built Aircraft. If a PCA kit is assembled without the benefit of the PC holder's supervision, the aircraft may qualify for an experimental certificate in accordance with § 21.191(h). The purchaser or owner of the kit is not required to assemble or fabricate any specific portion of the kit; assistance for some or all of the work may be obtained from other sources, such as the PC holder or some other fabricator. The kit, however, must have been manufactured by a PC holder.

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

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

a. A description of the test area that will be used to show compliance with § 91.319(b). This area must be described by a radius, coordinates, and/or landmarks, and be over open water or sparsely populated areas having light air traffic. The size of the area must be that required to safely conduct the anticipated maneuvers and tests. Multiple-purpose certificates may require individually prescribed geographical areas.

b. A daily flight log that must be maintained by the pilot that shows compliance with § 91.319(b) and inspection of the aircraft prior to release for flights in the expanded test area. The flight log will be maintained for the duration of the certificate for review by the PI.

c. A description of the method used to conduct and record necessary flights outside the test area, and for maintaining these records. This procedure will remain active for the duration of the certificate, and will eliminate the need for the PC/APIS holder to obtain approval for each flight.

d. A description of the method used to define the persons who may be carried during these operations. The following must be incorporated into this procedure:

(1) A requirement that the pilot in command advise each passenger of the experimental nature of the aircraft, in accordance with § 91.319(d).

(2) A method of recording persons carried on each flight. These records must be maintained for the duration of the certificate for review by the PI.

(3) A provision that no persons may be carried in the aircraft during flight unless that person is required for the purpose of the flight. Persons other than flightcrew members may be carried when all of the following conditions are met:

(a) The aircraft is of the same basic model that previously has shown compliance with §§ 91.319(b) and 21.195.

(b) The aircraft has been proven in accordance with paragraph 147b(3) of this order.

(c) Flight tests do not include intentional maneuvers involving abrupt changes in the aircraft's attitude, abnormal attitudes, or abnormal acceleration/deceleration not necessary for normal flight.

(d) The procedures specifically cover the types of flying to be permitted while carrying passengers other than flightcrew members.

(e) The following placard is displayed inside the aircraft, in letters at least three-eighths of an inch high and in a location easily visible and legible to all persons entering the aircraft: **"NOTICE: THIS AIRCRAFT DOES NOT COMPLY WITH FEDERAL SAFETY REGULATIONS FOR STANDARD AIRCRAFT. (This placard is not necessary for single-place aircraft)."**

e. A description of the method used to determine that the aircraft is in a condition appropriate for the purpose intended when changing from one purpose to another (multiple-purpose certificates), and to document the results of this determination in a log or daily flight sheet (for example, changing from R&D to market survey).

f. Any other condition deemed necessary in the interest of safety by the PI.

g. A requirement that a copy of this procedure must be carried in the aircraft while operating under the privileges of this procedure. A copy of this procedure also may be included or directly referenced in the PC/APIS holder's quality manual for the convenience of the manufacturer and the PI. Any enforcement deemed appropriate would be under § 91.319 and not part 21, subpart F, Production Under Type Certificate Only, or subpart G, Product Certificate.

147. ISSUANCE OF EXPERIMENTAL RESEARCH AND DEVELOPMENT, SHOWING COMPLIANCE WITH REGULATIONS, CREW TRAINING, MARKET SURVEYS, AND OPERATING KIT-BUILT AIRCRAFT OPERATING LIMITATIONS.

a. Operating limitations must be designed to fit the specific situation encountered. The ASI may impose any additional limitations deemed necessary in the interest of safety. The ASI and/or designee must review each imposed operating limitation with the applicant to ensure that the operating limitations are understood by the applicant.

b. The following operating limitations must be prescribed as applicable:

NOTE: The applicability is identified in boldface parentheses at the end of each limitation.

(1) No person may operate this aircraft unless Form 8130-7 is displayed at the cabin or cockpit entrance and visible to passengers or flightcrew members.
(Applicability: All)

(2) No person may operate this aircraft for other than the purpose of R&D, showing compliance with regulations, crew training, market surveys, or operating kit-built aircraft, to accomplish the flight operation outlined in the program letter dated _____, which describes compliance with § 21.193(d), and has been made available to the pilot in command of the 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).
(Applicability: All)

(3) 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. Multiple-purpose certificates may require individually prescribed geographical areas.
(Applicability: All)

NOTE: This applies to all certificates issued to show compliance with § 91.319(b). When the FAA finds compliance, the operating limitations will be revised to remove the limitation. The aircraft will not be allowed to operate over densely populated areas or in congested airways in accordance with § 91.319(c). The FAA may permit takeoffs and landings to be conducted over densely populated areas or in congested airways. If this operating limitation is issued, it should say, "Except for takeoffs and landings, this aircraft must not be operated over densely populated areas or in congested airways." Limitation No. 5 may be specified in lieu of this operating limitation for PC/APIS holders who have submitted a procedure in accordance with paragraph 146.

(4) All flights of this aircraft must be conducted within the geographic area indicated on the chart as follows:
(Applicability: All except kit-built)

NOTE: This limitation will be prescribed to expand the area after the FAA finds compliance with § 91.319(b). This limitation applies to the following purposes: R&D, showing compliance, crew training, and market surveys. Limitation No. 5 may be specified in lieu of this operating limitation for PC/APIS holders who have submitted a procedure in accordance with paragraph 146 of this order.

(5) All flights must be conducted in accordance with [describe the PC/APIS holder's approved operating procedure, for example, ABC Aircraft Co. Experimental Operating Procedure No. 12 (dated)].
(Applicability: All except kit-built)

> **NOTE: Limitation No. 5 may be specified in lieu of Nos. 3 and 4 for PC/APIS holders that have submitted a procedure in accordance with paragraph 146 of this order.**

(6) When changing between operating purposes of a multiple-purpose certificate, the operator must determine that the aircraft is in a condition for safe operation and appropriate for the purpose intended. A record entry will be made by an appropriately rated person to document that finding in the aircraft logbook.
(Applicability: All except kit-built)

> **NOTE: This limitation is not applicable when a PC/APIS holder's experimental operating procedure is specified (see paragraph 146 of this order).**

(7) This aircraft must not be operated unless it is inspected and maintained in accordance with appropriate military technical publications and/or manufacturer's recommendations. The owner/operator must select, establish, identify, and use an inspection program as set forth in § 91.409(e), (f), (g), and (h). This inspection program must be recorded in the aircraft maintenance records.
(Applicability: All except kit-built)

(8) The pilot in command of this aircraft must hold an appropriate category/class rating. If required for the type of aircraft to be flown, the pilot in command also must hold either an appropriate type rating or a letter of authorization issued by an FAA Flight Standards Operations Inspector.
(Applicability: All)

> **NOTE 1: A letter of authorization is issued in accordance with the procedures described in Order 8700.1, volume 2, chapter 32, section 1 for all training and eligibility requirements.**
>
> **NOTE 2: This limitation is applicable to any turbine-powered or reciprocating engine-powered aircraft with a total power greater than 800 horsepower, rotorcraft, aircraft with a maximum takeoff weight exceeding 12,500 pounds, or any other aircraft when deemed necessary. FAA Flight Standards Operations Inspectors should refer to Order 8700.1 for further guidance.**

(9) This aircraft is to be operated under VFR, day only.
(Applicability: All)

> **NOTE: Section 91.319(d)(2) provides for VFR, day only. If other operations are requested, the authorization will be prescribed as a limitation by selecting operating limitation No. 10 and/or No. 11, as appropriate, and by deleting this limitation.**

(10) This aircraft may be operated under VFR, day and/or night.
(Applicability: All)

> **NOTE: Section 91.319(d)(2) provides for VFR, day only, unless otherwise specifically authorized by the Administrator. This limitation gives that authorization. If other operations are requested, the aircraft must be equipped in accordance with § 91.205.**

(11) This aircraft may be operated under IFR, and must be properly equipped for instrument flight in accordance with § 91.205.
(Applicability: All)

> **NOTE: Section 91.319(d)(2) provides for VFR, day only, unless otherwise specifically authorized by the Administrator. This limitation gives that authorization. If other operations are requested, the aircraft must be equipped in accordance with § 91.205.**

(12) No person may operate this aircraft for carrying persons or property for compensation or hire.
(Applicability: All)

(13) No person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight.
(Applicability: R&D and show compliance only)

> **NOTE: This limitation may be deleted for PC/APIS holders and limitation No. 14 may be specified instead.**

(14) Persons may be carried in accordance with [describe the PC/APIS holder's approved operating procedure, for example, ABC Aircraft Co. Experimental Operating Procedure No. 12 (dated)].
(Applicability: All except kit-built)

> **NOTE: This limitation is applicable only for PC/APIS holders that have submitted a procedure in accordance with paragraph 146 of this order.**

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

(16) This aircraft must contain the placards, markings, etc., (or other operating instructions developed for an STC modification) required by § 91.9.
(Applicability: All)

> **NOTE: Inspectors also will identify the flight manual, flight manual supplements, markings, drawings, etc., as required.**

(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.
(Applicability: All)

> **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 aerobatics/maneuvers may be permitted upon leaving that assigned test area. Appropriate limitations identifying the aerobatics/maneuvers and conditions under which they may be performed should be prescribed. The FAA may witness aerobatics/maneuvers if deemed necessary.**

(18) This aircraft may conduct aerobatic flight in accordance with § 91.303. Aerobatics must not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable and in compliance with § 91.319(b). Aerobatic maneuvers intended to be performed must be satisfactorily accomplished and recorded in the aircraft records during the flight test period.
(Applicability: All)

(19) The cognizant FSDO must be notified, and its response received in writing, prior to flying this aircraft after incorporation of a major change as defined by § 21.93.
(Applicability: All except for R&D and show compliance)

> **NOTE: Limitation No. 5 may be specified in lieu of this limitation for PC/APIS holders that have submitted a procedure in accordance with paragraph 146.**

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

(21) No person must operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with appendix D to part 43, or other FAA-approved programs, and was found to be in a condition for safe operation. This inspection will be recorded in the aircraft maintenance records.
(Applicability: All)

(22) Only FAA-certificated mechanics with appropriate ratings as authorized by § 43.3 may perform inspections required by these operating limitations.
(Applicability: All)

(23) 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, or other FAA-approved programs, 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.
(Applicability: All)

(24) If aircraft, engine, or propeller operating limitations are exceeded, an appropriate entry will be made in the aircraft records.
(Applicability: All except kit-built)

> **NOTE: This limitation applies only when an aircraft is temporarily in the experimental category and will be returned to the original certificate status, for example, STC project.**

(25) This aircraft must not be operated unless it is maintained and inspected in accordance with the requirements of part 43.
(Applicability: All)

> **NOTE: This operating limitation is applicable to any aircraft that previously had been issued a different type of airworthiness certificate prior to applying for a special airworthiness certificate (reference § 43.1(b)).**

(26) This aircraft must display the word "EXPERIMENTAL" in accordance with § 45.23(b).
(Applicability: All)

(27) 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 operating control towers. The pilot in command must plan routing that will avoid densely populated areas and congested airways when operating VFR.
(Applicability: All)

(28) 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 country's CAA prior to operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an FAA inspector or the CAA in the country of operation.
(Applicability: All)

(29) Aircraft instruments and equipment installed and used under § 91.205 must be inspected and maintained in accordance with the requirements of parts 43 and 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.
(Applicability: All)

(30) Application must be made to the geographically responsible FSDO or MIDO [insert name of office] for any revision to these operating limitations.
(Applicability: All)

(31) Section 47.45 requires that the FAA Aircraft Registry must be notified within 30 days of any change in the aircraft registrant's address. Such notification is to be made by submitting Form 8050-1 to AFS-750 in Oklahoma City, Oklahoma.
(Applicability: All)

148.-149. RESERVED.

SECTION 10. PROVISIONAL AIRWORTHINESS CERTIFICATION

150. GENERAL. Under the provisions of part 21, subpart I, two classes of provisional airworthiness certificates may be issued. Class I certificates may be issued for all categories, whereas Class II certificates are issued for transport category aircraft only. In each case, a corresponding provisional TC or provisional amendment to the TC must be in effect to be eligible for a corresponding provisional airworthiness certificate.

151. ELIGIBILITY. Only a U.S. aircraft manufacturer, aircraft engine manufacturer, or certificated air carrier may apply for provisional airworthiness certificates as provided in part 21, subpart I. Because the aircraft normally is one that is being used in the type certification process, the FAA should be familiar with its progress and conformity status. Therefore, upon determination that the application and attachments are satisfactory, inspection of the aircraft is necessary only to the extent required to determine that it is in a condition for safe operation when operated within its operating limitations.

152. SPECIAL PURPOSE OPERATIONS. The special purpose operations for which provisionally certificated aircraft may be operated are contained in § 91.317. These operations include—

a. Training flightcrew members, including simulated air carrier operations;

b. Demonstration flights by the manufacturer for prospective purchasers;

c. Market surveys by the manufacturer;

d. Flight checking of instruments, accessories, and equipment that does not affect the basic airworthiness of the aircraft; and

e. Service testing of aircraft.

153. STATEMENT OF CONFORMITY. A properly completed Form 8130-9 containing the information required by §§ 21.221 and 21.223 may be used by the manufacturer as its conformity statement and should be attached to Form 8130-6.

154. CERTIFICATION PROCEDURES. The FAA should follow the appropriate procedures outlined in paragraph 88 of this order.

155. SPECIAL AIRWORTHINESS CERTIFICATE, FORM 8130-7. Upon determination that the aircraft conforms to its provisional TC or provisional amendment to a TC and that it is in a condition for safe operation, the FAA should issue Form 8130-7. The issuance of a provisional airworthiness certificate, corresponding to a provisional amendment to a TC in accordance with § 21.225, is considered to be an original issuance in the provisional category.

156. OPERATING LIMITATIONS. Operating limitations established for the issuance of a provisional TC or provisional amendment to a TC are considered to be a part of the provisional airworthiness certificate issued to an individual aircraft. The FAA must ensure that these operating limitations are available in the aircraft in compliance with § 91.9. Limitations and restrictions as required by § 91.317, and which are not included in placards or the provisional flight manual, must be enumerated on a separate sheet and displayed with the provisional airworthiness certificate.

157.-170. RESERVED.

SECTION 11. SPECIAL FLIGHT PERMITS

171. GENERAL.

a. Special flight permits are issued for aircraft that currently may not meet applicable airworthiness requirements, but are capable of safe flight. A special flight permit is not an authorization to deviate from the requirements of part 91.

(1) Section 21.197(a) applies to aircraft that may not meet applicable airworthiness requirements and that will be operated for a purpose specified in § 21.197(a)(1) through (5).

(2) Section 21.197(b) applies to those aircraft that meet all of the applicable airworthiness requirements except those that cannot be met because of an overweight condition.

(3) Section 21.197(c) applies only to holders of operating certificates issued under part 121 or 135 for aircraft operated and maintained under a continuous airworthiness maintenance program. The instructions for issuance of a special flight permit with a continuing authorization are contained in Order 8300.10, volume II, chapter 89.

b. Forms 8130-6 and 8130-7 are used for the administration of §§ 21.197 and 21.199. The instructions for completion of these forms are contained in chapter 8 of this order, except as noted in this section.

c. Special flight permits for purposes other than production flight testing and customer demonstration flights will be issued by the FSDO/MIDO/IFO geographically responsible for the area in which the flight is to originate. If the applicant's aircraft is outside the jurisdiction of the FSDO/MIDO/IFO receiving the request, the applicant should be referred to the appropriate office. This paragraph does not apply to part 121 or 135 certificate holders.

d. Special flight permits issued to part 121 or 135 certificate holders who do not have a continuous authorization normally will be issued by their certificate holding district office (CHDO). However, with the CHDO's concurrence, these special flight permits may be issued by the office having geographical responsibility.

e. Under special conditions, special flight permits may be issued to part 145 repair facilities for the purpose of delivering aircraft from international locations to the United States. In this instance, the special flight permit will be issued by the CHDO having jurisdiction over the repair facility under the following conditions:

(1) It is a U.S.-registered aircraft that currently does not meet the conditions of its standard airworthiness certificate, due to the installation of non-standard auxiliary fuel systems. Auxiliary fuel system installations must be accomplished by an FAA-certificated repair facility which is specifically airframe-rated for the desired installation.

(2) Procedures relating to the application and issuance of special flight permits, the installation of auxiliary fuel systems, and any conditions and limitations for flight must be incorporated into the repair facility's operations specifications.

> **NOTE: The FAA office issuing the special flight permit, under these special conditions, must assure compliance with all other guidelines outlined within this order. The CHDO may request the IFO geographically responsible for the area in which the flight is to originate to inspect the aircraft prior to flight utilizing an ASI or qualified designee.**

f. The validity of the special flight permit is not affected by the operation of the aircraft outside the border of the United States, as long as it is operated for the intended purpose under § 21.197 and within the timeframe specified on the permit. The special flight permit does not authorize flight over countries other than the United States without permission of that country. If such operation is contemplated, the effective date of the permit is contingent on compliance with section D(2) of the permit and it becomes the responsibility of the owner/operator to obtain such permission.

> **NOTE: Paragraph 171(f) does not apply to authorizations covered by Order 8300.10, volume II, chapter 89.**

g. In accordance with § 39.3, no person may operate a product to which an AD applies, except in accordance with the requirements of the AD. If an AD requires compliance before further flight and does not have a provision for the issuance of special flight permits, the aircraft to which it applies may not be operated, and a special flight permit must not be issued.

h. If the product is not an aircraft, and the AD does not provide for the product's operation during a ferry flight, in accordance with § 39.3 the product may not be operated during such a flight. If the aircraft on which the product is installed can be operated safely without operating the product, a special flight permit could be issued in accordance with § 21.197(a) with a limitation that the product be rendered inoperative in flight.

172. PURPOSES. Section 21.197 prescribes the general purposes for which a special flight permit may be issued. The following specific operations also are considered to be within the scope of the general provisions:

a. Any flight of a U.S.-registered aircraft covered by § 21.197, if the aircraft is capable of safe flight, even though a TC has not been issued.

b. The delivery of an aircraft of either U.S. or non-U.S. manufacture to the base of the purchaser or to a storage point in the United States.

c. The operation of non-air carrier four-engine aircraft with one inoperative engine. The provisions of § 91.611 should be used as a guide.

d. Flying an aircraft whose annual inspection has expired to a base where an annual inspection can be accomplished.

e. Flying an amateur-built aircraft whose condition inspection has expired to a base where the condition inspection can be accomplished.

173. APPLICATION AND ISSUANCE (GENERAL).

a. When the application for a special flight permit is found in compliance with all requirements, the FAA should issue Form 8130-7, with operating limitations deemed necessary for safe operation. The operating limitations must be enumerated on a separate sheet, identified by the aircraft registration and serial number, dated, and signed. The applicant should be advised that Form 8130-7 and attached operating limitations must be displayed in the aircraft in accordance with § 91.203(b).

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

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

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

d. When Form 8130-6 has been completed, the ASI will complete the telegraphic or faxed special flight permit to include any additional operating limitations that may be required. The completed and signed permit may then be transmitted by fax. The faxed copy of the permit that is received for display in the aircraft at the point of departure will be considered the original permit.

e. A copy of each certification document should be retained in the files of the issuing office. Only copies required per paragraph 243a(1) of this order, as applicable, are to be forwarded to AFS-750.

174. AIRCRAFT INSPECTIONS.

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

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

c. The FAA must personally inspect damaged aircraft or an aircraft for which the airworthiness is questionable in any respect. The FAA must personally inspect those aircraft models for which a U.S. TC has never been issued.

> **NOTE: If an affirmative, technical determination cannot be made that a particular aircraft is capable of safe operation because of insufficient design, inspection, or maintenance data that normally is available for a type-certificated aircraft, the special flight permit should not be issued.**

d. When the FAA requires the applicant to make the inspection, the applicant must be advised that such inspections must be—

(1) Accomplished by an appropriately certificated mechanic or repair station familiar with all of the procedures and requirements contained in this chapter.

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

175. SPECIAL OPERATING LIMITATIONS. The FAA should establish limitations as deemed necessary for safe operation. Because individual circumstances may vary greatly, a list of limitations applicable in every case cannot be provided. The objective is to ensure safe operation of the aircraft. If necessary, solicit the technical assistance of other FAA offices or specialties. Limitations should be clear and concise so they can be easily understood. In addition to the limitations deemed necessary for the particular flight, the following items must be considered when establishing operating limitations:

a. Conformity to the aircraft's technical data.

b. Operational equipment necessary for safe operation of the aircraft.

c. Special qualifications required of the pilot and crewmembers. For flights that involve long distances over which various weather conditions may be encountered, the pilot in command also must be appropriately instrument-rated.

d. Aircraft weight limits.

e. Fuel and fuel distribution limits.

f. CG limits.

g. Maneuvers to which the aircraft is limited.

h. Limits on use of flight equipment, such as autopilots, etc.

i. Meteorological conditions to be avoided and the inspections required if inadvertently encountered.

j. Airspeed limits.

k. Operation in the overweight condition must be conducted to avoid cities, towns, villages, and congested areas, or any other areas where the flights might create hazardous exposure to persons or property.

l. Runway selections, if considered necessary for safety.

m. Communications required with airport tower personnel to inform them prior to takeoff or landing of the nonstandard condition of the aircraft.

n. When flight over another country is planned, the ASI must emphasize to the applicant that special permission must be obtained from the country over which the aircraft will be operated. In addition, section C of Form 8130-7 should contain the statement, "Subject to D(2) on reverse side." (figure 4-19).

NOTE: When required to fly over an ICAO country, the operating limitations issued with the special flight permit should include, when appropriate, the following statement: "This aircraft does not comply with the international standards of Annex 8 to the Convention on International Civil Aviation as follows: [describe here the item(s) which do not comply with the airworthiness requirements for standard aircraft]."

o. Any other limitation that should be prescribed for the particular flight.

176. SPECIAL FLIGHT PERMIT FOR OPERATION OF OVERWEIGHT AIRCRAFT.

a. General.

(1) The FAA has two primary concerns when issuing special flight permits for the temporary operation of overweight aircraft:

(a) That the public will be guarded in the event of an accident; and

(b) That when the aircraft is returned to a standard configuration, it has not been rendered unairworthy due to the overweight operations.

(2) With safety being the primary concern, it is essential that the processing office use the technical assistance of other FAA offices or specialties as deemed necessary to ensure the highest degree of safety possible. All installations, for example, a long-range fuel system or navigational equipment, must be installed in accordance with FAA-approved data.

(3) Applications for which the proposed maximum weight does not exceed 110 percent of the maximum certificated weight, and for which the certificated CG limits are not exceeded, may be processed by district offices without obtaining an engineering evaluation (except for rotorcraft).

(4) Applications for which the proposed maximum weight exceeds 110 percent of the maximum certificated weight, or the CG limits exceed the certificated limits, must be coordinated with an ACO for an engineering evaluation of the structural integrity and for any other provisions deemed necessary.

(5) All applications for rotorcraft must be coordinated with an ACO for an engineering evaluation of the structural integrity, the flight integrity, and for any other provisions deemed necessary.

(6) The processing of an application must encompass a review of the airworthiness status of the basic aircraft, an evaluation of the added installations that constitute the excess weight, required flightcrew member qualifications, and proposed operating limitations.

b. Added Installations.

(1) Technical Data.

(a) When the submitted application falls under the provisions of paragraph 176a(4) or (5) of this order, any drawings and reports submitted with the application that substantiate structural integrity must be sufficiently detailed to show that the added installations are structurally and functionally safe and to allow for a conformity inspection of the added installations.

(b) The structural report should reference the drawings used for the installation(s).

(2) Record of Installation(s).

(a) The installation(s) added to the aircraft for the intended overweight flight must be recorded in accordance with the requirements of § 43.9.

(b) The following statement must be entered in section 3 of Form 337: "No person may operate this aircraft, as altered herein, unless it has within it an appropriate and current special flight permit issued under part 21." (figure 4-20)

(3) Auxiliary Fuel System Installations. In the evaluation of the auxiliary fuel system installations, the following items will be considered:

(a) The aircraft and auxiliary fuel system must meet all applicable airworthiness requirements, except for those the aircraft cannot meet because of its overweight condition. The aircraft and auxiliary fuel system must be found safe for the intended flight.

(b) Fuel tank(s) installed in a pressurized area should be tested for the maximum pressure differential existing between cabin pressurization and aircraft maximum operating altitude with fuel tank(s) empty.

(c) Adequate ventilation must be provided for the fuel tank(s) and the area in which the fuel tank(s) are located to prevent the accumulation of fumes that would be detrimental to the flightcrew or present a fire or explosion hazard.

(d) A means must be provided to readily determine the quantity of fuel in the auxiliary tank(s) prior to takeoff. In addition, a means must be provided to indicate the quantity of fuel in tanks that have a vapor/excess fuel return line, both prior to takeoff and during flight.

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

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

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

(5) Maximum Weight and Center of Gravity Limits.

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

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

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

(6) Operating limitations must be prescribed as deemed necessary. Reference paragraphs 147 and 175 of this order, and include:

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

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

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

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

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

a. Eligibility.

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

(a) Subpart F. (It is not necessary for the manufacturer to have an APIS.)

(b) Subpart G.

(c) Subpart J, Delegation Option Authorization Procedures.

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

(a) The manufacturer holds a TC and a currently effective PC for at least one other aircraft in the same category.

(b) The FAA official flight test program is in progress.

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

(d) An FAA-accepted production flight test procedure and checklist for the aircraft involved will be used to ensure that all requirements for production flight tests are fulfilled.

(e) The aircraft is not being flown by the manufacturer for purposes other than production
* flight tests, except as identified in paragraph 178 of this order. *

(f) Limitations have been established to define the production flight test area.

b. Application and Issue.

(1) An eligible manufacturer should apply for as many special flight permits for production flight testing as deemed necessary for satisfactory coverage of the aircraft involved. The number of special flight permits for production flight testing issued to the manufacturer must be limited to actual need.

* **(2)** A MIDO that has issued special flight permits for production flight testing should maintain * suitable accountability records that show expiration dates not exceeding 12 months from the date of issuance, and the number of permits issued to each manufacturer. It is recommended that each permit issued be numbered serially in the upper-right corner of the airworthiness certificate by the issuing office; for example, SW-MIDO-41. The same serial number may be reassigned to a manufacturer each year. The issuing official must sign each permit and associated limitations in ink above the typed name. A copy of the transmittal letter should be forwarded by the issuing MIDO to the MIO.

178. SPECIAL FLIGHT PERMIT FOR CONDUCTING CUSTOMER DEMONSTRATION FLIGHTS. A special flight permit may be used by a manufacturer to meet the requirements of § 91.203 when operating a new production aircraft for the purpose of conducting customer demonstration flights in accordance with § 21.197(a)(5). This permit may be used with Form 8050-3, Form 8050-6,
* or Form 8050-1. This permit is normally issued only for the purpose of customer demonstration. However, as stated in paragraph 177 of this order, customer demonstration may be listed in block A of Form 8130-7 along with production flight testing, but will not be issued in conjunction with any other special flight permit purposes. When both flight purposes are listed in block A of Form 8130-7, the aircraft's operating limitations must clearly state that no customer demonstration flights are allowed until the aircraft has satisfactorily completed its production flight tests. The format for listing both flight purposes is "Production Flight Testing or Customer Demonstration." *

NOTE: The meaning of the word "customer" for the purpose of this airworthiness certificate means any person or organization judged by the manufacturer to be an acknowledged or potential aircraft purchaser.

a. Eligibility. A special flight permit for conducting customer demonstration flights may be issued when the following conditions are met:

(1) The new production aircraft was produced under a PC or TC only.

(2) The PC/TC holder has satisfactorily completed production flight tests. Completion of production flight tests indicates acceptance by the production flight test pilot and no further flight tests are required or planned.

b. Application and Issue.

(1) A letter from the manufacturer must accompany the application describing the customer demonstration flights to be made if sufficient information cannot be included on the application.

(2) Upon receipt of a properly executed application, the issuing FAA representative must inspect the aircraft and prescribe the operating limitations in accordance with paragraphs 147 and 175 of this order, as deemed necessary for safe operation. It is not necessary to repeat the limitations on the reverse side of Form 8130-7, except for the statement, "Subject to D(2) on reverse side," which must be entered in block C on the face side of the form. The demonstration flight area(s) also must be listed on the operating limitations. Special flight permits may be issued only for the period needed to complete demonstration flights, usually not to exceed 90 days.

(3) If the MIDO determines that the PC holder has procedures in place to safeguard the storage and issuance of special flight permits for customer demonstration flights, permits that are transferable from one aircraft to another may be issued. It is still necessary to prescribe operating limitations in accordance with paragraphs 147 and 175 of this order, as deemed necessary for safe operation. The statement, "Subject to D(2) on reverse side" must be entered in block C on the face side of Form 8130-7. The expiration date shown on Form 8130-7 and the associated limitations must not exceed 12 months from the date of issuance. The permits issued in this manner should be serialized so as to differentiate them from any production flight permits which may have been issued. The number of special flight permits for conducting customer demonstration flights issued to a manufacturer must be limited to actual need.

(4) The MIDO issuing special flight permits for customer demonstration flights will maintain a copy of the complete file in accordance with record retention requirements.

179. SPECIAL FLIGHT PERMIT FOR CERTAIN LARGE AIRCRAFT FOR WHICH 14 CFR PART 125, CERTIFICATION AND OPERATIONS: AIRPLANES HAVING A SEATING CAPACITY OF 20 OR MORE PASSENGERS OR A MAXIMUM PAYLOAD CAPACITY OF 6,000 POUNDS OR MORE, IS NOT APPLICABLE.

a. Eligibility. A special flight permit may be issued for certain large aircraft for which part 125 is not applicable. In those cases, the following provisions must be met.

b. Application and Issue.

(1) Prior to issuance of a special flight permit, the applicant must select, identify in the aircraft maintenance records, and use one of the programs specified in § 91.409(f). If the program selected contains provisions addressing situation-specific inspection of the aircraft, then those provisions may be used to ensure safe operation of the aircraft. If the program selected does not contain those provisions, the FAA will specify the appropriate inspections and/or tests required to ensure safe operation.

(2) In some cases the applicant may not intend to place the aircraft in service following the flight authorized by the special flight permit. In this case the applicant may wish to select, identify, and use the program specified in § 91.409(f)(4). Unless provisions for additional flights are provided for in the FAA-approved program, no additional flights are permitted.

(3) The following examples are provided to illustrate how the above procedures may be applied:

> **EXAMPLE 1:** ABC Airlines, operating a B-777 aircraft in air carrier service, wishes to lease another B-777 from XYZ Leasing. The subject aircraft has been in storage for 1 year. ABC Airlines wishes to operate the aircraft from the point of storage to a maintenance facility prior to placing the aircraft in service with the airline. ABC Airlines may choose to select, identify in the maintenance records, and use the inspection program that is part of ABC Airlines' Continuous Airworthiness Maintenance Program (CAMP) for its B-777, as provided in § 91.409(f)(4). If the selected CAMP contains provisions for inspection prior to the flight of the aircraft being removed from storage, those provisions may be used to ensure safe operation of the aircraft. If the CAMP does not contain such provisions, the CAMP may still be selected; however, the FAA must require ABC Airlines to make appropriate inspections or tests necessary to ensure safe operation.
>
> **EXAMPLE 2:** XYZ Leasing wishes to operate its A-300 from one storage location to another. When applying for the special flight permit, XYZ submits a description of the inspections and tests it considers necessary to ensure safe operation of the aircraft. Upon review of the submitted description, the FAA issues the special flight permit with the conditions and limitations under which XYZ may operate its aircraft following the satisfactory completion of the inspections and tests described. XYZ may then select, identify, and use the description of inspections and tests approved by the FAA as the inspection program under which the aircraft is to be operated.

(4) The scope and detail of the inspections and/or tests required to ensure safe operation may vary considerably depending on why the permit is issued and/or the conditions or circumstances surrounding the subject aircraft. Inservice aircraft that have been routinely maintained and/or inspected under an approved inspection program may not require more than the normal inspections routinely required.

(5) Aircraft that have been damaged or have been out of service for an extended period of time may require additional inspections or tests to ensure safety. Aircraft that have been damaged may require engineering evaluations or special tests to determine airworthiness. In the case of aircraft that have been out of service, the way the aircraft was stored should be evaluated. In many cases, aircraft in storage have been routinely maintained and inspected, and have had preventive maintenance performed at regular intervals. These aircraft normally would require less attention before any anticipated flight. However, any aircraft that has been in storage for an extended period of time requires, at the very least, an extensive visual inspection by a properly certificated mechanic, an inspection of the fuel storage and delivery systems for contamination, and operational checks of all systems and equipment that may be required to function on the intended flight.

(6) Indiscriminate operation of these types of aircraft should be discouraged by restricting the operation of the aircraft to specific airports and to a specific flight path. The special flight permit should be issued for no more than 7 days.

(7) When the flight characteristics of the aircraft have not been appreciably altered, persons other than flightcrew members and/or persons essential to the operation of the aircraft may be carried aboard during flight operations authorized by a special flight permit. In those cases, the passenger-carrying requirements of part 91 will apply.

(8) An FAA Flight Standards Operations Inspector, type rated in the aircraft, must be consulted regarding the adequacy and appropriateness of the conditions and limitations of the special flight permit.

(9) Special flight permits for large aircraft are issued by the FSDO having geographic responsibility for the area in which the aircraft is located. A CHDO may issue a special flight permit for its part 121, 125, or 133, or 14 CFR part 137, Agricultural Aircraft Operations, certificate holders who do not have a continuing authorization, but only for those aircraft listed on the certificate holder's aircraft listing. A CHDO may not issue a special flight permit for an aircraft located outside the CHDO's geographic boundaries unless that aircraft is listed on the certificate holder's aircraft listing.

(10) In order to provide proper surveillance and oversight of the flight operations of these types of aircraft, it is recommended that the issuing office advise the destination FSDO or regional airworthiness branch of the conditions and limitations of the special flight permit, as well as the aircraft's anticipated arrival time and destination.

(11) The operation of noise-restricted aircraft (§ 91.805) requires an SFA issued in accordance with SFAR No. 64. A special flight permit is not required in these instances and will not be issued unless the aircraft does not meet applicable airworthiness standards as provided in § 21.197. All other inspection program requirements apply.

180.-183. RESERVED.

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

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

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

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

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

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

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

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION RESTRICTED		
	PURPOSE 14 CFR 21.25(b)(7)(OTHER), SEE ATTACHED LIMITATIONS		
B	MANU-FACTURER	NAME	
		ADDRESS	
C	FLIGHT	FROM SEE ATTACHED OPERATING LIMITATIONS	
		TO SEE ITEM D, REVERSE SIDE OF THIS CERTIFICATE	
D	N-		SERIAL NO.
	BUILDER		MODEL
E	DATE OF ISSUANCE		EXPIRY
	OPERATING LIMITATIONS DATED		ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE		DESIGNATION OR OFFICE NO.

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

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

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

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

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

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME *(Make)*	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR.	FAA CODING
N2EZ	Flight Corp.	F-C-1A	1991	
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME *(Make)***	**7. ENGINE MODEL DESIGNATION**		
F0002	TCM	I0-360-ES		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME *(Make)***	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS *(Check if applicable)***	
One	McCauley	2A34C209	IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: *(Check applicable items)*

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

III. OWNER'S CERTIFICATION

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

NAME	ADDRESS
Flight Corp.	10 Lane Ave., Doby TX 78907

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

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET *(Give No. and Revision No.)* CE785	X	AIRWORTHINESS DIRECTIVES *(Check if all applicable AD's are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application)* 2001-01
	AIRCRAFT LISTING *(Give page number(s))* N/A		SUPPLEMENTAL TYPE CERTIFICATE *(List number of each STC incorporated)* N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417	TOTAL AIRFRAME HOURS 2.1	3	EXPERIMENTAL ONLY *(Enter hours flown since last certificate issued or renewed)* -0-

D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE
01/27/2001	Joe Quality, Director, Q.A.	*Joe Quality*

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: *(Complete the section only if 14 CFR part 21.183(d) applies)*

2		14 CFR part 121 CERTIFICATE HOLDER *(Give Certificate No.)*	3		CERTIFICATED MECHANIC *(Give Certificate No.)*	6		CERTIFICATED REPAIR STATION *(Give Certificate No.)*
5		AIRCRAFT MANUFACTURER *(Give name or firm)*						

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable block items A and B)

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

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

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

	FAA INSPECTOR		FAA DESIGNEE			
	CERTIFICATE HOLDER UNDER		14 CFR part 65		14 CFR part 121 OR 135	14 CFR part 145

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE
01/27/2001	CE43	4		1	*Bob Gooday* Bob Gooday

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

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

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

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

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

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] FLIGHT ENGINEER
- [ ] 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 et seq. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE (Print or type)	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)

X	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)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section 21.184(a) *(Copy attached)*
X	F. This inspection Recorded in Aircraft Records		

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

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

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION PRIMARY CATEGORY		
	PURPOSE N/A		
B	MANU-FACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM N/A	
		TO N/A	
D	N- 2EZ		SERIAL NO. F0002
	BUILDER Flight Corp.		MODEL F-C-1A
E	DATE OF ISSUANCE 01/31/2001		EXPIRY Unlimited
	OPERATING LIMITATIONS DATED		ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Bob Gooday *Bob Gooday*		DESIGNATION OR OFFICE NO. CE43

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

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

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

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

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

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME *(Make)*	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR.	FAA CODING
N345FT	Flight LTD.	FL-1A	1983	
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME *(Make)***	**7. ENGINE MODEL DESIGNATION**		
FL009	TCM	I0-360-ES		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME *(Make)***	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS *(Check if applicable)***	
One	McCauley	2A34C209	X IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: *(Check applicable items)*

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

III. OWNER'S CERTIFICATION

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

NAME	ADDRESS
Flight LTD.	89 Chain Rd., Perry KS 67987

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

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET *(Give No. and Revision No.)* A1EU Rev. 3	X	AIRWORTHINESS DIRECTIVES *(Check if all applicable AD's are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application)* 2001-01
	AIRCRAFT LISTING *(Give page number(s))* N/A	X	SUPPLEMENTAL TYPE CERTIFICATE *(List number of each STC incorporated)* GL234A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417	TOTAL AIRFRAME HOURS 3.0	3	EXPERIMENTAL ONLY *(Enter hours flown since last certificate issued or renewed)* -0-

D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE
01/27/2001	Harry Jones, Manager, Quality	*Harry Jones*

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: *(Complete the section only if 14 CFR part 21.183(d) applies)*

2		14 CFR part 121 CERTIFICATE HOLDER *(Give Certificate No.)*	3		CERTIFICATED MECHANIC *(Give Certificate No.)*	6		CERTIFICATED REPAIR STATION *(Give Certificate No.)*
5		AIRCRAFT MANUFACTURER *(Give name or firm)*						

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable block items A and B)

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

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

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

	FAA INSPECTOR		FAA DESIGNEE	
	CERTIFICATE HOLDER UNDER		14 CFR part 65	14 CFR part 121 OR 135	14 CFR part 145

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE
01/27/2001	CE45	4		1	*Sue Lacy* Sue Lacy

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

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

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

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

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

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] FLIGHT ENGINEER
- [ ] 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 et seq. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE (Print or type)	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)

X	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	X	H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ *(Original attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section 21.184(b) *(Copy attached)*
X	F. This inspection Recorded in Aircraft Records		

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

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

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION Primary Category		
	PURPOSE N/A		
B	MANU-FACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM N/A	
		TO N/A	
D	N- 345FT		SERIAL NO. FL009
	BUILDER Flight LTD.		MODEL FL-1A
E	DATE OF ISSUANCE 01/31/2001		EXPIRY Unlimited
	OPERATING LIMITATIONS DATED		ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Sue Lacy *Sue Lacy*		DESIGNATION OR OFFICE NO. CE45

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

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

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

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

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

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME *(Make)*	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR.	FAA CODING
N7897T	Cessna	172A	1967	
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME *(Make)***	**7. ENGINE MODEL DESIGNATION**		
172A-001	Continental	0-300-D		
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME *(Make)***	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS *(Check if applicable)***	
One	McCauley	1C172/EM	IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: *(Check applicable items)*

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

III. OWNER'S CERTIFICATION

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

NAME	ADDRESS
Mr. S. Flint	346 Oak Street, Livittown FL 98712

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

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET *(Give No. and Revision No.)* 3A12 Rev. 35	X	AIRWORTHINESS DIRECTIVES *(Check if all applicable AD's are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application)* 2001-01
	AIRCRAFT LISTING *(Give page number(s))* N/A	X	SUPPLEMENTAL TYPE CERTIFICATE *(List number of each STC incorporated)* SA 00986 CE

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417	TOTAL AIRFRAME HOURS 3400.0	3	EXPERIMENTAL ONLY *(Enter hours flown since last certificate issued or renewed)* 15.2

D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE
01/27/2001	Mr. S. Flint, Owner	*S. Flint*

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: *(Complete the section only if 14 CFR part 21.183(d) applies)*

2		14 CFR part 121 CERTIFICATE HOLDER *(Give Certificate No.)*	3		CERTIFICATED MECHANIC *(Give Certificate No.)*	6		CERTIFICATED REPAIR STATION *(Give Certificate No.)*
5		AIRCRAFT MANUFACTURER *(Give name or firm)*					

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable block items A and B)

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

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

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

	FAA INSPECTOR		FAA DESIGNEE		
	CERTIFICATE HOLDER UNDER		14 CFR part 65		14 CFR part 121 OR 135		14 CFR part 145

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE
01/27/2001	NW24	4		1	*Joe Mendez* Joe Mendez

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

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

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

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

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

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] FLIGHT ENGINEER
- [ ] 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 et seq. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE (Print or type)	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)

X	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	X	H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*	X	I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section 21.184(c) CAR _____ *(Original attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section 21.184(c) *(Copy attached)*
X	F. This inspection Recorded in Aircraft Records		

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

FIGURE 4-8. SAMPLE FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(c)

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION Primary Category		
	PURPOSE N/A		
B	MANU-FACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM N/A	
		TO N/A	
D	N- 7897T		SERIAL NO. 172A-001
	BUILDER Cessna Aircraft Corp.		MODEL 172A
E	DATE OF ISSUANCE 01/31/2001		EXPIRY Unlimited
	OPERATING LIMITATIONS DATED		ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Joe Mendez *Joe Mendez*		DESIGNATION OR OFFICE NO. NW24

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

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

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

FIGURE 4-9. SAMPLE OPERATING LIMITATIONS FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(c)

PRIMARY CATEGORY AIRCRAFT OPERATING LIMITATIONS

Make: CESSNA Registration Number: N7897T
Model: 172A Serial Number: 172A-001

1. No person may operate a primary category aircraft for carrying persons or property for compensation or hire.

2. No person may operate a primary category aircraft that is maintained by the pilot-owner under an approved special inspection and maintenance program except:

a. The pilot-owner; or

b. A designee of the pilot-owner, provided that the pilot-owner does not receive compensation for the use of the aircraft.

3. No person may operate a primary category aircraft certificated under FAR 21.184 unless within the preceding 12 calendar months the annual inspection required by FAR 91.409(a) has been performed. A 100-hour inspection required by FAR 91.409(b) is required if the aircraft is used for rental or flight instruction for hire. The aircraft may only be returned to service by persons authorized by FAR 43.7.

4. A primary category aircraft does not meet the requirements of applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. It may not be operated over any other country without the special permission of the country. Evidence of that permission must be carried aboard the aircraft along with the U.S. airworthiness certificate, and be made available to the FAA or CAA in the country of operation upon request.

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

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

U.S. Department of Transportation
Federal Aviation Administration

APPLICATION FOR AIRWORTHINESS CERTIFICATE

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

I. AIRCRAFT DESCRIPTION

1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME *(Make)*	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFR.	FAA CODING
N654GL	Night	N7-XRay	1990	
5. AIRCRAFT SERIAL NO.	6. ENGINE BUILDER'S NAME *(Make)*	7. ENGINE MODEL DESIGNATION		
NX09	TCM	I0-360-ES		
8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME *(Make)*	10. PROPELLER MODEL DESIGNATION	11. AIRCRAFT IS *(Check if applicable)*	
One	McCauley	2A34C209	IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: *(Check applicable items)*

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

III. OWNER'S CERTIFICATION

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

NAME	ADDRESS
Mary Test	78 China Drive, Jumping TX 89765

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

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET *(Give No. and Revision No.)* A1WI	X	AIRWORTHINESS DIRECTIVES *(Check if all applicable AD's are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application)* 2001-01
	AIRCRAFT LISTING *(Give page number(s))* N/A		SUPPLEMENTAL TYPE CERTIFICATE *(List number of each STC incorporated)* N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417	TOTAL AIRFRAME HOURS 2.2	3 EXPERIMENTAL ONLY *(Enter hours flown since last certificate issued or renewed)* -0-

D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE
01/27/2001	Mary Test, Owner	*Mary Test*

IV. INSPECTION AGENCY VERIFICATION

A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: *(Complete the section only if 14 CFR part 21.183(d) applies)*

2		14 CFR part 121 CERTIFICATE HOLDER *(Give Certificate No.)*	3		CERTIFICATED MECHANIC *(Give Certificate No.)*	6		CERTIFICATED REPAIR STATION *(Give Certificate No.)*
5		AIRCRAFT MANUFACTURER *(Give name or firm)*					

DATE	TITLE	SIGNATURE

V. FAA REPRESENTATIVE CERTIFICATION

(Check ALL applicable block items A and B)

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

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

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

	FAA INSPECTOR		FAA DESIGNEE			
	CERTIFICATE HOLDER UNDER		14 CFR part 65		14 CFR part 121 OR 135	14 CFR part 145

DATE	DISTRICT OFFICE		DESIGNEE'S SIGNATURE AND NO.		FAA INSPECTOR'S SIGNATURE
01/27/2001	CE34	4		1	*Larry Kim* Larry Kim

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

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

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

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

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

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

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

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

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

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

- [ ] PILOT
- [ ] CO-PILOT
- [ ] FLIGHT ENGINEER
- [ ] 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 et seq. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.

DATE	NAME AND TITLE (Print or type)	SIGNATURE

VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)

X	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)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section 21.191(h) *(Copy attached)*
X	F. This inspection Recorded in Aircraft Records		

FAA Form 8130-6 (9-04) SUPERSEDES PREVIOUS EDITION NSN: 0052-00-024-7006 *

FIGURE 4-11. SAMPLE FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(c)

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION Experimental		
	PURPOSE To Show Compliance With the CFR		
B	MANU-FACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM N/A	
		TO N/A	
D	N- 654GL		SERIAL NO. NX09
	BUILDER Night		MODEL N7-XRay
E	DATE OF ISSUANCE 01/31/2001		EXPIRY Unlimited
	OPERATING LIMITATIONS DATED 01/31/2001		ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Larry Kim *Larry Kim*		DESIGNATION OR OFFICE NO. CE34

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

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

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

FIGURE 4-12. SAMPLE FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE AND OPERATING LIMITATIONS FOR PRIMARY CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.184(c)

U.S. Department
of Transportation

Federal Aviation Administration

Small Airplane Directorate

EXPERIMENTAL – KIT BUILT AIRCRAFT
OPERATING LIMITATION

MAKE: Night-Test MODEL: N7-XRay

S/N: NX09 REG. NUMBER: N654GL

1. This aircraft must not be operated outside the assigned test area until it has been shown to comply with Federal Aviation Regulation (FAR) Section 91.319(b). A log book entry must be made by the person finding compliance. Flight test area (describe area needed to test aircraft).

2. No person may operate this aircraft for other than the purpose for which the special airworthiness certificate was issued and the aircraft must be operating in accordance with the applicable FAA Air Traffic and General Operating Rules.

3. No operations must be conducted over densely populated areas or in congested airways, except for takeoffs and landings.

4. Operator of this aircraft shall notify the control tower of the experimental nature of this aircraft when operating into or out of airports with operating control towers.

5. Unless appropriately equipped for night and/or instrument flight in accordance with FAR 91.205, this aircraft shall be operated Day VFR only.

6. This aircraft must contain the placards, markings, etc., required by FAR 91.9, as applicable.

7. No person may operate this aircraft for carrying persons or property for compensation or hire.

8. The person operating this aircraft shall advise each person carried of the experimental nature of this aircraft.

9. Aerobatic flights are limited to the aerobatics described in the aircraft log book or contained in placards are permitted.

10. Any major change to this aircraft, as defined by FAR 21.93, invalidates the special airworthiness certificate issued for this aircraft.

11. FAA-certificated mechanics holding an Airframe and Powerplant rating, and appropriately rated repair station may perform condition inspections in accordance with Appendix D of Part 43.

12. Condition inspections 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 of Part 43 and found to be in a condition for safe operation." The entry will include the aircraft total time-in-service, name, signature, and certificate type and number of the person performing the inspection.

_____	_____	_____
Date	FAA Representative	Designation

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

1. Registered Owner (as shown on Certificate of Aircraft Registration)	
NAME	ADDRESS

2. Aircraft Description		
1. Registration Mark	2. Aircraft Builder	3. Yr. Mfg.
4. Aircraft Serial No.	5. Aircraft Model Designation	

3. Describe Program Purpose for which the aircraft is to be used (FAR 21.193(d)(1).

4. List estimated flight hours required for program.	Hrs.:
List estimated number of flights required for program.	No. Flts:
List estimated duration for programs (FAR 21.193(d)(2)).	No. Days:

5. Describe the areas over which the flights are to be conducted, and address of base operation (FAR 21.193(d)(3)).

6. Describe the aircraft configuration (attach three-view drawings or three-view dimensioned photographs of the aircraft) (FAR 21.193(b)(4)).

7. Date	Name and Title (Print or Type)	Signature

* **FIGURE 4-14. SAMPLE FORM 8130-12, ELIGIBILITY STATEMENT, AMATEUR-BUILT AIRCRAFT**

Form Approved
OMB NO. 2120-0018

US Department of Transportation
Federal Aviation Administration

ELIGIBILITY STATEMENT
AMATEUR-BUILT AIRCRAFT

Instructions: Print or type all information except signature.
Submit original to an authorized FAA representative.
Applicant completes Section I thru III.
Notary Public Completes Section IV.

I. REGISTERED OWNER INFORMATION

Name(s) _____

Address(es) _____
No. & Street City State Zip

Telephone No.(s) (___) _____ (___) _____
Residence Business

II. AIRCRAFT INFORMATION

Model _____ Engine(s) Make _____

Assigned Serial No. _____ Engine(s) Serial No. _____

Registration No. _____ Prop./Rotor(s) Make _____

Aircraft Fabricated: Plan ☐ Kit ☐ Prop./Rotor(s) Serial No.(s) _____

III. MAJOR PORTION ELIGIBILITY STATEMENT OF APPLICANT

I certify the aircraft identified in Section II above was fabricated and assembled by _____
Name of Person(s) (Please Print)
for my (their) education or recreation. I (we) have records to support this statement and will make them available to the FAA upon request.

-NOTICE-

Whoever in any matter within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals or covers up by any trick, scheme, or device a material fact, or who makes any false, fictitious or fraudulent statements or representations, or makes or uses any false writing or document knowing the same to contain any false, fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisoned not more than 5 years, or both (U.S. Code, Title 18, Sec. 1001.)

APPLICANT'S DECLARATION

I hereby certify that all statements and answers provided by me in this statement form are complete and true to the best of my knowledge, and I agree that they are to be considered part of the basis for issuance of any FAA certificate to me. I have also read and understand the Privacy Act statement that accompanies this form.

Signature of Applicant (*In Ink*)	Date

IV. NOTARIZATION STATEMENT

FAA Form 8130-12 (4-03) Supersedes Previous Edition NSN: 0052-00-889-9002

*

FIGURE 4-15. SAMPLE FORM 8000-38, FABRICATION/ASSEMBLY OPERATION CHECKLIST

FABRICATION/ASSEMBLY OPERATION CHECKLIST

Company Name _____.
Address _____.
_____.
Aircraft Model _____ Document Name and Date _____.
Type of Aircraft _____.

	Accomplished By	
	Kit Manufacturer	Amateur
FUSELAGE		
1. Fabricate Special Tools or Fixtures		
2. Fabricate Longitudinal Members, Cores or Shells		
3. Fabricate Bulkheads or Cross Members		
4. Assemble Fuselage Basic Structure		
5. Fabricate Brackets and Fittings		
6. Install Brackets and Fittings		
7. Fabricate Cables, Wire, and Lines		
8. Install Cables, Wires, and Lines		
9. Fabricate Fuselage Covering or Skin		
10. Install Fuselage Covering or Skin		
11. Fabricate Windshield/Windows/Canopy		
12. Install Windshield/Windows/Canopy		
WINGS		
1. Fabricate Special Tools or Fixtures		
2. Fabricate Wing Spars		
3. Fabricate Wing Ribs or Cores		
4. Fabricate Wing Leading and Trailing Edge		
5. Fabricate Drag/Anti-Drag Truss Members		
6. Fabricate Wing Brackets and Fittings		
7. Fabricate Wing Tips		
8. Assemble Basic Wing Structures		
9. Install Wing Leading/Trailing Edge and Tips		
10. Install Drag/Anti-Drag Truss		
11. Fabricate Cables, Wires and Lines		
12. Install Cables, Wires, and Lines		
13. Fabricate Wing Covering or Skin		
14. Install Wing Covering or Skin		
15. Fabricate Wing Struts/Wires		
16. Install and Rig Wings and Struts		

FAA Form 8000-38 (12-91)

FIGURE 4-15. SAMPLE FORM 8000-38, FABRICATION/ASSEMBLY OPERATION CHECKLIST (CONTINUED)

FABRICATION/ASSEMBLY OPERATION CHECKLIST (Continued)		
	Accomplished By	
	Kit Manufacturer	Amateur
FLIGHT CONTROLS		
1. Fabricate Special Tools or Fixtures		
2. Fabricate Aileron Spars		
3. Fabricate Aileron Ribs or Cores		
4. Assemble Aileron Structure		
5. Fabricate Aileron Leading and Trailing Edge		
6. Assemble Aileron Leading and Trailing Edge		
7. Fabricate Aileron Brackets and Fittings		
8. Install Aileron Brackets and Fittings		
9. Fabricate Aileron Covering or Skin		
10. Install Aileron Covering or Skin		
11. Fabricate Aileron Trim Tab		
12. Install Aileron Trim Tab		
13. Install and Rig Aileron		
14. Fabricate Flap Spars		
15. Fabricate Flap Ribs or Cores		
16. Assemble Flap Structure		
17. Fabricate Flap Leading and Trailing Edge		
18. Assemble Flap Leading and Trailing Edge		
19. Fabricate Flap Brackets and Fittings		
20. Install Flap Brackets and Fittings		
21. Fabricate Flap Covering or Skin		
22. Install Flap Covering or Skin		
23. Install and Rig Flap		
24. Fabricate Elevator Spars		
25. Fabricate Elevator Ribs or Cores		
26. Assemble Elevator Structure		
27. Fabricate Elevator Leading and Trailing Edge		
28. Assemble Elevator Leading and Trailing Edge		
29. Fabricate Elevator Brackets and Fittings		
30. Install Elevator Brackets and Fittings		
31. Fabricate Elevator Covering or Skin		
32. Install Elevator Covering or Skin		
33. Fabricate Elevator Trim Tab		
34. Install Elevator Trim Tab		
35. Install and Rig Elevator		
36. Fabricate Rudder Spar		
37. Fabricate Rudder Ribs or Cores		
38. Assemble Rudder Structure		
39. Fabricate Rudder Leading and Trailing Edge		
40. Assemble Rudder Leading and Trailing Edge		
41. Fabricate Rudder Brackets and Fittings		
42. Install Rudder Brackets and Fittings		
43. Fabricate Rudder Covering or Skin		
44. Install Rudder Covering or Skin		
45. Fabricate Rudder Trim Tab		
46. Install Rudder Trim Tab		
47. Install and Rig Rudder		

FAA Form 8000-38 (12-91)

FIGURE 4-15. SAMPLE FORM 8000-38, FABRICATION/ASSEMBLY OPERATION CHECKLIST (CONTINUED)

FABRICATION/ASSEMBLY OPERATION CHECKLIST (Continued)		
	Accomplished By	
	Kit Manufacturer	Amateur
EMPENNAGE		
1. Fabricate Special Tools of Fixtures		
2. Fabricate Spars		
3. Fabricate Ribs or Cores		
4. Fabricate Leading and Trailing Edges		
5. Fabricate Tips		
6. Fabricate Brackets and Fittings		
7. Assemble Empennage Structures		
8. Install Leading/Trailing Edges and Tips		
9. Install Fittings		
10. Fabricate Cables, Wires, and Lines		
11. Install Cables, Wires and Lines		
12. Fabricate Empennage Covering or Skin		
13. Install Empennage Covering or Skin		
CANARD		
1. Fabricate Canard		
2. Assemble Canard Structure		
3. Install and Rig Canard		
LANDING GEAR		
1. Fabricate Special Tools or Fixtures		
2. Fabricate Struts		
3. Fabricate Brakes System		
4. Fabricate Retraction System		
5. Fabricate Cables, Wires and Lines		
6. Assemble Wheels, Brakes, Tires, Landing Gear		
7. Install Landing Gear System Components		
PROPULSION		
1. Fabricate Special Tools of Fixtures		
2. Fabricate Engine Mount		
3. Fabricate Engine Cooling System/Baffles		
4. Fabricate Induction System		
5. Fabricate Exhaust System		
6. Fabricate Engine Controls		
7. Fabricate Brackets and Fittings		
8. Fabricate Cables, Wires and Lines		
9. Assemble Engine		
10. Install Engine and Items Listed Above		
11. Fabricate Engine Cowling		
12. Install Engine Cowling		
13. Fabricate Propeller		
14. Install Propeller		
15. Fabricate Fuel Tank		

FAA Form 8000-38 (12-91)

FIGURE 4-15. SAMPLE FORM 8000-38, FABRICATION/ASSEMBLY OPERATION CHECKLIST (CONTINUED)

FABRICATION/ASSEMBLY OPERATION CHECKLIST (Continued)		
	Accomplished By	
	Kit Manufacturer	Amateur
PROPULSION (Continued)		
16. Install Fuel Tank		
17. Fabricate Fuel System Components		
18. Install Fuel System Components		
MAIN ROTOR DRIVE SYSTEMS AND CONTROL MECHANISM(S)		
1. Fabricate Special Static and Dynamic Main Rotor Rigging Tools		
2. Fabricate/Assemble Main Rotor Drive Train		
3. Install Main Rotor Drive Train Assembly		
4. Fabricate/Assemble Main Rotor Shaft and Hub Assembly		
5. Install Main Rotor Shaft and Hub Assembly		
6. Align Main Rotor Shaft-Drive Train, Shaft and Hub Assembly		
7. Fabricate Main Rotor Rotating Controls		
8. Install Main Rotor Rotating Controls		
9. Fabricate Main Rotor Non-Rotating Controls		
10. Rig Main Rotor Rotating and Non-Rotating Controls		
11. Fabricate Main Rotor Blades		
12. Install Main Rotor Blades on Rotor Hub		
13. Statically Balance and Rig Main Rotor System		
14. Dynamically Track and Balance Main Rotor System		
TAIL ROTOR DRIVE SYSTEMS AND CONTROL MECHANISM(S)		
1. Fabricate Special Static Tail Rotor Rigging Tools		
2. Fabricate Vertical Trim Fin		
3. Install Vertical Trim Fin		
4. Fabricate Horizontal Stabilizer		
5. Install Horizontal Stabilizer		
6. Fabricate Tail Rotor Drive System		
7. Install Tail Rotor Drive System		
8. Fabricate Tail Cone or Frame		
9. Install and Rig Tail Cone or Frame		
10. Rig Vertical Trim Fin		
11. Fabricate Tail Rotor Shaft and Hub Assembly		
12. Install Tail Rotor Shaft and Hub Assembly		
13. Fabricate Tail Rotor Rotating and Non-Rotating Controls		
14. Rig Tail Rotor Rotating and Non-Rotating Controls		
15. Fabricate/Assemble Tail Rotor Blades		
16. Install Tail Rotor Blades		
17. Statically Balance and Rig Tail Rotor System		
18. Dynamically Track and Balance Tail Rotor System		

FAA Form 8000-38 (12-91)

FIGURE 4-15. SAMPLE FORM 8000-38, FABRICATION/ASSEMBLY OPERATION CHECKLIST (CONTINUED)

FABRICATION/ASSEMBLY OPERATION CHECKLIST (Continued)		
	Accomplished By	
	Kit Manufacturer	Amateur
COCKPIT/INTERIOR		
1. Fabricate Instrument Panel		
2. Install Instrument Panel and Instruments		
3. Fabricate Seats		
4. Install Seats		
5. Fabricate Electrical Wiring, Controls/Switches		
6. Install Electrical System Controls/Switches		
TOTAL		

Comments

Printed Name	Signature	Date

FAA Form 8000-38 (12-91)

FIGURE 4-16. SAMPLE LETTER TO KIT MANUFACTURER WHEN KIT IS DETERMINED ELIGIBLE

U.S. Department
of Transportation

Federal Aviation
Administration

Pioneer Aircraft Company
7897 Bold Place
Carson City, VA 78098

Attn: John B. Maker
President

Dear Mr. Maker:

The Federal Aviation Administration (FAA) has completed evaluation of the (Aircraft Model) kit. We have determined that the kit, as evaluated at your facility on (date) and defined by (document name, date/revision), meets the intent of Federal Aviation Regulations (FAR) § 21.191(g) because the major portion of a completed aircraft may be fabricated and assembled by person(s) who will undertake the construction project solely for their own education or recreation. The FAA Engineering and Manufacturing Branch, AFS-610, will notify the appropriate FAA field offices of the eligibility of the kit and add the kit to the listing of eligible amateur-built aircraft kits.

This evaluation should not be construed as meaning the kit or (kit manufacturer's name) is **FAA CERTIFIED, CERTIFICATED, OR APPROVED** and it is not appropriate to represent it as such. The kit may be represented as eligible for airworthiness certification under FAR § 21.191(g).

Copies of the kit parts list, identified by the date and/or revision, should be provided with kits supplied to customers. This will assist builders in identifying the configuration of the kits to personnel who will be responsible for determining the eligibility of the completed aircraft for airworthiness certification.

If ownership of the company changes, there is a change in the manufacturing facility location, or changes are made to the kit that affect fabrication and assembly operations, this FAA Manufacturing Inspection Office (MIO) must be notified.

Failure to notify this MIO may result in removal of the kit from the listing of eligible amateur-built aircraft kits.

Sincerely,

Frank L. Brown
Manager, Manufacturing
Inspection Office

FIGURE 4-17. SAMPLE LETTER TO KIT MANUFACTURER WHEN KIT IS DETERMINED NOT ELIGIBLE

U.S. Department
of Transportation

Federal Aviation
Administration

Rocky Aircraft
67 Runway Ave.
Panama, TX 65432

Attn: Joe C. Bath
President

Dear Mr. Bath:

The Federal Aviation Administration (FAA) has completed evaluation of the (Aircraft Model) kit. We have determined that the kit, as evaluated at your facility on (**date**) and defined by (**document name, date/revision**), does not meet the intent of Federal Aviation Regulations § 21.191(g) because the major portion of a completed aircraft would not be fabricated and assembled by person(s) who will undertake the construction project solely for their own education or recreation.

The results of the evaluation were discussed with you on (**date**) by (**FAA representative**). You may adjust kit materials to comply with the major portion requirement and request reevaluation.

Sincerely,

Manager, Manufacturing
Inspection Office

FIGURE 4-18. SAMPLE UNLIMITED FORM 8130-7

	UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION **SPECIAL AIRWORTHINESS CERTIFICATE**		
A	CATEGORY/DESIGNATION RESTRICTED		
	PURPOSE AGRICULTURAL		
B	MANU-FACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM SEE ATTACHED OPERATING LIMITATIONS N/A	
		TO SEE ITEM D, REVERSE SIDE OF THIS CERTIFICATE N/A	
D	N- 32104		SERIAL NO. 2245
	BUILDER BELL		MODEL 47G-4
E	DATE OF ISSUANCE 01/31/2001		EXPIRY Unlimited
	OPERATING LIMITATIONS DATED 01/31/2001		ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Bart J. Johnson *Bart J. Johnson*		DESIGNATION OR OFFICE NO. NW-XX
	Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.		

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

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

* **FIGURE 4-19. SAMPLE FORM 8130-7, SPECIAL FLIGHT PERMIT**

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION **SPECIAL AIRWORTHINESS CERTIFICATE**			
A	CATEGORY/DESIGNATION Special Flight Permit		
	PURPOSE Production Flight Testing or Customer Demonstration		
B	MANU-FACTURER	NAME The Boeing Company	
		ADDRESS P.O. Box 767, Renton WA 13567	
C	FLIGHT	FROM N/A	
		TO N/A	
D	N- N/A		SERIAL NO. N/A
	BUILDER N/A		MODEL N/A
E	DATE OF ISSUANCE 01/31/2001		EXPIRY 01/31/2001
	OPERATING LIMITATIONS DATED 01/31/2001 ARE PART OF THIS CERTIFICATE		
	SIGNATURE OF FAA REPRESENTATIVE Sam T. Smith *Sam T. Smith*		DESIGNATION OR OFFICE NO. NM-XX
Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding $1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			

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

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

FIGURE 4-20. SAMPLE FORM 337, MAJOR REPAIR AND ALTERATION

US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only
Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Beech	Model D50A
	Serial No. 4312	Nationality and Registration Mark N93142
2. Owner	Name *(As shown on registration certificate)* Ted K. Bauer	Address *(As shown on registration certificate)* 1496 Oak Lane Vienna, VA 21666

3. For FAA Use Only

No person may operate this aircraft, as altered herein, unless it has within it an appropriate and current Special Flight Permit issued under the provisions of 14 CFR, Part 21.

4. Unit Identification				**5. Type**	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	*(As described in Item 1 above)*				
POWERPLANT					
PROPELLER					
APPLIANCE	Type Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Flight Inc. 419 Harford Road Windsor Locks, CT 06066	☐ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☒ Certificated Repair Station ☐ Manufacturer	1234 Airframe Class 3

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorized Individual
11/10/1993	*S.J. Wilborn* S.J. Wilborn

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY							Other *(Specify)*
	☒	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Inspection Authorization	
	☐	FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
11/12/1993		*A.W. Reed*

FAA Form 337 (12-88)

CHAPTER 5. EXPORT APPROVAL PROCEDURES

SECTION 1. GENERAL INFORMATION

184. GENERAL. This chapter provides policy and procedures for the issuance of export approvals under the provisions of part 21, subpart L, Export Airworthiness Approvals.

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

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

b. "Special requirements" are those administrative requirements that must be satisfied as a condition of shipment at the time of export, for example, the requirement for Form 8130-4, copies of logbooks, flight manuals, etc. When a product does not meet the special requirements of an importing country, the exporter must obtain a written statement from the CAA of that country indicating acceptance of the deviation. This statement must accompany each application for an Export C of A.

c. When any requirements, including the special requirements determined necessary by the importing country for its certification basis (for example, changes to meet environmental conditions), cannot or will not be satisfied, the exporter must obtain a written statement from the CAA of the importing country indicating acceptance of the deviation. Exporters are encouraged to obtain information on additional requirements directly from the CAA of the importing country.

d. In addition to a letter of acceptance from the importing CAA, the items not complied with must be identified in the Exceptions block of the Export C of A.

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

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

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

h. Additional information and guidance concerning airworthiness certificates and/or flight permits can be found in AC 20-65, U.S. Airworthiness Certificates and Authorizations for Operation of Domestic and Foreign Aircraft.

185.-187. RESERVED.

SECTION 2. EXPORT APPROVALS

188. SECTION 21.323, ELIGIBILITY.

a. Individuals, including individual aircraft owners and their representatives, who are engaged in exporting civil aircraft and related products, are eligible for an export airworthiness approval for a Class I or Class II product provided all of the applicable requirements are met. Only those manufacturers who have an FAA production approval and who employ a designated representative of the Administrator are eligible to obtain export airworthiness approvals for Class III products covered by their production approvals.

(1) Section 21.323(a) allows any exporter, or his authorized representative, to obtain an export airworthiness approval for Class I or Class II products.

(2) Section 21.323(b) allows any manufacturer to obtain an export airworthiness approval for a Class III product if the manufacturer—

(a) Employs a designated representative of the Administrator who has been authorized to issue that approval.

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

b. Section 21.321 defines Class I, II, and III products as follows:

(1) A Class I product is a completed aircraft, aircraft engine, or propeller.

(2) A Class II product is a major component of a Class I product (for example, wing, fuselage, empennage assembly, landing gears, power transmission, control surface, etc.) whose failure would jeopardize the safety of a Class I product; or, any part, material, or appliance approved and manufactured under a TSO system in the "C" series.

(3) A Class III product is any part or component that is not a Class I or II product and includes standard parts (for example, those designated as AN, NAS, SAE, etc.). In general, Class III products are detail parts and minor assemblies whose failure would not jeopardize the safety of a TC product.

189. SECTION 21.325, EXPORT AIRWORTHINESS APPROVALS. This section covers product(s) that may be approved for export. A sample export airworthiness approval form is shown in figure 5-1 of this order.

a. Unassembled Aircraft. All new aircraft presented for export approval must be completely assembled and flight tested. Because compliance with the PC rules ensures conformity with the approved type design, aircraft certificated under parts 23 and 27, or CAR parts 3, 4a, and 6, as well as gliders manufactured under a PC, are exempt from this requirement. Under § 21.335(b) the exporter is required to furnish to the CAA the manufacturer's assembly instructions and the FAA-approved flight test checkoff form. Care should be taken to ensure the importing country has no special requirements that prohibit exporting under these conditions.

NOTE: Section 21.325(b)(1) authorizes the issuance of Export Certificates of Airworthiness for new or used Class I products. A used U.S.-manufactured aircraft that is foreign-owned and located in the United States would be eligible for an Export C of A subject to compliance with the other requirements of part 21, subpart L.

b. Products Located in Countries Other Than the United States. Section 21.325(b)(2) permits the issuance of export approvals for used aircraft, aircraft engines, and propellers located in other countries. The applicable field office is responsible for determining whether the acceptance of these products, any necessary FAA inspections, and the issuance of these approvals would create an undue burden on the FAA. This regulation was adopted as a service to U.S. citizens abroad to assist them in the legitimate disposal of used airworthy products to other countries. Caution should be exercised to ensure that this feature of the regulation is not used as a means of obtaining an easy "rubber stamp" approval. Before accepting an application, the geographically responsible international office should make sure that the applicant is willing and able to meet all applicable requirements.

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

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

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

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

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

b. Under the provisions of this section, new or used U.S.-manufactured aircraft do not require a standard airworthiness certificate or a special airworthiness certificate in the restricted or primary category to be issued prior to export, but are required to meet the requirements for such a certificate. Aircraft manufactured in another country are required to possess a valid U.S. standard airworthiness certificate issued under the provisions of § 21.183(c), or a special airworthiness certificate in the restricted category issued under the provisions of § 21.185(c). Any other aircraft not meeting the requirements for a standard airworthiness certificate, or a special airworthiness certificate in the restricted or primary category, are not eligible to receive an Export C of A. For example, aircraft issued a special airworthiness certificate in the limited, provisional, or experimental category would not be eligible.

192. ISSUANCE OF FORM 8130-3, AIRWORTHINESS APPROVAL TAG, FOR CLASS II PRODUCTS (§ 21.331). Instructions for completing Form 8130-3 are found in FAA Order 8130.21, Procedures for Completion and Use of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag.

193. ISSUANCE OF FORM 8130-3, AIRWORTHINESS APPROVAL TAG, FOR CLASS III PRODUCTS (§ 21.333). Instructions for completing Form 8130-3 are found in Order 8130.21.

194. RESPONSIBILITIES OF EXPORTERS (§ 21.335). Each exporter receiving an export airworthiness approval for a product must—

a. Forward all documents and information necessary for proper operation of the products being exported to the CAA of the importing country.

b. Forward the manufacturer's assembly instructions and an FAA-approved flight test checkoff form to the CAA of the importing country when unassembled aircraft are being exported.

c. Remove, or cause to be removed, any temporary installation incorporated on an aircraft for the purpose of export delivery and restore the aircraft to the approved configuration upon completion of the delivery flight.

d. Secure all proper foreign entry clearances from all of the countries involved when conducting sales demonstration or delivery flights.

e. Ensure that the following regulatory responsibilities under § 21.335 (when the title to an aircraft passes or has passed to a foreign purchaser) are fulfilled. The FAA should remind the exporter of these responsibilities:

(1) Request cancellation of the U.S. registration and airworthiness certificates, giving the date of the transfer of title, the name and address of the new owner, and the name of the country to which the aircraft is being exported.

(2) Return the registration and airworthiness certificates, Form 8050-3 and Form 8100-2, to AFS-750.

(3) Submit a statement certifying that the U.S. identification and registration numbers have been removed from the aircraft in accordance with § 45.33 and send the statement to AFS-750 at the following address:

Federal Aviation Administration
Aircraft Registration Branch, AFS-750
P.O. Box 25504
Oklahoma City, OK 73125-0504

195. SPECIAL EXPORT AIRWORTHINESS APPROVAL FOR AIRCRAFT (§ 21.339). The purpose of § 21.339 is to make it possible for an aircraft manufacturer, distributor, or exporter to conduct sales demonstrations for prospective customers in various countries and to complete a sale without incurring the delay and expense of returning the aircraft to the United States for an FAA inspection and issuance of Form 8130-4. The following procedures apply for the issuance of an Export C of A under § 21.339:

a. Prior to issuance of the Export C of A, the FAA must determine that all of the conditions specified in § 21.339 have been met. The FAA must ensure that the exporter has all of the documents and data required by each country listed on the itinerary readily available for immediate shipment. The applicant must meet the airworthiness requirements of those other countries before Form 8130-4 is issued.

b. The FAA should screen the special requirements of each prospective importing country to determine that there is no conflict. If a conflict exists, the exporter should be advised that before an Export C of A can be issued, a statement must be obtained from each country affected, stating that the Export C of A would be validated if the aircraft is sold in that country. The statements should be referenced under Exceptions on Form 8130-4.

c. After showing that all of the requirements of § 21.339 have been met, the FAA will issue the Export C of A. The FAA must list all countries identified on the itinerary on the supplement supplied with Form 8130-4. The certificate must be dated with the date the ASI or designee issued the certificate. The serial number of the export assignment card should be placed in the top right corner of the Export C of A and supplement. The application form, number assignment card, and a copy of the Export C of A should then be forwarded to AFS-750. When issuing the Export C of A, the exporter should be advised to make ink or typewriter deletions of all countries listed on the attached supplement EXCEPT the country where the aircraft is eventually sold. The country where the aircraft is sold will be entered by the exporter in the appropriate space on Form 8130-4 in permanent ink or by typewriter.

NOTE: The "E" card number should be recorded in the aircraft logbook for future traceability of the Export C of A.

196. RESERVED.

197. DETERMINATION OF "NEW" AND "USED" PRODUCTS.

a. The regulations do not define "new" or "used" products. There should be no problem in making this determination with uninstalled aircraft engines, propellers, or parts thereof, because any time-in-service makes them used products.

b. An aircraft may be considered new as long as ownership is retained by the manufacturer, distributor, or dealer; if there is no intervening private owner, lease, or time-sharing arrangements; and if the aircraft has not been used in any pilot school and/or air taxi operation. An aircraft is still considered new regardless of the operating time logged by the manufacturer, distributor, or dealer when the following apply:

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

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

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

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

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

(1) The applicant corrects the nonconformities, or

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

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

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

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

b. When other than a domestic manufactured Class I product is being exported to a third party country with whom a bilateral agreement is in effect, the following statement will be inserted on the Export C of A under Exceptions: "This [product] was not manufactured in the United States and this certificate is not issued pursuant to the bilateral agreement providing for the reciprocal recognition of airworthiness certificates between the United States and the government of [name of country] which has stated its willingness to accept this certificate under these conditions, as indicated in their communication, reference _____, dated _____." *

NOTE: The above statement would not be applicable if certain bilateral agreements provide for "third party" country acceptance of airworthiness from an importing country which is not the country of manufacture.

* **c.** The Export C of A is an official U.S. Government document issued to other countries. All entries must be typewritten and no erasures or strikeovers are permitted. The original and duplicate copy of the certificate must be signed in dark (preferably black) permanent ink above the typed name of the ASI or designee. The original will be given to the applicant or applicant's representative, together with those documents required with the product. Provisions should be made to preclude the Export C of A from becoming mutilated in transit. *

* **d.** The following instructions apply to preparation of the Export C of A when temporary installations, such as provisions for extra fuel or navigational equipment, have been made for the purpose of export delivery: *

(1) If the Export C of A is issued AFTER the installation has been made, either by the manufacturer or by other persons, the following statement or equivalent should be inserted under Exceptions: "A temporary [insert type of installation] has been installed in this aircraft in conformity with [insert drawing numbers, or other data to which conformity was shown] to facilitate its delivery flight. This certificate is valid when the temporary installation is removed." Copies of all referenced drawings and data should accompany the original Export C of A when it is submitted to the applicant or the applicant's representative.

(2) If the Export C of A is issued BEFORE making the temporary installation, such as at the manufacturer's plant, and the aircraft is then flown to another location for installation of the temporary equipment, the Export C of A should reflect the configuration of the aircraft at the time the certificate was issued. It then becomes the responsibility of the exporter and importer to secure the installation documents or data required by the CAA of the country of import. The U.S. Export C of A may not be amended, reissued, or revalidated after original issuance.

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

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

* **f.** The entries at the bottom of the form must be completed as follows: *

(1) Signature of Authorized Representative. The name and FAA authority of the person signing the form should be typed adjacent to or under the signature with the signature signed in black ink on the original and copy(s).

(2) Date. Enter the date the inspection of the aircraft was completed.

(3) District Office or Designee Number.

(a) An ASI must enter the district office designation.

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

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

(d) A DOA must enter the name of the company and PC number.

199. APPROVAL OF MODIFICATIONS. In many instances, an aircraft that conforms to the type design may be modified prior to export, in accordance with the purchaser's requirements. The responsibility for approval and recording of such modifications primarily would be dependent upon the registration status of the aircraft. The following guidelines should be used in issuing Export Certificates of Airworthiness for modified aircraft:

a. If the aircraft is modified while under U.S. registry, the applicable rules in parts 21 or 43 may apply. Depending on whether any airworthiness certificate had been issued, any necessary test flying would require the issuance of an experimental certificate. The Export C of A would not require any listing of exceptions, because the aircraft would meet the appropriate FAA standards, whether the Export C of A is issued before or after the FAA-approved modifications.

b. If the aircraft is modified after it has been removed from the U.S. register, approval of the modifications becomes the responsibility of the CAA of the country of registry or intended registry. The applicant or exporter is responsible for obtaining the approval. Any test flying that may be necessary would require the issuance of an SFA. The Export C of A would require no listing of exceptions if the aircraft conformed to the type design before the modifications. However, if the Export C of A is issued after the aircraft is modified, reference to the documentary evidence of non-U.S. approval should be shown under Exceptions.

200. EXPORT CERTIFICATE NUMBER ASSIGNMENT CARD.

a. Aeronautical Center Form 8050-72, Export Certificate Number Assignment Card (figure 5-3), is a serial-numbered card used to facilitate the identification and recording of the official export files in Oklahoma City and is accountable. These cards will be furnished by AFS-750 when requested by the regional or directorate offices. The cards will be distributed to the district offices, who are accountable for controlling them.

b. This card is to be completed by the FAA from the information submitted in the application, ensuring that the identity of the product and the application agree. Insert the card serial number on the application, Form 8130-1, and on Form 8130-4.

c. Corrections may be made and information erased on this card if necessary. For example, if the card is completed for a product to be exported, and it is later decided not to export that product, the information on the card may be erased and the card used for another product.

> **NOTE: District offices will provide FAA designees with a supply of these cards as required. Regional/district offices will maintain accountability records of these cards.**

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

202. ISSUANCE OF EXPORT CERTIFICATES OF AIRWORTHINESS FOR AIRCRAFT TYPE-CERTIFICATED IN MULTIPLE CATEGORIES. To retain eligibility for issuance of an Export C of A as a standard aircraft after having been operated in the restricted category, the following items apply:

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

b. If the TCDS for an aircraft includes both standard and restricted category, and the maximum gross weight and/or other operating limitations for the restricted category are higher than that for standard category, the aircraft is NOT eligible for issuance of an Export C of A as a standard aircraft, after having been operated in the restricted category, unless—

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

(2) If the TCDS does not have such a note or other reference, the operations outside of the standard category operating limitations, including increased gross weight, had been approved as appropriate for an aircraft having a standard airworthiness certificate.

203. ISSUANCE OF EXPORT CERTIFICATES OF AIRWORTHINESS FOR RESTRICTED CATEGORY AIRCRAFT. The following comment will be included under Exceptions: "The above is a restricted category aircraft. This aircraft has not been determined to meet the international standards concerning the airworthiness of aircraft as provided for in Annex 8 to the Convention on International Civil Aviation."

204. CONTROVERSIAL INFORMATION. If, for any reason, the previously listed information results in a controversy or is contrary to existing requirements, the exporter should be advised that the issue is to be settled between the exporter, the importer, and the CAA of the importing country.

205.-207. RESERVED.

FIGURE 5-1. SAMPLE FORM 8130-4,
EXPORT CERTIFICATE OF AIRWORTHINESS

The United States of America
Department of Transportation
Federal Aviation Administration
Washington, D.C.

No. _____

Export Certificate of Airworthiness

This certifies that the product identified below and particularly described in Specification(s)[1] of the Federal Aviation Administration, Numbered _____ has been examined as of the date of this certificate, is considered airworthy in accordance with a comprehensive and detailed airworthiness code of the United States Government, and is in compliance with those special requirements of the importing country filed with the United States Government, except as noted below. This certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.

Product:

Manufacturer:

Model:

Serial No.:

New: Newly overhauled:

Used aircraft:

Country to which exported:

Exceptions:

SAMPLE

_____
Signature of Authorized Representative

_____ _____
Date *District Office or Designee Number*

[1] *For complete aircraft, list applicable specification or type certificate data sheet numbers for the aircraft, engine, and propeller. Applicable specifications or type certificate data sheet, if not attached to this export certificate, will have been forwarded to the appropriate governmental office of the importing country.*

FAA Form 8130-4 (7-68) Formerly Form FAA 26

FIGURE 5-2. SAMPLE FORM 8130-1, APPLICATION FOR EXPORT AIRWORTHINESS APPROVAL (FACE SIDE)

US Department of Transportation
Federal Aviation Administration

APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS

FORM APPROVED
O.M.B. No. 2120-0018

Export Certificate No.

INSTRUCTIONS - This application is to be submitted to an authorized FAA representative (one copy) when the product(s) to be exported is (are) presented for inspection. Use Part I for Class I products and Part II for Class II. For complete aircraft execute items 1 thorough 11, as applicable. For engines and propellers, omit item 5A. Part III is for FAA use only.

Part I - APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS ***(Complete items 1-11)***

1. Application is made for an export certificate of airworthiness to cover the product(s) described below which is (are):
☐ NEW ☐ USED *(Aircraft)* ☐ NEWLY OVERHAULED

2. Name and address of exporter	3. Name and address of foreign purchaser	4. Country of destination

5. Description of product(s)

Type (a)	Make and Model (b)	Identification No.	Serial Nos. (c)	FAA Spec. No. (d)	Operating time *(Hours)* (e)	
					Since overhaul	Total
A. AIRCRAFT						
B. ENGINES						
C. PROPELLERS						

6. Does the product comply with all applicable Federal Aviation Regulations, Airworthiness Directives, and other FAA requirements?
☐ YES ☐ NO *(Explain in "Remarks")*

7. Have applicable special requirements of the importing country been complied with?
☐ YES ☐ NO *(Explain in "Remarks")*

8. Date title passed or is expected to pass to foreign purchaser:

9. For overseas shipment, preservation and packaging methods used to protect product(s) against corrosion and damage *(List Spec. No. or Title):*

Effective duration of above methods:

10. Remarks

11. **EXPORTER'S CERTIFICATION** - The undersigned certifies that the above statements are true and that the product(s) described herein is (are) airworthy and in condition for safe operation except as may be noted under item 10 "Remarks," above.

Signature of applicant or authorized representative	Title	Date

FAA Form 8130-1 (11-88) Supersedes Previous Edition

FIGURE 5-2. SAMPLE FORM 8130-1, APPLICATION FOR EXPORT AIRWORTHINESS APPROVAL (REVERSE SIDE)

Part II - APPLICATION FOR APPROVAL OF AERONAUTICAL PARTS (***Complete items 12-20***)

12. Name and address of exporter	13. Name and address of foreign purchaser	14. Country of destination

15. Parts are eligible for installation on _____	Make and model Class I product	FAA Spec. No.

16. The parts are *(check one)* _____ ☐ NEW ☐ NEWLY OVERHAULED

17. The parts are described *(Check one)*

☐ Below by name, part number, and quantity ☐ On the attached invoice or packing sheet, by name, part number and quantity _____

Invoice/packing sheet No.

Name (a)	Part number (b)	Quantity (c)

18. Have applicable special requirements of the importing country been complied with? ☐ YES ☐ NO *(Explain in item 10 "Remarks")*

19. Preservation and packing methods used to protect parts against corrosion and damage *(List Spec. No. or Title):*

Effective duration of above methods:

20. EXPORTER'S CERTIFICATION -I certify that the foregoing statements are true and that the parts described herein are airworthy, conform to FAA approved design data, and are in condition for safe operation except as may be noted under item 10 "Remarks."

Signature of applicant or authorized representative	Title	Date

Part III – APPROVAL (***FOR FAA USE ONLY***)

21. It is considered that the product(s) described in Part I or Part II is (are) airworthy and conform(s) to pertinent requirements except as noted in item 10. *(Check one)* _____ ☐ Part I ☐ Part II

Signature	Number	Date

(Check one) _____ ☐ DMIR ☐ DAR ☐ DELEGATION OPTION ☐ FAA INSPECTOR

22. Give quantity of approval tags, FAA Form 8130-3, issued for the parts described in Part II. _____ Quantity

23. EXPORT FILE SPOT CHECKED BY:

FAA Supervising Inspector	D.O. No.	Date

FIGURE 5-3. AERONAUTICAL CENTER FORM 8050-72, EXPORT CERTIFICATE NUMBER ASSIGNMENT CARD

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION **EXPORT CERTIFICATE NUMBER ASSIGNMENT CARD**		**CERTIFICATE** **NO E 244100** DATE ISSUED	
PRODUCT	MANUFACTURER	EXPORT C OF A TYPE DESIGN CONFORMITY ☐ EXCEPTIONS LISTED ☐ NO EXCEPTIONS CHECK ONE	
MODEL	SERIAL NO.*f		
EXPORTER			
FOREIGN PURCHASER			
ADDRESS			
IDENTIFICATION MARK DISPLAYED-U.S.			
EXPORT PROCESSED BY	SIGNATURE-AUTHORIZED REP.	AGENCY REPRESENTED	AGENCY OR DESIGNEE NO.

AC Form 8050-72 (10-78) * Indicate additional serial numbers on reverse side.

CHAPTER 6. IMPORT PROCEDURES

SECTION 1. GENERAL INFORMATION

208. GENERAL. This chapter provides guidance and procedures relating to U.S. airworthiness certification and approval of imported products. This includes aircraft, aircraft engines, propellers, components, appliances, and materials imported from other countries with whom the United States has a bilateral agreement.

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

(1) An Export C of A; or

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

b. Any deviations from the FAA-approved design must be noted on the certifying statement. Any deviations must be resolved by the installer before the product is eligible for installation on any U.S.-registered aircraft or product thereof.

c. The importing document for Class II and III products issued from another country will contain essentially the same information as Form 8130-3, and will be signed by a person or organization authorized by the CAA of the exporting country.

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

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

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

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

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

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

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

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

g. Modifications or repairs made to an aircraft or related product subsequent to export certification by the CAA may invalidate that certification unless the modifications or repairs are approved by the FAA.

209.-210. RESERVED.

SECTION 2. IMPORT AIRCRAFT

211. REQUIREMENTS FOR U.S. AIRWORTHINESS CERTIFICATION. The FAA regulations concerning issuance of airworthiness certificates for U.S.-registered aircraft (new or used) are contained in part 21, subpart H. Most of the requirements apply equally to aircraft that were manufactured outside the United States. Any additional requirements called out in parts 36, 39, 45, 47, and 91, and 14 CFR part 49, Recording of Aircraft Titles and Security Documents, also must be met before the aircraft can be certificated. These include the following:

a. United States Registration. A U.S. registration application must be completed and submitted, and nationality and registration markings must be applied, before a U.S. airworthiness certificate may be issued. Because these are statutory requirements, the FAA cannot issue an exemption from this requirement. U.S. registration and evidence of deregistration from the exporting country are required prior to the issuance of a U.S. airworthiness certificate. The requirements for U.S. registration are in part 47; recording of aircraft titles and security documents are in part 49; and aircraft nationality and registration markings are in part 45, subpart C.

b. Product Identification. Prior to the issuance of a U.S. airworthiness certificate, the aircraft must have an ID plate in accordance with § 21.182, and must meet the requirements of part 45, subpart B, Identification of Aircraft and Related Products.

c. Noise and Emissions Requirements. In addition to meeting the airworthiness standards, an aircraft must meet the noise standards of § 21.93(b), § 21.183(e), or § 21.185(d); or part 36, SFAR 41, or part 91, subpart I, Operating Noise Limits, as applicable.

d. Approved Flight Manuals, Markings, and Placards. The aircraft must be accompanied by an approved flight manual in the English language as identified on the FAA TCDS. Also, the aircraft must have the flight manual, the appropriate markings and placards in the English language as specified in the FAA TCDS, or other approved data as required by § 91.9.

e. Logbooks and Maintenance Records. Aircraft must be accompanied by the logbooks and maintenance records as specified in § 91.417 to determine the status of required inspections, life limits, and AD compliance for the airframe, engine(s), propeller(s), rotor(s), and appliances of an aircraft.

f. Aircraft Location. A U.S. airworthiness certificate will not be issued to an aircraft located outside the United States, unless the FAA finds no undue burden in administering the applicable regulations. Procedures have been established to use the services of the CAA of the country of manufacture. For issuance of a U.S. standard airworthiness certificate for new aircraft manufactured outside the United States, see appendix 1 of this order. Applicants for airworthiness certification should consult with the FAA prior to making any firm commitments to determine if certification is possible.

212. APPLICATION.

a. Application for a U.S. airworthiness certificate must be made on Form 8130-6 by the registered owner, or an agent who has a letter of authorization from the registered owner.

b. When the applicant has completed and signed the application, it should be submitted to the certification office, along with the CAA's Export C of A.

c. Approved flight manuals, logbooks, and maintenance records will be made available for examination by the FAA, upon request.

213. AIRWORTHINESS DETERMINATION.

a. In all cases, the FAA is required by 49 U.S.C. to make a finding that the aircraft conforms to an FAA-approved TC and that it is in a condition for safe operation before the FAA issues an airworthiness certificate for that aircraft. The FAA may base its findings, wholly or partially, on the export certification document (for example, an Export C of A) issued by the CAA of another country, provided a bilateral agreement exists that covers the aircraft type (for example, rotorcraft).

b. Sections 21.183(c) and 21.185(c) provide that an import aircraft type-certificated under the procedures of § 21.29 is entitled to a U.S. airworthiness certificate (standard or special) if the CAA of the country of manufacture certifies, and the FAA finds, that the aircraft conforms to its approved TC and is found to be in a condition for safe operation.

c. A CAA certification must be made by issuance of an export certification document that contains the certification statement noted on the corresponding FAA TCDS, or that certifies that the aircraft meets its FAA-approved type design and is in a condition for safe operation.

d. The United States has bilateral agreements with certain countries which provide for the import of products from a country other than the country of manufacture. This is known as a "third country provision." In these instances, the applicant for a U.S. airworthiness certificate may show compliance with the requirements of § 21.183(c) by submitting a statement from the exporting country that certifies that the aircraft conforms to the U.S. TC and that it is in a condition for safe operation. The statement must be accompanied by the original or a certified copy of the Export C of A issued by the CAA of the country in which the aircraft was manufactured. Configuration variations, modifications, and major repairs that are not FAA-approved must be identified and approved, or the differences resolved, before the aircraft is accepted by the FAA. The application for a U.S. airworthiness certificate should cite §§ 21.183(d) or 21.185(b) as the basis for certification. The procedures outlined in this paragraph also may apply where the BAA/BASA Implementation Procedures for Airworthiness with the exporting country does not contain a third country provision when the Export C of A issued by the exporting CAA is endorsed by the CAA of the country of manufacture.

e. Paragraph 208a(2) of this order also may be applied to U.S.-manufactured aircraft being returned to the United States from a registry of another country, provided the bilateral agreements between the United States and the last country of registry contain the third country provision.

f. The bilateral agreements that include a third country provision are summarized in AC 21-23, appendix 4 (note 7).

g. Applicants should be cautioned that it may be impracticable to obtain a U.S. airworthiness certificate for an aircraft operated under the registry of another country subsequent to the issuance of an Export C of A by the CAA of the country of manufacture. This includes U.S.-manufactured aircraft being returned to the U.S. register. Applicants must be able to identify repairs and modifications to the aircraft from the date the export certificate was issued until the date of application for the U.S. airworthiness certificate, as well as be able to document the equipment installed and any maintenance accomplished during that period. The applicant must show that the aircraft has remained in or has been returned to its FAA-approved TC and is in a condition for safe operation. This may involve extensive inspections accomplished by designees, the CAA of the country of manufacture, the aircraft manufacturer, repair stations, etc., before a U.S. airworthiness certificate can be issued.

h. A non-U.S.-manufactured aircraft originally exported to another country may have an Export C of A issued by the CAA of the country of manufacture that attests conformance to a design not approved by the FAA. This certificate may be useful in establishing a baseline for showing conformity to the FAA-approved design after modification. In this case, or when the Export C of A may not be available, it is helpful if the applicant obtains a statement from the CAA of the country of manufacture that certifies that when originally exported from that country, the aircraft met its FAA-approved design and/or notes any differences between the configuration identified in their original export certification and the FAA-approved design. The applicant must obtain the necessary technical data needed to convert the aircraft to its FAA-approved design configuration. This method may involve extensive inspections to be accomplished by designees, the CAA of the country of manufacture, the aircraft manufacturer, persons authorized under part 43, etc., before the applicant can show conformity to the FAA-approved design. Attempts to obtain a U.S. airworthiness certificate using this method may be in vain; in some instances the applicant ultimately may be unable to obtain the desired U.S. airworthiness certificate.

i. The FAA normally will not issue a U.S. airworthiness certificate for an aircraft manufactured outside the United States when no export certification is available. To be acceptable, aircraft manufactured outside the United States must be controlled under bilateral procedures with assurance of conformity and condition provided by the CAA in the country of manufacture. Without assurance in the form of an export certificate or a certifying statement from the CAA of the country of manufacture, there is no practical way for an applicant to show, or for the FAA to find, that the aircraft conforms with the FAA-approved design and is in a condition for safe operation.

j. Inspections by the FAA should be conducted to determine that no changes or modifications have been made, and that the condition of the aircraft has not deteriorated subsequent to export certification by the CAA. Flight testing may be required prior to issuance of a U.S. airworthiness certificate if the aircraft has been disassembled and reassembled subsequent to export certification by the CAA.

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

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

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

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

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

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

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

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

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

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

216.-217. RESERVED.

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

218. AIRWORTHINESS DETERMINATION.

a. Section 21.500 provides for the airworthiness acceptance of aircraft engines or propellers manufactured outside the United States for which a U.S. TC has been issued. These products are considered approved for installation on a U.S.-registered aircraft when a current Export C of A has been issued by the CAA of the country of manufacture. The Export C of A certifies that the engine or propeller—

(1) Conforms to its U.S. TC and is found to be in a condition for safe operation.

(2) Has been subjected to a final operational check by the manufacturer.

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

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

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

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

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

c. Section 21.617(c) addresses products that are covered by an FAA letter of TSO design approval for imports. Neither the FAA letter of TSO design approval, nor the Export C of A issued by the CAA of the country of manufacture, conveys installation approval. If not already accomplished, installation approval for a TSO product must be obtained, in a manner acceptable to the FAA, at the time of installation. Approval for return to service must be performed by a person authorized in part 43.

d. The various types of export certification documents used by the CAAs include official CAA certificates or authorized release tags, and forms that may be signed by private persons, when so authorized by the CAA. The FAA will accept the various types of certifications, provided they represent a certification from the appropriate CAA attesting that the product being exported conforms to the U.S. type design and is in a condition for safe operation, and they are appropriately endorsed by the CAA or an authorized designee. The CAA of the exporting country must confirm a designee's scope of authority when so requested by the FAA. These certifications serve to comply with the requirements for an Export C of A for the purpose of § 21.500 or 21.502. In those instances in which the certifying language differs from that stated in this paragraph, the FAA should request a letter from the CAA stating

that the language used meets the intent of § 21.500 or 21.502, as appropriate. The CAA's airworthiness certification documentation is essential for the FAA to determine that the product is acceptable for installation on U.S.-registered aircraft.

219. IDENTIFICATION AND MARKING.

a. Aircraft engines or propellers to be installed on U.S.-registered aircraft must be identified in a manner specified in § 45.11 with the information specified in § 45.13.

b. Critical components to be used as spare, replacement, or modification parts on U.S.-registered aircraft, or on engines or propellers to be installed on U.S.-registered aircraft, must be identified with a part number and serial number.

c. Articles approved by an FAA letter of TSO design approval must be marked in accordance with part 21, subpart O, and any additional marking requirements specified in the particular TSO.

d. Parts and materials to be used as spare, replacement, or modification parts on U.S.-registered aircraft must be identified by a part number and the manufacturer's name or trademark. The CAA's certification must contain information concerning the model designation of the FAA type-certificated product for which the part or material is eligible for installation. Products manufactured pursuant to part 21, subpart O, are not subject to this requirement, because model eligibility is established at the time of installation.

e. Products must be accompanied by maintenance records equivalent to those specified in § 91.417 that reflect the status of required inspections, life limits, etc.

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

a. Has not been modified, changed, or damaged subsequent to the time of export certification.

b. Complies with all applicable ADs issued under part 39.

c. Is installed in accordance with FAA-approved design data.

d. Is in a condition for safe operation.

e. Has all of the necessary maintenance documentation available.

221. SPECIAL MAINTENANCE RECORDS CONSIDERATION. U.S. operators, such as air carriers, air travel clubs, and operators for compensation or hire, certificated by the FAA for operation under parts 121, 125, and 135, are required to have sufficient maintenance data on the aircraft or related product. This enables the operator to integrate the aircraft or related product into its own FAA-approved maintenance program. U.S. operators will have difficulty doing this unless the records are complete and are in the English language, or can be translated into the English language. It is vitally important for operators and potential U.S. operators of imported aircraft, including U.S.-manufactured aircraft, to

realize that an FAA airworthiness certificate does not automatically render the aircraft or product eligible for operation. FAA operating requirements may specify the need for maintenance records, additional inspections, tests, and installation of instruments and equipment which are over and above the basic airworthiness certification requirements.

222.-223. RESERVED.

CHAPTER 7. SPECIAL FLIGHT AUTHORIZATIONS FOR NON-U.S.-REGISTERED CIVIL AIRCRAFT

224. GENERAL.

a. The navigation of non-U.S.-registered civil aircraft in the United States is permitted under 49 U.S.C. § 41703(a). This section is implemented by 14 CFR part 375, Navigation of Foreign Civil Aircraft Within the United States, which sets forth the rules, conditions, and limitations governing the navigation of non-U.S. civil aircraft in the United States. Part 375 also specifies that non-U.S. civil aircraft being operated in the United States must carry current and effective airworthiness and registration certificates issued or rendered valid by the country of registry. Subject in some cases to prior DOT approval, part 375 also allows the operation in U.S. airspace of aircraft that do not carry current airworthiness certificates, but that have been issued an SFA by the FAA.

NOTE: An SFA may be issued for any purpose, but may not be issued when there is any evidence of intent to circumvent any CFR provisions, for example, § 21.183(c) or 21.185(c), or 14 CFR part 129, Operations: Foreign Air Carriers and Foreign Operators of U.S.-Registered Aircraft Engaged in Common Carriage.

b. A non-U.S. civil aircraft that does not have a current airworthiness certificate issued by the country of registry requires an SFA issued by the FAA in accordance with § 91.715(a). An aircraft registered in a country that is not a member of the ICAO ALWAYS requires an authorization from the DOT and an SFA issued by the FAA if it will be operated in the United States.

NOTE: A listing of ICAO member countries is contained on the ICAO Web site.

225. ELIGIBILITY.

a. General. Section 91.715 is applicable to a non-U.S. civil aircraft that does not have a current airworthiness certificate, or an equivalent to a U.S. standard airworthiness certificate, that indicates that the aircraft complies with a detailed and comprehensive airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. An SFA is required for an aircraft carrying an airworthiness certificate, flight permit, or similar document issued by the country of registry that is equivalent to a U.S. special airworthiness certificate. See § 375.10 for details concerning aircraft manufactured in a country before that country became a member of the ICAO.

b. Basic Eligibility. An SFA will be issued when the following conditions exist:

(1) The aircraft is registered in an ICAO member country but does not have an airworthiness certificate attesting that the aircraft complies with Annex 8 to the Convention on International Civil Aviation requirements, or it has an invalid airworthiness certificate. An aircraft with an invalid airworthiness certificate issued by the aircraft's state of registry may have been repaired, altered, or modified at a U.S.-located facility and requires flight testing.

(2) The aircraft is registered in a non-ICAO member country regardless of the type of airworthiness certificate issued or its planned operation. An SFA also is required and may be issued for such aircraft; however, the issuing ASI should be aware that the airworthiness requirements of the country of registry may be unknown.

(3) If a DOT authorization is required and is being obtained concurrently with the SFA, the SFA should include a limitation stating that a copy of the DOT authorization must be carried in the aircraft when operating under the SFA. Inquiries regarding DOT authorization may be referred to:

Department of Transportation
Office of International Aviation
Foreign Carrier Licensing Division
400 7th Street SW.
Washington, DC 20590

c. Basic Ineligibility. An SFA must not be issued when the following conditions exist:

(1) If the aircraft is of foreign military registry (non-civil) and an SFA is requested, the applicant should be referred to the U.S. Department of State. Such aircraft may enter the United States only with a diplomatic clearance that would be issued solely on a government-to-government, non-commercial basis.

(2) The aircraft is registered in a country that has special overflight approval requirements under the nationally mandated Special Interest Flight (SIF) program. A list of the designated countries and requirements of the program are contained in FAA Order 7110.65, Air Traffic Control, chapter 9, section 2. For requests involving aircraft identified under the SIF program, the non-U.S. owner/operator, or a U.S. individual or firm acting on behalf of the owner/operator, must request overflight clearance from the FAA Office of International Aviation, AIA-100. The request must include the complete itinerary, schedule, and proposed routing through U.S. airspace. AIA-100 should be contacted for complete information.

226. BLANKET SPECIAL FLIGHT AUTHORIZATIONS. An SFA may be requested for an operation that will be conducted many times during a given period or for a number of aircraft engaged in the same operation, for example, a ferry flight. Therefore, a blanket SFA may be issued when deemed appropriate by the issuing office manager. If it appears the applicant is trying to circumvent U.S. registration and certification requirements, for example, experimental exhibition, the SFA should not be issued.

227. APPLICATION.

a. General. The application for an SFA may be in the form of a letter, telegram, or fax from the non-U.S. owner/operator, or from a U.S. individual or firm authorized to act on behalf of the registered owner/operator. The application should be addressed to the Flight Standards Service division manager or Aircraft Certification Service directorate manager of the FAA region in which the applicant is located, or the region within which the U.S. point of entry is located. If the aircraft is coming into the United States for original certification, the SFA should be issued by the supporting MIDO.

b. Individual Aircraft Authorizations. An application for an SFA must contain the following information, as applicable, and any other information deemed appropriate by the cognizant FAA field office:

(1) The name and address of the applicant, if different from that of the registered owner. If the applicant is not the registered owner, a letter from the owner appointing the applicant as agent also will be submitted.

(2) The name and address of the registered owner of the aircraft.

(3) The operating purpose for which the SFA is requested.

(4) The type of airworthiness document, if any, issued for the aircraft by the country of registry.

(5) Information such as total aircraft time, maintenance status, date of last inspection, type of inspection, and the name and title of the person performing the inspection. This information is necessary to establish that the requested flight(s) will not adversely affect safety.

(6) The make, model, and serial number of the aircraft.

(7) The assigned non-U.S. nationality and registration marks, and a valid copy of the registration document issued by the country of registry and translated into the English language.

(8) The base of operations for the proposed flights and the areas where the flights will be conducted.

(9) The proposed U.S. port of entry and the itinerary while operating in the United States.

(10) For aircraft being exported, the route to the U.S. border and to the ultimate destination.

(11) Whether the aircraft is to be modified in accordance with FAA-approved STC data, and will require maintenance flight testing in the United States.

(12) Whether the aircraft will be used as a test aircraft in the development of a U.S. STC, and will require flight testing for the purpose of "showing compliance with the regulations."

(13) If a damaged aircraft is involved, the operating limitations, if any, assigned by the country of registry after its inspection.

(14) The duration for which the SFA is requested.

c. Blanket Authorizations. An application for a blanket SFA should contain the following information:

(1) The name and address of the promotion sponsor; or the name and address of the manufacturer, when the purpose is for export.

(2) The purpose(s) for which the blanket SFA is requested and the number of signed copies required to meet operating needs.

(3) Enough information to establish that the flights will not adversely affect safety.

(4) For airshows, etc., the name and address of the registered owner/operator (or the pilot if not the owner), make, model, serial number, registration number, type of airworthiness certificate carried, reason why the aircraft does not comply with standard airworthiness requirements, and aircraft maintenance provisions. The listing of owners, pilots, and aircraft participating may be provided separately.

(5) Any other information deemed appropriate by the FAA certificating ASI.

228. ISSUANCE.

a. General. The Aircraft Certification Service directorate or Flight Standards Service division managers may delegate authority for issuance of SFAs according to FAA Order 1100.5, FAA Organization - Field, chapter 2, section 3. If the applicant is a U.S. firm or individual acting on behalf of a non-U.S. applicant, the local office is responsible for processing the SFA. If the non-U.S. owner/operator is applying on its own behalf from its country, the region or directorate having jurisdiction over FAA matters in that country is the office responsible for processing the application.

b. Format. The various formats shown in figures 7-1 through 7-9 must be followed during the preparation of an SFA.

c. Numbering. Each SFA issued must be assigned a number beginning with "01" and prefixed by the appropriate location identifier code of the FAA office, for example, CE-39-01 or SW-41-01, as required by the latest version of FAA Order 1370.66, Aviation Safety Analysis System: Location Identifier Codes. If an SFA is extended, based on valid reasons provided by the applicant, a new SFA must be issued using the number assigned to the original followed by the letter "A," for example, CE-39-01A. In some cases an SFA may require extension more than once. The second extension would still use the original number followed by the letter "B."

d. Control. The FAA issuing office must establish a permanent file for record and must keep at least one copy of each SFA issued. This file serves as a control in assigning sequential numbers to new issuances. An alternate system for control may be used at the region's or directorate's discretion. The transmittal letter should advise that the applicant is accountable for each signed copy. When authorized to make copies for export purposes, a file should be maintained containing the following information:

(1) Name and address of the aircraft owner;

(2) Nationality and registration marks displayed on the aircraft;

(3) Make, model, and serial number of the aircraft;

(4) Date the copy is issued for the aircraft; and

(5) Signature of authorized representative.

e. Aircraft Inspection. The aircraft should be inspected prior to issuance of the SFA to ensure that it is capable of safe flight. The ASI may make, or require the applicant to make, appropriate inspections or tests considered necessary for safety.

229. DURATION. Discretion should be used by the issuing directorate/region when determining the duration of an SFA issued for an individual aircraft. For example, if the purpose is one for which delays may be expected, such as in STC projects or extended ferry flights, the region or directorate may establish a longer duration than was requested to preclude the need for extensions. In general, the duration of the SFA is as requested by the applicant.

230. OPERATING LIMITATIONS. Because an SFA is issued to cover operation of an aircraft that may not meet the airworthiness standards established by ICAO, appropriate limitations must be prescribed to minimize hazards to persons or property. Certain limitations would be applicable for all SFAs issued under § 91.715(b). The special operating limitations for specific operations are not intended to be all-inclusive, and the issuing directorate/region may prescribe any additional limitations deemed necessary in the interest of safety. The following provides examples of minimum and special limitations for specific operations:

a. Minimum Operating Limitations. The following are applicable to all SFAs issued unless otherwise noted. "An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation" must be stated on all SFAs before the following operating limitations:

(1) A copy of this authorization must be displayed in the aircraft when operating under the terms of this SFA.

(2) The ID markings assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

(3) Persons or property must not be carried for compensation or hire.

(4) No person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight and has been advised of the content of this authorization and of the airworthiness status of the aircraft.

(5) This aircraft must be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry. (The pilot qualification limitation (paragraphs 134b(17), 142b(24), and 147b(8) of this order) must be prescribed for TPA, piston-powered aircraft over 800 horsepower, aircraft over 12,500 pounds, rotorcraft, and any other aircraft when deemed necessary.)

(6) All flights must be conducted in compliance with the applicable general operating and flight rules of § 91.711.

(7) All flights must be conducted under VFR, day only, unless otherwise authorized (for example, IFR operations may be authorized for aircraft whose operating altitudes require IFR operations).

(8) Except when otherwise directed by air traffic control, or in the event of an emergency, all flights must be conducted to avoid areas having heavy air traffic, cities, towns, villages, congested areas, or any other area where flights might create hazardous exposure to persons or property.

(9) The operator of the aircraft must advise air traffic control of the nature of the flight when establishing communications.

(10) Permission for flights over or into countries other than the United States must be obtained by the owner/operator of the aircraft from the CAA of that country.

(11) This authorization will remain in effect until [insert expiration date] unless superseded or rescinded.

b. Damaged Aircraft. The minimum operating limitations apply to any aircraft operated under this section. Additional limitations may be prescribed as individual conditions warrant.

(1) Aircraft Located in the United States. The determination that the aircraft has been damaged to the extent that the airworthiness certificate is invalid is the responsibility of the country of registry. Under Annex 8 to the Convention on International Civil Aviation, the country of registry may either prohibit further flights of the aircraft until it is restored to an airworthy condition, or may prescribe limitations under which the aircraft would be safe to fly to a base, either inside or outside of the United States, where repairs can be made. The appropriate directorate or region must contact the CAA of the country of registry to determine the course of action to be pursued.

(a) Should the country of registry choose to inspect the aircraft, any limitations it prescribes must be considered special limitations and made part of the SFA in addition to all of the applicable U.S. limitations.

(b) In the event the country of registry requests the FAA to inspect the aircraft on its behalf, the regional office or directorate should arrange for inspection of the aircraft by personnel from the nearest FSDO or MIDO. Any limitations considered necessary because of the inspection must be prescribed as special limitations in addition to the minimum limitations.

(2) Aircraft Located Outside the United States. An applicant with a non-U.S.-registered aircraft needing repair, who wants the repair to be accomplished at a manufacturer or repair facility in the United States, may do so regardless of the country in which the damage was sustained. The country of registry remains responsible for inspection of the aircraft and for establishing any necessary special operating conditions and limitations. The responsible FAA office would issue the SFA, including any limitations provided by the country of registry. The applicant must be notified in writing that approval for flights over or into countries other than the United States must be obtained from the CAA of the countries involved.

c. Change in Nationality. This paragraph applies when the certificate of airworthiness for an aircraft has been invalidated by the new country of registry. If the aircraft complies with U.S. and/or ICAO airworthiness requirements, except for the invalid airworthiness certificate, it may not be necessary to prescribe the limitations specified in paragraph 230a(4), (7), (8), or (9) of this

order, as individual circumstances warrant. The minimum number of operating limitations must be prescribed, including a limitation establishing a flight itinerary by the most practical direct route.

d. U.S.-Manufactured Aircraft. This paragraph applies whenever the title to a U.S.-manufactured aircraft passes to a non-U.S. buyer for which no airworthiness certificate has been issued. It should be noted that a U.S.-manufactured aircraft need not have a registration certificate issued by the country of the non-U.S. buyer, but must bear the ID marks issued by the country of registry or intended registry. The procedures in this paragraph also are applicable to a non-U.S. civil aircraft of U.S. manufacture brought to the United States for alterations that invalidate its non-U.S. airworthiness certificate. The various purposes are described below:

(1) Flight Testing. The region or directorate must carefully evaluate the reasons why the flight test must be conducted in the United States, the qualifications of the individual or company in the United States who will be primarily responsible for the flight test operations, and the nature of the flight tests. The conclusions reached from that evaluation are an important factor in determining the special operating limitations that must be prescribed in addition to the minimum limitations. The following special operating limitations generally would be applicable, but may be altered or added to as deemed appropriate:

(a) All flight tests must be conducted in compliance with § 91.305. (If the flight tests involve the dropping of materials, for example, water drops to test a new forest fire suppression system, § 91.15 also must be cited in this limitation.)

(b) Prior to conducting any flight test, contact the MIDO or FSDO for any additional operating restrictions or limitations necessary for the protection of persons and property.

(c) All maintenance and inspection of the aircraft must be conducted under the direct supervision of qualified personnel holding appropriate licenses issued or rendered valid by the [insert country of registry] CAA and according to [insert country of registry] aircraft maintenance requirements.

(d) Except for flight tests conducted according to the terms of this authorization, additional flights within the United States must be limited to those necessary to proceed from [specify origin] to [insert the name of the airport or other area from which the flight test will be conducted], and return to [specify destination] by the most practical direct route except for deviations necessary to maintain VFR weather conditions.

(e) Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft from the CAA of that country.

(2) Training of Non-U.S. Buyers, Employees, or Designees. For operations under this purpose, all minimum operating limitations must be applied except for the limitation under paragraph 230a(7) of this order. In most cases, an SFA issued for this purpose would be a blanket authorization issued to an aircraft manufacturer. The following special operating limitations, in addition to the required standard limitations, are worded to indicate that more than one aircraft is involved. If an SFA under this paragraph is issued for a single aircraft, an appropriate change must be made.

(a) Each aircraft operated for customer crew training flights must carry this SFA attached to a statement that includes the name and address of the aircraft owner, the aircraft's assigned nationality and registration marks, and the dates on which the customer crew training flights are scheduled to begin and end. This limitation applies only if a blanket authorization has been issued, and should replace the minimum operating limitation listed in paragraph 230a(1) of this order when deemed appropriate.

(b) All customer crew training and aircraft maintenance must be conducted under the direct supervision of [insert name of manufacturer] personnel.

(c) Customer crew training flights on any one aircraft must be conducted during a time interval not to exceed 30 days.

(d) Before beginning customer crew training flights with any one aircraft, [insert name of manufacturer] must submit to the local FAA manufacturing ASI the information specified in paragraph (a) above pertaining to that aircraft.

(3) Ferrying an Aircraft for Export Delivery.

(a) Individual Aircraft Authorizations. All minimum operating limitations must be prescribed for an aircraft operated for this purpose. However, the limitations under paragraphs 230a(4), (7), (8), and (9) of this order may be omitted if the aircraft has a valid Form 8130-4 with no major exceptions listed, and/or is not carrying extra fuel or navigational equipment. If temporary fuel system(s)/equipment are installed and/or the aircraft is to be operated in excess of its maximum certificated takeoff weight, the limitations in paragraph 175 of this order must be included as applicable. The following special limitations must be applied in all cases:

1 Permission for flights over or into countries other than the United States must be obtained by the owner/operator of the aircraft from the CAA of that country.

2 The aircraft must be flown to the U.S. border from the point of departure by the most direct route not in conflict with other operating conditions and limitations of this authorization.

3 The aircraft must not be operated with temporary fuel system(s) or temporary navigation equipment installed, or at a weight in excess of its maximum certificated takeoff weight, unless approved in writing by the CAA of the country of registry.

(b) Blanket Authorization. The limitations applicable to an individual aircraft authorization generally apply to a blanket authorization. Because the manufacturer is authorized to issue copies without individual FAA review, the blanket authorization must be worded so that any possible situation will be covered by each copy issued. A sample blanket authorization has been developed to show all of the operating limitations that should be prescribed (see figure 7-6).

e. Non-U.S.-Manufactured Aircraft. The procedures provided under paragraph 230d of this order also are applicable to a non-U.S.-manufactured aircraft brought to the United States for alterations which invalidate its airworthiness certificate.

f. Demonstration or Test. The issuing directorate should determine that the applicant for an SFA for demonstration has satisfied, as applicable, the items listed in part 91. Persons having an interest in the demonstration, for example, customers, may be carried in an aircraft issued an SFA for demonstration, and the operating limitations must be revised accordingly. Paragraph 230d(1) of this order applies to testing of the aircraft or part thereof.

g. Airshows. Application is made to the directorate or region in which the airshow is located. Non-U.S.-registered amateur-built experimental aircraft do not require DOT authorization when the purpose is for public demonstration at an airshow in the United States. However, in the case of an aircraft to be operated in the United States for the purpose of demonstration at an airshow, the application may be made to the Flight Standards Service division manager or Aircraft Certification Service directorate manager of the FAA region in which the airshow is located.

231. SPECIAL FLIGHT AUTHORIZATIONS FOR OPERATION OF CANADIAN-REGISTERED AMATEUR-BUILT AIRCRAFT IN THE UNITED STATES.

a. Operation in the United States of Canadian-registered amateur-built aircraft certificated under the provisions of Canadian Air Regulation 230 (3) and Airworthiness Manual, chapter 549, is permitted by the issuance of an SFA under § 91.715. The SFA must be obtained before operation in the United States is permitted.

b. An SFA may be obtained from the FAA for operation of a Canadian-registered amateur-built aircraft in U.S. airspace by submitting either a written or electronic application. Written applications must be forwarded to the Flight Standards Service division manager or Aircraft Certification Service directorate manager of the FAA region where the event is to take place. Written applications will be reviewed at the regional or directorate level, prepared according to the procedures in this chapter, and the SFA mailed to the applicant when approved. Electronic SFAs may be obtained from any FSDO or directly through the Flight Standards Web site at http://www.faa.gov/avr/afs/afs800/formtext.htm. Possession of the electronic SFA constitutes a valid authorization for operation in U.S. airspace, provided the operator of the amateur-built aircraft complies with the operating limitations of the SFA.

c. The FAA issuing office will prepare the SFA according to the procedures contained in this chapter. The duration of the authorization must be limited to that requested by the applicant, and is not to exceed 180 days. Extension of the duration of the authorization may be granted by the issuing FAA office in 180-day increments.

232.-235. RESERVED.

FIGURE 7-1. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE FLIGHT OF AN AIRCRAFT TO A PLACE WHERE REPAIRS OR ALTERATIONS ARE TO BE MADE

U.S. Department
of Transportation

Federal Aviation
Administration

NON-U.S. CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.:	NE-03-09
Aircraft Make:	Cessna
Aircraft Model:	180H
Serial No.:	18051515
Nationality and Registration Marks:	CF-ABC
Name and address of Registered Owner:	Mr. Richard A. Roe 777 Quebec Street Smithton, Ontario, Canada

Pursuant to the Code of Federal Regulations (14 CFR) § 91.715, Mr. Richard A. Roe is hereby authorized to operate the aircraft identified above for the purpose of flying it from Hartford, Connecticut, to Ontario, Canada, for permanent repair of damage incurred during a landing accident at Hartford. A representative of the Canadian Air Transport Administration has inspected the aircraft and found it safe for the intended flight provided that the airspeed does not exceed 130 knots and no passengers are carried aboard the aircraft. In consideration of the foregoing, all operations must be in accordance with the following restrictions and limitations. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation.

1. A copy of this authorization must be displayed in the aircraft when operating under the terms of this SFA.

2. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

3. This aircraft must be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry.

4. All flights must be conducted in compliance with applicable general operating and flight rules of § 91.711.

5. All flights must be conducted under Visual Flight Rules (VFR), day only, unless otherwise authorized.

6. Except when otherwise directed by Air Traffic Control, or in the event of an emergency, all flights must be conducted to avoid areas having heavy air traffic, cities, towns, villages, congested areas, or any other area where flights might create hazardous exposure to persons or property.

7. Persons or property must not be carried for compensation or hire.

FIGURE 7-1. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE FLIGHT OF AN AIRCRAFT TO A PLACE WHERE REPAIRS OR ALTERATIONS ARE TO BE MADE (CONTINUED)

8. No person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight and has been advised of the content of this authorization and of the airworthiness status of the aircraft.

9. All flights must be conducted at airspeeds not to exceed 130 knots.

10. Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft from the CAA of that country.

11. The operator of the aircraft must advise Air Traffic Control of the nature of the flight when establishing communications.

12. This authorization must remain in effect until March 16, 2000 unless superseded or rescinded.

J.A. Smith, Manager, Flight
Standards Division
New England Region

Issued in Burlington, Massachusetts, March 4, 2000.

FIGURE 7-2. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE FLIGHT OF AN AIRCRAFT TO A NEW COUNTRY OF REGISTRY (THIS FORMAT IS GENERALLY APPLICABLE TO A SINGLE AIRCRAFT AUTHORIZATION FOR FERRY FLIGHTS)

U.S. Department
of Transportation

Federal Aviation
Administration

NON-U.S. CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.:	SO-11-01
Aircraft Make:	Beech
Aircraft Model:	D185
Serial No.:	A-23456
Nationality and Registration Marks:	HK-ABC
Name and address of Registered Owner:	Mr. Hernando Restrepo 22 Calle de Presidente Fusagasuga, Colombia

Pursuant to the Code of Federal Regulations (14 CFR) § 91.715, Mr. Hernando Restrepo is hereby authorized to operate the aircraft identified above for the purpose of flying from Atlanta, Georgia, to Fusagasuga, Colombia. The aircraft identified above was under Canadian registry and held a current and valid Canadian airworthiness certificate before its sale to Mr. Restrepo. A current and valid Colombian airworthiness certificate will not be issued until after its entry into Colombia. In consideration of the foregoing, all operations of the aircraft must be in accordance with the following restrictions and limitations. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation.

1. A copy of this authorization must be displayed in the aircraft when operating under the terms of this SFA.

2. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

3. Persons or property must not be carried for compensation or hire.

4. This aircraft must be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry.

5. All flights must be conducted in compliance with the applicable general operating and flight rules § 91.711.

6. Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft from the CAA of that country.

FIGURE 7-2. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE FLIGHT OF AN AIRCRAFT TO A NEW COUNTRY OF REGISTRY (THIS FORMAT IS GENERALLY APPLICABLE TO A SINGLE AIRCRAFT AUTHORIZATION FOR FERRY FLIGHTS) (CONTINUED)

7. Flights to the U.S. border from the point of departure must be by the most practical direct route not in conflict with other operating limitations of this authorization.

8. This authorization must remain in effect until March 15, 2000 or unless superseded or rescinded.

J.A. Smith, Manager Flight
Standards Division
Southern Region

Issued in Atlanta, Georgia, on March 2, 2000

FIGURE 7-3. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE PURPOSE OF FLIGHT TESTING

U.S. Department
of Transportation

Federal Aviation
Administration

NON-U.S. CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.:	ASW-1
Aircraft Make:	McDonnell Douglas
Aircraft Model:	DC-9-11
Serial No.:	12345
Nationality and Registration Marks:	CF-POH
Name and address of Registered Owner:	Canada Air, Montreal, Canada
Name and Address of Agent:	John Doe Company, 21 Blackfoot Drive San Antonio, Texas 78216

Pursuant to the Code of Federal Regulations (14 CFR) § 91.715, the John Doe Company is hereby authorized to operate the aircraft identified above for the purpose of conducting flight test(s) required to obtain a Supplemental Type Certificate (STC) covering the installation in the aircraft of General Electric CGY2 turbofan engines. All operations of the aircraft must be in accordance with the following restrictions and limitations. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operations.

1. A copy of this authorization must be displayed in the aircraft at all times when operating under the terms of this SFA.

2. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

3. Persons or property must not be carried for compensation or hire.

4. No person may be carried in the aircraft during flight unless that person is essential to the purpose of the flight and has been advised of the contents of this authorization and of the airworthiness status of the aircraft.

5. The aircraft must be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry. The pilot in command of this aircraft must hold an appropriate category/class rating. If required for the type of aircraft to be flown, the pilot in command must also hold either an appropriate type rating or a letter of authorization issued by an FAA Flight Standards Operations Inspector, or equivalent issued or validated by the country of registry.

FIGURE 7-3. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE PURPOSE OF FLIGHT TESTING (CONTINUED)

6. All flights must be conducted in compliance with the applicable general operating and flight rules of § 91.711.

7. All flight tests must be conducted in compliance with § 91.305.

8. All flights must be conducted under Visual Flight Rules (VFR), day only, unless otherwise authorized.

9. Except when otherwise directed by Air Traffic Control, or in the event of an emergency, all flights must be conducted to avoid areas having heavy air traffic, cities, towns, villages, congested areas, or any other area where flights might create hazardous exposure to persons or property.

10. Prior to conducting any flight test, contact the MIDO or FSDO for any additional operating restrictions or limitations necessary for the protection of persons or property.

11. All maintenance and inspection of the aircraft must be conducted under the direct supervision of qualified personnel holding appropriate licenses issued or rendered valid by the Canadian Department of Transportation and according to Canadian aircraft maintenance requirements.

12. Except for flight tests conducted according to the terms of this authorization, additional flights within the United States must be limited to those necessary to proceed to Montreal, Canada, by the most practical direct route except for deviations necessary to maintain VFR weather conditions.

13. Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft from the CAA of that country.

14. The operator of the aircraft must advise Air Traffic Control of the nature of the flight when establishing communications.

15. This authorization must remain in effect until October 4, 2000, or unless superseded or rescinded.

J.A. Smith, Manager, Manufacturing
Inspection Office
Rotorcraft Directorate

Issued in Fort Worth, Texas, on September 29, 2000.

FIGURE 7-4. SAMPLE BLANKET SPECIAL FLIGHT AUTHORIZATION FOR CUSTOMER CREW TRAINING

U.S. Department
of Transportation

Federal Aviation Administration

NON-U.S. CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.: NE-02-43

This authorization is issued pursuant to the Code of Federal Regulations (14 CFR) § 91.715 to the Yankee Airplane Company, John Hancock Airport, Boston, Massachusetts 02111. This constitutes authority in lieu of an airworthiness certificate. For the purpose of giving customer crew training to the buyer, its employees, or designees in any aircraft manufactured by the Yankee Airplane Company when the aircraft has been placed under non-U.S. Registry, each aircraft operated under this authorization must be operated according to the following restrictions and limitations. An authorized representative of the Administrator may prescribe operating restrictions and limitations necessary for safe operation.

1. Each aircraft operated for customer crew training flights must carry this SFA attached with a statement including the name and address of the aircraft owner, the aircraft's assigned nationality and registration marks, and the dates on which the customer crew training flights are scheduled to begin and end.

2. All customer crew training and aircraft maintenance must be conducted under the direct supervision of qualified Yankee Airplane Company personnel.

3. Customer crew training flights on any one aircraft must be conducted during an interval not to exceed 30 days.

4. Before beginning customer crew training flights with any one aircraft, the Yankee Airplane Company must submit to the local FAA Manufacturing Inspector the information specified in paragraph 1 pertaining to that aircraft.

5. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

6. Persons or property must not be carried for compensation or hire.

7. No person may be carried in the aircraft during flight unless that person is essential to the purpose of the flight and has been advised of the contents of this authorization and of the airworthiness status of the aircraft.

8. This aircraft must be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry.

9. All flights must be conducted in compliance with the applicable general operating and flight rules of § 91.711.

FIGURE 7-4. SAMPLE BLANKET SPECIAL FLIGHT AUTHORIZATION FOR CUSTOMER CREW TRAINING (CONTINUED)

10. Except when otherwise directed by Air Traffic Control, or in the event of an emergency, all flights must be conducted to avoid areas having heavy air traffic, cities, towns, villages, congested areas, or any other area where flights might create hazardous exposure to persons or property.

11. The operator of the aircraft must advise Air Traffic Control of the nature of the flight when establishing communications.

12. Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft from the CAA of that country.

13. This authorization must remain in effect indefinitely unless superseded or rescinded.

J.A. Smith, Manager, Flight
Standards Division
New England Region

Issued in Burlington, Massachusetts, on February 29, 2000

FIGURE 7-5. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR EXPORT DELIVERY

U.S. Department
of Transportation

Federal Aviation Administration

NON-U.S. CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.:	NE-03-59
Aircraft Make:	Piper
Model:	PA 84
Serial No.:	1334
Nationality and Registration Marks:	I-JAB
Registered Owner:	Joseph A. Banco, Via Banco, Rome, Italy

Pursuant to the Code of Federal Regulations (14 CFR) § 91.715, Mr. Joseph A. Banco is hereby authorized to operate the aircraft identified above for the purpose of export and delivery from Westfield, Massachusetts, to Rome, Italy. This aircraft is on Italian registry and an airworthiness certificate has not yet been issued. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation.

1. A copy of this authorization must be displayed in the aircraft when operating under the terms of this SFA.

2. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

3. No person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight and has been advised of the content of this authorization and of the airworthiness status of the aircraft.

4. The aircraft must not be operated with temporary fuel system(s) or temporary navigation equipment installed or at a weight in excess of its maximum certificated takeoff weight, unless approved, by the CAA country of registry in writing.

5. Except when otherwise directed by Air Traffic Control, or in the event of an emergency, all flights must be conducted to avoid areas having heavy air traffic, cities, towns, villages, congested areas, or any other areas where the flights might create hazardous exposure to persons or property.

FIGURE 7-5. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR EXPORT DELIVERY (CONTINUED)

6. This aircraft must be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or country of registry.

7. All flights must be conducted in compliance with the applicable general operating and flight § 91.711.

8. All flights must be conducted under Visual Flight Rules (VFR), day only, unless otherwise authorized.

9. Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft from the CAA of that country.

10. The aircraft must be flown to the United States border from the point of departure by the most practical direct route not in conflict with the other operating conditions and limitations of this authorization.

11. Persons or property must not be carried for compensation or hire.

12. The operator of the aircraft must advise Air Traffic Control of the nature of the flight when establishing communications.

13. This authorization must remain in effect until May 30, 2000, unless superseded or rescinded.

J.A. Smith, Manager, Flight
Standards Division
New England Region

Issued in Burlington, Massachusetts, on May 4, 2000.

FIGURE 7-6. SAMPLE BLANKET SPECIAL FLIGHT AUTHORIZATION FOR DELIVERING AIRCRAFT FOR THE PURPOSE OF EXPORT DELIVERY

U.S. Department
of Transportation

Federal Aviation Administration

NON-U.S. CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.: WP-26-22

This authorization is issued to the John Smith Airplane Company, 711 Water Boulevard, San Diego, California 82101, pursuant to the Code of Federal Regulations (14 CFR) § 91.715. A copy of this authorization furnished by the above constitutes authority in lieu of an airworthiness certificate for the purpose of export delivery of aircraft manufactured by that Company. This authorization is applicable to aircraft that are on a non-U.S. Registry and have no airworthiness certificate. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation.

1. A copy of this authorization must be displayed in the aircraft when operating under the terms of this SFA.

2. No person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight and has been advised of the content of this authorization and of the airworthiness status of the aircraft.

3. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

4. The aircraft must not be operated with temporary fuel system(s) or temporary equipment installed, or at a weight in excess of its maximum certificated takeoff weight, unless approved by the CAA of the country of registry in writing.

5. Persons or property may not be carried in the aircraft for compensation or hire.

6. The aircraft must be flown to the United States border from the point of departure by the most direct route not in conflict with the other operating conditions and limitations of this authorization.

7. Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft from the CAA of that country.

8. The aircraft must be operated according to the applicable general operating and flight rules of § 91.711.

FIGURE 7-6. SAMPLE BLANKET SPECIAL FLIGHT AUTHORIZATION FOR DELIVERING AIRCRAFT FOR THE PURPOSE OF EXPORT DELIVERY (CONTINUED)

9. This aircraft must be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry.

10. All flights must be conducted under Visual Flight Rules (VFR), day only, unless otherwise authorized.

11. Except when otherwise directed by Air Traffic Control, or in the event of an emergency, all flights must be conducted to avoid areas having heavy air traffic, cities, towns, villages, congested areas, or any other areas where the flights might create hazardous exposure to persons or property.

12. The operator of the aircraft must advise Air Traffic Control of the nature of the flight when establishing communications.

13. This authorization must remain in effect until December 31, 2000.

J.A. Smith, Manager, Flight
Standards Division
Western-Pacific Region

Issued in Los Angeles, California, on January 4, 2000.

FIGURE 7-7. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE PURPOSE OF DEMONSTRATION

U.S. Department
of Transportation

Federal Aviation Administration

NON-US CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.:	NE-01-31
Aircraft Make:	Hansa
Model:	HFB-320
Serial No.:	1024
Nationality and Registration Marks:	D-CARO
Name and Address of Registered Owner:	Hamburger Flugzeugbau G.M.B.H. 2103 Hamburg Finkenwerder Postfact 109, Germany

Pursuant to the Code of Federal Regulations (14 CFR) § 91.715, Hamburger Flugzeugbau G.M.B.H. is hereby authorized to operate the aircraft identified above for the purpose of conducting demonstration flights in the United States. The aircraft has been issued a provisional certificate of airworthiness by the Luftfahrt-Bundesamt and has been shown to meet standards equivalent to those required for provisional certification of a U.S.-registered civil aircraft. All operations of the aircraft must be in accordance with the following restrictions and limitations. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation.

1. A copy of this authorization must be displayed in the aircraft when operating under the terms of this SFA.

2. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

3. Persons or property must not be carried for compensation or hire.

4. No person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight and has been advised of the content of this authorization and of the airworthiness status of the aircraft.

5. The aircraft must be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry. The pilot in command of this aircraft must hold an appropriate category/class rating. If required for the type of aircraft to be flown, the pilot in command must also hold either an appropriate type rating or a letter of authorization issued by an FAA Flight Standards Operations Inspector, or equivalent issued or validated by the country of registry.

FIGURE 7-7. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR THE PURPOSE OF DEMONSTRATION (CONTINUED)

6. All flights must be conducted in compliance with the applicable general operating and flight § 91.711.

7. All flights must be conducted under Visual Flight Rules (VFR), day only, unless otherwise authorized.

8. Except when otherwise directed by Air Traffic Control, or in the event of an emergency, all flights must be conducted to avoid areas having heavy air traffic, cities, towns, villages, congested areas or any other area where flights might create hazardous exposure to persons or property.

9. Except for demonstration flights conducted according to the terms of this authorization, additional flights within the United States must be limited to those necessary to proceed from Hamburg, Germany, to Denver International Airport, and return to Hamburg, Germany by the most practical direct route except for deviations necessary to maintain VFR weather conditions.

10. Prior to conducting any demonstration flight, contact the MIDO or FSDO for any additional operating restrictions or limitations necessary for the protection of persons and property.

11. Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft from the CAA of that country.

12. The operator of the aircraft must advise Air Traffic Control of the nature of the flight when establishing communications.

13. This authorization must remain in effect until April 14, 2000 unless superseded or rescinded.

J.A. Smith, Manager, Flight
Standards Division
New England Region

Issued in Burlington, Massachusetts, on February 16, 2000.

FIGURE 7-8. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR CANADIAN-REGISTERED AMATEUR-BUILT AIRCRAFT (EXAMPLE: AUTHORIZATION FOR THE PURPOSE OF ATTENDING AN AIRSHOW)

U.S. Department
of Transportation

Federal Aviation Administration

NON-U.S. CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.:	NE-26-75
Aircraft Make:	Taylor
Model:	125
Serial No.:	560
Nationality and Registration Marks:	CF-APB
Name and Address of Registered Owner:	John Doe 241 Blue Hill Road Montreal, Canada
Name and Address of Agent:	Jack D. Jones 13 Water Street New York City, New York

Pursuant to the Code of Federal Regulations (14 CFR) § 91.715, Mr. John Doe of Montreal, Canada, is hereby authorized to operate the aircraft identified above for the purpose of attending the airshow at Seattle, Washington, July 3 through July 5, 2000. The aircraft has been issued a Canadian flight permit. All operations of the aircraft must be in accordance with the following restrictions and limitations. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation.

1. A copy of this authorization must be displayed in the aircraft when operating under the terms of this SFA.

2. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

3. Persons or property must not be carried for compensation or hire on board the aircraft.

4. The aircraft must be operated under Visual Flight Rules (VFR), day only.

5. Except when otherwise directed by Air Traffic Control, or in the event of an emergency, all flights must be conducted to avoid areas having heavy air traffic, cities, towns, villages, congested areas, or any other area where the flights might create hazardous exposure to persons or property.

6. The operator of the aircraft must advise Air Traffic Control of the nature of the flight when establishing communications.

FIGURE 7-8. SAMPLE SPECIAL FLIGHT AUTHORIZATION FOR CANADIAN-REGISTERED AMATEUR-BUILT AIRCRAFT (EXAMPLE: AUTHORIZATION FOR THE PURPOSE OF ATTENDING AN AIRSHOW) (CONTINUED)

7. The aircraft must be operated according to restrictions imposed by Transport Canada Aviation provided those restrictions do not limit or change the conditions herein imposed.

8. All flights must be conducted in compliance with the general operating and flight rules of § 91.711.

9. No person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight and has been advised of the content of this authorization and of the airworthiness status of the aircraft

10. The aircraft must be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry. The pilot in command of this aircraft must hold an appropriate category/class rating. If required for the type of aircraft to be flown, the pilot in command must also hold either an appropriate type rating or a letter of authorization issued by an FAA Flight Standards Operations Inspector, or equivalent issued or validated by the country of registry.

11. The operator of the aircraft must advise Air Traffic Control of the nature of the flight when establishing communications.

12. This authorization is effective July 1, 2000, and terminates on July 7, 2000, unless superseded or rescinded.

J.A. Smith, Manager, Manufacturing
Inspection Office
Engine and Propeller Directorate

Issued in Burlington, Massachusetts, on June 23, 2000.

FIGURE 7-9. SAMPLE BLANKET SPECIAL FLIGHT AUTHORIZATION FOR GLIDER MEET

U.S. Department
of Transportation

Federal Aviation Administration

NON-U.S. CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.: SW-42-55

This authorization is issued pursuant to the Code of Federal Regulations (14 CFR) § 91.309 to the Soaring Society of America (SSA) and to each of the participants in the meet authorized by it to permit operation of non-U.S.-registered aircraft in the United States. In consideration of the foregoing, all operations must be in accordance with the following restrictions and limitations. An authorized representative of the Administrator may prescribe additional operating restrictions and limitations necessary for safe operation.

1. A copy of this authorization must be displayed in the aircraft when operating under the terms of this SFA.

2. A current airworthiness certificate issued by the country of registry must be carried on board each aircraft being operated under this authorization and must be produced upon request for inspection by the Federal Aviation Administration (FAA).

3. The operator of the aircraft must advise Air Traffic Control of the nature of the flight when establishing communications.

4. Except when otherwise directed by Air Traffic Control, or in the case of emergency all flights must be conducted to avoid congested areas, or any other area where flights might create hazardous exposure to persons or property.

5. All flights must be conducted in compliance with the applicable general operating and flight § 91.711.

6. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

7. Persons or property must not be carried for compensation or hire on board the aircraft.

8. No person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight and has been advised of the content of this authorization and of the airworthiness status of the aircraft

9. The aircraft must be operated only by airmen holding appropriate certificates or licenses issued or validated by the United States or the country of registry. The pilot in command of this aircraft must hold an appropriate category/class rating. If required for the type of aircraft to be flown, the pilot in command must also hold either an appropriate type rating or a letter of authorization issued by an FAA Flight Standards Operations Inspector, or equivalent issued or validated by the country of registry.

FIGURE 7-9. SAMPLE BLANKET SPECIAL FLIGHT AUTHORIZATION FOR GLIDER MEET (CONTINUED)

10. The aircraft must be operated under Visual Flight Rules (VFR), day only.

11. Permission for flights over or into countries other than the United States must be obtained by the owner or operator of the aircraft from the CAA of that country.

12. A copy of the DOT Authorization for non-U.S. civil aircraft participating in the meet must be carried aboard each applicable aircraft operating under this SFA.

13. This authorization must remain in effect until July 10, 2000 unless superseded or rescinded.

J.A. Smith, Manager, Manufacturing
Inspection Office
Rotorcraft Directorate

Issued in Fort Worth, Texas, on June 10, 2000

CHAPTER 8. PROCESSING FORMS, REPORTS, AND CERTIFICATION FILES

236. GENERAL.

a. This chapter describes the requirements for completion and processing of the various forms and certificates used for airworthiness certification. Information entered on these documents should be typewritten when possible. The use of pencil, erasures, strikeovers, etc., on airworthiness forms other than applications and Form 8050-72 is not permitted. Application forms may be corrected by the applicant or the FAA, provided the person making the changes initials beside the area of correction.

b. The signature of the ASI or designee on any FAA certificate or form must be made in permanent ink on the original and required copies. When the reverse side of the certificate is used, the statement "See Reverse Side" must be typed on the face of the certificate. Below the last line of information on a certificate, type the word "END" in the center of the page.

237. APPLICATION FOR AIRWORTHINESS CERTIFICATE. Form 8130-6 is required whenever an airworthiness certificate is requested, including any request for amendment or modification to a current airworthiness certificate, including operating limitations. AC 21-12 also provides instructions for completion of Form 8130-6.

a. Instructions for Completing Form 8130-6. The applicant or authorized agent must complete sections I through IV, as applicable, for the type of airworthiness certificate being requested. If the application is for a special flight permit only, sections II and VI, or II and VII, as applicable, must be filled out. The following instructions and explanations apply for entries that are not clearly self-explanatory:

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

NOTE: This section is not completed when an application is being made for a special flight permit.

(a) Registration Mark. Enter the U.S. nationality designator (the letter "N") followed by the registration marks as shown on the aircraft registration certificate.

(b) Aircraft Builder's Name (Make). Enter the name of the builder or manufacturer as it appears on the aircraft ID plate in accordance with § 45.13(a)(1).

* ***1*** For amateur-built aircraft, the aircraft make is the name of the builder. When two or more persons are involved, enter only the name of the individual listed first on the aircraft ID plate. *

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

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

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

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

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

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

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

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

1 For aircraft eligible for standard airworthiness certificates, the year of manufacture is the date (entered by the manufacturer) in the inspection records that reflects when the aircraft was completed and met the FAA-approved type design data.

2 For aircraft other than the above, the year of manufacture is the date entered by the builder in the inspection records or logbook establishing that the aircraft is airworthy and eligible for the certificate requested.

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

1 For surplus military aircraft, enter the manufacturer's civil serial number. The military serial number must be placed in parentheses following the civil serial number. If no civil serial number exists, enter the military number.

2 For aircraft built from spare and/or surplus parts, enter the serial number assigned by the builder. That number should not be confused with the serial number assigned by an original manufacturer who builds the same type of aircraft under a production approval. It is suggested that a letter prefix or suffix, such as the builder's name or initials, be used with the serial number to provide for positive identification.

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

(f) Engine Builder's Name (Make). The engine make is the name of the manufacturer as it appears on the engine ID plate in accordance with § 45.13(a)(1). Abbreviations may be used, for example, "P&W," "GE," "CMC," etc. When no engines are installed, as in the case of the glider or balloon, enter "N/A."

(g) Engine Model Designation. When engine(s) are installed, enter the complete designation as shown on the engine ID plate; for example, "O-320-A1B," "PT6A-20A," or "CFM-56-3C-1," in accordance with § 45.13(a)(2).

(h) Number of Engines. When applicable, enter the number of engines installed on the aircraft.

(i) Propeller Builder's Name (Make). Enter the name of the manufacturer as shown on the propeller identification marking. Enter "N/A" if propellers are not installed. (Reference § 45.13(a)(1).)

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

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

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

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

1 Section 21.183(a), New aircraft manufactured under a production certificate;

2 Section 21.183(b), New aircraft manufactured under a type certificate only;

3 Section 21.183(c), Import aircraft; and

4 Section 21.183(d), Other aircraft.

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

1 **Primary Airworthiness Certificate.**

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

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

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

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

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

3 **Provisional Airworthiness Certificate.**

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

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

4 **Restricted Airworthiness Certificate.**

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

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

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

5 **Experimental Certificate.**

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

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

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

(dd) Section 21.191(d), Exhibition;

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

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

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

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

6 **Special Flight Permit.**

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

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

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

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

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

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

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

(3) Section III. Owner's Certification.

NOTE: Do not complete this section when application is being made for a special flight permit.

(a) Registered Owner. Enter the name and address exactly as shown on the aircraft registration certificate. Part 47 prescribes the requirements for registering aircraft.

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

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

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

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

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

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

(e) Aircraft Listing. Enter "N/A."

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

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

(g) Aircraft Operation and Maintenance Records.

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

2 **Total Airframe Hours.** This block applies to all aircraft covered by this section. The total time-in-service of the aircraft, including production flight test time, should be entered.

3 **Experimental Only.** When submitting an application for the renewal of an experimental certificate or when requesting a change back to a standard certificate, the hours flown since the previous certificate was issued or renewed must be entered. If the application is for an original issuance of an experimental certificate, enter "0."

(h) Certification. If the signature is by the owner's agent, a notarized letter from the registered owner authorizing the agent to act on the owner's behalf is required.

(4) Section IV. Inspection Agency Verification. This section must be completed only if application is being made for a standard airworthiness certificate in accordance with § 21.183(d). This section must be left blank for all other certification actions.

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

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

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

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

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

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

(6) Section VI. Production Flight Testing. This section must be completed only by a manufacturer applying for a special flight permit for the purpose of flight testing production aircraft under the provisions of § 21.197(a)(3). All required entries are self-explanatory.

(7) Section VII. Special Flight Permit Purposes Other Than Production Flight Test.

(a) Item A. Description of Aircraft. The entries in this section must be the same as the corresponding data recorded on the aircraft's registration certificate and, as applicable, on the aircraft's ID plate.

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

1 The Via entry must contain the name of an airport or city at some intermediate point in the flight to provide a general description of the route flown. For example, a flight from Kansas City, Missouri, to Dallas, Texas, may be via Wichita, Kansas, and Oklahoma City, Oklahoma, in accordance with § 21.199(a)(2).

2 The Duration entry must reflect the overall duration of the special flight permit and need not be the same as the planned duration of the actual flight. Factors such as fueling stops, weather conditions, overnight stops, or any other reasonable condition must be given consideration when establishing the duration.

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

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

(8) Section VIII. Airworthiness Documentation. This section must be completed by the ASI or designee who inspects the aircraft and issues the airworthiness certificate. However, this section is not applicable when a special flight permit is being issued.

(a) Item A. Operating Limitations and Markings in Compliance with § 91.9, as Applicable. This block applies to all aircraft covered by this section. The FAA should check this block when an FAA-approved aircraft flight manual, listing of operation limitation, placards, etc., as applicable to the category of certificate requested, are in the aircraft in accordance with § 91.9.

(b) Item B. Current Operating Limitations Attached. Check this block when operating limitations have been issued and a copy is attached for retention in the permanent record. (This applies to aircraft certificated in categories other than standard.)

(c) Items C, D, and E. Self-explanatory.

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

> **NOTE 1: The next inspection date is not necessary when the aircraft is under a continuous maintenance program.**
>
> **NOTE 2: In the case of aircraft that had a previous due date, the date entered is the same. The aircraft gains no additional time because it was not in the standard category.**

(e) Item G. Self-explanatory.

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

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

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

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

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

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

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

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

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

c. Aircraft Serial Number. Self-explanatory.

d. Category. Enter the appropriate category as defined in paragraph 237 of this order. If there is no category, as in the case of aircraft certificated prior to adoption of the regulations that established categories, enter the aircraft specification, TCDS, or listing number as applicable. For example, "CAR 4a" for a Bellanca 14-13; "ATC 614" for an Aeronca LC.

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

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

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

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

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

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

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

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

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

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

(1) Category/Designation. Enter the category of special airworthiness certificate being issued, as outlined under paragraph 237 of this order, for example, restricted, limited, etc. For experimentally certificated manned free balloons or gliders, the words "Manned Free Balloon" or "Glider" are to be put in parentheses after the word "Experimental" for the respective type of aircraft.

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

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

c. Section C.

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

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

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

e. Section E.

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

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

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

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

240. RESERVED.

241. COMPLETION OF FORM 8130-4.

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

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

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

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

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

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

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

h. Lost Form 8130-4.

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

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

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

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

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

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

b. Part I (For Class I Products).

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

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

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

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

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

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

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

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

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

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

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

c. Part II (For Class II Products).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) Airworthiness Certificates.

(a) The original Form 8130-6.

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

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

(d) The original Form 8130-9.

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

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

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

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

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

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

(2) Export for Class I Product.

(a) The original Form 8130-1.

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

(c) A copy of Form 8130-4.

(d) The original Form 8050-72.

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

(a) The original application for an Export C of A, as applicable, along with any data showing acceptance of deviations from the CAA of the country of import (for Class II only).

(b) A copy of Form 8130-3.

(c) The original Form 8100-1.

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

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

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

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

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

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

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

244.-250. RESERVED.

FIGURE 8-1. FORMS LISTING AND AVAILABILITY

1. The following forms are available through normal distribution channels.

FORM NUMBER, TITLE, NATIONAL STOCK NUMBER, AND UNIT OF ISSUE

FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance), 0052-00-025-8001, Hundred.

FAA Form 8100-1, Conformity Inspection Record, 0052-00-039-3000, Sheet.

FAA Form 8100-2, Standard Airworthiness Certificate, 0052-00-0-040-8001, Pad.

FAA Form 8130-1, Application for Export Certificate of Airworthiness, 0052-00-024-9004, Sheet.

FAA Form 8130-2, Conformity Certificate, Military Aircraft, 0052-00-037-1001, Hundred.

FAA Form 8130-3, Airworthiness Approval Tag, 0052-00-012-9005, Pad.

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

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

FAA Form 8130-7, Special Airworthiness Certificate, 0052-693-4000, Pad.

FAA Form 8130-9, Statement of Conformity, 0052-00-025-3002, Sheet.

FAA Form 8130-10, Surplus Military Aircraft Inspection Record, 0052-00-851-9000, Sheet.

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

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

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

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

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

APPENDIX 1. ISSUANCE OF U.S. STANDARD AIRWORTHINESS CERTIFICATES FOR NEW AIRCRAFT MANUFACTURED OUTSIDE THE UNITED STATES

1. PURPOSE. This appendix describes the procedures for issuance of Form 8100-2, for new aircraft manufactured in other countries that are to be placed on the U.S. register. This procedure is intended primarily for guidance to the U.S. aircraft owner, the CAA, the manufacturer, and AFS-750. For the purpose of this procedure, a U.S. aircraft owner may be represented by an agent as indicated in § 21.173.

NOTE: This procedure does not relieve persons involved in the standard airworthiness certification process from any responsibilities or legal requirements of part 21.

2. APPLICABILITY.

a. The FAA will at times seek assistance from bilateral partners in the final processing, dating, and delivery of Form 8100-2 for newly manufactured aircraft destined for export to the United States. The FAA issues the form and the CAA provides assistance with specific process steps. The certificate issuing office only may apply the procedure identified in this appendix when approved by AIR-200 and the directorate with responsibility for importing the aircraft. Furthermore, the use of this procedure is only allowed if no conflict exists with the bilateral agreement of the country or jurisdiction of manufacture.

b. Upon request from the U.S. aircraft owner, the CAA, or jurisdiction of manufacture, the FAA may, at its discretion, authorize the CAA to act on its behalf. If authorized, this activity will be performed in accordance with the detailed procedures identified in this appendix, and only for aircraft that are—

(1) Newly manufactured in that country or jurisdiction,

(2) Properly placed on the U.S. register,

(3) Fully compliant with the requirements of the applicable FAA TC,

(4) Presently in a condition for safe operation, and

(5) Accompanied by an Export C of A from the exporting CAA.

3. PROCEDURE.

a. The aircraft manufacturer notifies the CAA of the country or jurisdiction of manufacture that an aircraft, identified in paragraph 3b below, has been sold to a named U.S. owner and is to be placed on the U.S. register. As a result, the U.S. aircraft owner will be requesting issuance of Form 8100-2 at the point of manufacture.

b. The U.S. owner submits to AFS-750 a request for assignment of a U.S. identification number for the particular aircraft. This request will include the following information:

(1) U.S. owner's name,

(2) Manufacturer's name,

(3) Aircraft type,

(4) Aircraft model number, and

(5) Aircraft serial number.

c. The U.S. owner, upon receipt of the ID number, supplies it to the aircraft manufacturer for permanent marking of the aircraft (reference part 45). The U.S. owner also provides this information to the CAA for its use. This ID number will become the final registration number.

d. The U.S. owner notifies the manager of the FAA office that issues standard airworthiness certificates for import aircraft of the desire to have Form 8100-2 issued at the point of manufacture. The U.S. owner also provides the FAA office with Form 8130-6, sections I, II, and III completed as applicable. All entries should be typed or printed legibly. Certain items in section III are to be left blank until the final application is completed, because the information for these items is not known until the aircraft's final delivery. Form 8130-6 is considered to be "initial" until the items are completed. The items to be left blank are—

(1) The status of compliance up to the most current and applicable ADs as indicated in the Airworthiness Directives block of subsection B, Aircraft Certification Basis;

(2) The recording of total airframe hours (including production flight test time) in the applicable block of subsection C, Total Airframe Hours; and

(3) The date of the application as indicated in subsection D, Certification.

NOTE: The initial Form 8130-6 should be filled out in accordance with AC 21-12, Form 8130-6, or Order 8130.2.

e. The CAA notifies the manager of the FAA certificate issuing office of its desire to act on behalf of the FAA in the delivery of Form 8100-2 for the particular aircraft. The following information is to be supplied by the CAA:

(1) ID number of the aircraft,

(2) Name of the U.S. aircraft owner, and

(3) Scheduled aircraft delivery date.

NOTE: A letter of ongoing support from an individual CAA can be the method of FAA notification upon acceptance by the FAA certificate issuing office.

f. The FAA certificate issuing office prepares Form 8100-2, including two carbon copies.

(1) List in block No. 5 any existing exemptions granted by the FAA that are applicable to the aircraft, as cited on the TCDS or other official correspondence.

(2) Leave the Date of Issuance block blank.

(3) Sign the original and two copies in blue ink and forward them to the designated CAA point of contact. Blue ink is used so that the original signature can be easily identified.

(4) The following sentence must be included in the transmittal letter from the FAA certificate issuing office: "Do not deliver this standard airworthiness certificate, issued for the subject aircraft above, until AFS-750 or this office has notified you that the aircraft has been properly registered."

NOTE: If AFS-750 notifies the CAA directly, they also are to notify the FAA certificate issuing office that the aircraft is registered and that the CAA has been notified.

g. Data plate preparation and installation.

(1) The aircraft manufacturer installs an ID plate on the aircraft that meets the requirements of § 45.11 upon completion of all necessary flight tests and inspections. The aircraft manufacturer also applies the nationality and registration marks to the aircraft in accordance with § 45.21.

(2) For aircraft manufactured outside the United States pursuant to a § 21.29 TC, the TC number on the data plate may be either the U.S. TC number or the TC number of the country of manufacture. The data plate information should provide a means to determine the applicable U.S. TC number if the manufacturing country's TC number is used. Also, not all countries use the term "production certificate," and even within the United States, not all aircraft are manufactured under a PC. With regard to PC number entries, the current FAA regulations require an FAA PC number, if any. However, aircraft that are produced outside the United States to the requirements of a § 21.29 TC will not have an associated FAA PC number. The data plate may include the associated production approval number issued by the CAA of the country of manufacture.

(3) The FAA has, in some cases, granted regulatory exemptions permitting alternate mounting locations of aircraft ID plates for certain aircraft of qualifying air carriers. Any aircraft whose ID plate is mounted in a location other than that which is required in § 45.11 must be covered by the provisions of a current regulatory exemption for alternate ID plate location.

h. The CAA issues an Export C of A for the aircraft after completing all tasks and inspections necessary to determine that the aircraft conforms to the FAA-approved type design and is in a condition for safe operation. This certificate must contain the certification statement prescribed in the applicable FAA TCDS under the Import Requirements heading.

NOTE: If any nonconformities, deviations, or exceptions exist, the CAA must obtain written concurrence and acceptance of these conditions from the FAA certificate issuing office prior to delivering Form 8100-2 for the subject aircraft. Conditions of this nature may disqualify the aircraft from receiving the intended Form 8100-2 due to its inability to fully meet the requirements of the U.S. TC.

i. Additional work performed after issuance of the CAA's Export C of A.

(1) If any additional work (for example, modifications, alterations, repairs, etc.) is performed on the aircraft by the manufacturer after issuance of the CAA's Export C of A, and prior to receipt of the U.S. standard airworthiness certificate, the following must be accomplished:

(a) The work must be controlled, documented, and completed by the manufacturer under its CAA-approved production quality control system and associated procedures.

(b) The exporting CAA will review the manufacturer's additional completed work to ensure that the aircraft continues to remain in full compliance with its FAA-approved type design and is in a condition for safe operation. If the CAA is satisfied that these requirements are fully met, the U.S. standard airworthiness certificate may be released to the registered owner/operator in accordance with paragraph 3h of this appendix.

(2) If any additional work (for example, modifications, alterations, repairs, etc.) is performed on the aircraft by someone other than the manufacturer (which also may include any other persons or organizations under the direct control of the manufacturer), after issuance of the CAA's Export C of A, the aircraft possibly may be disqualified from receipt of the U.S. standard airworthiness certificate issued under this special procedure.

> **NOTE: The CAA is not responsible for the review and acceptance of any additional work performed outside of its direct control and oversight. This includes any additional work (as described above) performed on the aircraft directly by the new U.S. owner prior to receiving the U.S. standard airworthiness certificate. The FAA certificate issuing office could not, therefore, be assured of the continued validity of the CAA's Export C of A upon which this special procedure and the issuance of the U.S. standard airworthiness certificate are based.**

(3) The new U.S. owner/operator (or his authorized agent) may at times perform the various functions and activities which may be necessary to prepare the newly acquired aircraft for their departure flight from the manufacturer and placement into operation.

(a) These functions and activities (for example, preoperational servicing/maintenance, preflight inspections, aircraft systems functional checks, navigation/communication equipment, operational software installation, etc.) must be properly documented when necessary and may be undertaken after issuance of the CAA's Export C of A and prior to receipt of the U.S. standard airworthiness certificate.

(b) After the completion of these tasks, the new U.S. owner/operator must ensure that the aircraft has remained in full compliance to the FAA-approved type design and continued condition for safe operation. The CAA may, at its discretion, monitor these functions and activities in advance of the release of the U.S. standard airworthiness certificate.

(4) The FAA certificate issuing office should be contacted by the CAA when any problems arise pertaining to these requirements which would preclude the release and delivery of the U.S. standard airworthiness certificate to the new U.S. owner/operator.

j. The aircraft manufacturer and the U.S. owner will request the CAA to supply the U.S. owner with a statement concerning the aircraft's current registration status in its country or jurisdiction of manufacture. The statement concerning the aircraft's current registration must attest that the particular aircraft previously has not been registered or been removed from the foreign registry if previously registered. Reference §§ 47.15(a)(1) and 47.37(b).

> **NOTE: For aircraft manufactured in countries that require domestic registration as a condition for production flight checks, this step may entail some delay in final U.S. registration. Such delay may be minimized by faxing the current registration status statement directly from the CAA to AFS-750 upon completion of the production flight checks and removal of the aircraft from the registry in the country of manufacture. The faxed statement should identify the aircraft and the name of the U.S. owner as described in paragraph b above.**

k. The U.S. owner submits to AFS-750 all information required to obtain aircraft registration. Permanent registration will be received via Form 8050-3. If the U.S. aircraft owner desires to receive a temporary registration prior to receiving the permanent one, a request also should be made at this time for Standard Form 14, Telegraphic Message. This form serves as a temporary Certificate of Aircraft Registration. The required information for aircraft registration consists of—

(1) Form 8050-1, including the original Form 8050-2, or other evidence of ownership as indicated in § 47.11;

(2) The appropriate fee (reference §§ 47.17 and 47.31); and

(3) The registration status statement received from the CAA in paragraph 3j of this appendix.

l. The U.S. owner supplies the CAA with a complete Form 8130-6 after receipt of Form 8050-3 or Standard Form 14. Sections IV and V, and the entire reverse side of Form 8130-6 are to be left blank. However, the items left blank from the initial form, and one additional item, should now be completed as follows:

(1) The status of compliance up to the most current and applicable ADs as indicated in the Airworthiness Directives block of subsection B.

(2) The recording of total airframe hours (including production flight test time) in the applicable block of subsection C.

(3) The final date entered by the applicant must be the same as or later than the date of the Export C of A issued by the CAA of the country or jurisdiction of manufacture.

(a) The date cannot be later than the date entered on Form 8100-2 for the aircraft.

(b) The signature of the person in subsection D must be that of the registered owner (or an authorized employee of the corporation or company signified as the registered owner) identified under subsection A of section III. If the signature is other than one of these persons, the application must be accompanied with a notarized letter or current power of attorney delegating the authority to act as an agent on the owner's behalf to apply for the airworthiness certificate.

(4) The specific 14 CFR reference listed in section III, subsection C, should be crossed out and changed from § 91.173 to § 91.417.

m. The CAA verifies the following prior to delivery of Form 8100-2:

(1) The registered owner identified on Form 8130-6 is still the same person, company, or corporation confirmed as the final registered owner by AFS-750 on Form 8050-3 or Standard Form 14.

(2) The aircraft's N-Numbers painted on the exterior of the fuselage are identical to those assigned to the aircraft by AFS-750 on Form 8050-3 or Standard Form 14. In addition, the aircraft markings must meet the requirements of part 45.

(3) The aircraft's nationality and registration marks entered on Form 8100-2, block No. 1, are identical to those assigned to the aircraft by AFS-750 on Form 8050-3 or Standard Form 14.

(4) The aircraft's ID plate has all of the required data and proper information, and is mounted in the proper location on the aircraft.

n. The CAA finalizes and installs Form 8100-2 in the aircraft as follows:

(1) The specific date on which the form was issued is entered in the Date of Issuance block on the original and on the two carbon copies. Date entries are to include the month identifier in either a three-letter format or completely spelled out, for example, "Mar" or "March." Date of issuance entries must be made with a typewriter or other appropriate instrument, for example, a mechanical date stamping device for the date entry. No handwritten entries are permitted.

(2) The original Form 8100-2 is then installed in the aircraft and the following statement is entered into the aircraft logbook: "U.S. Standard Airworthiness Certificate, issued [date], has been installed in the aircraft on behalf of [FAA certificate issuing office] on [date]."

> **NOTE: The person from the CAA performing the final issuance and installation of Form 8100-2 in the aircraft must sign the aircraft logbook and include a functional title or other evidence of authorization to act on behalf of the CAA.**

o. The CAA faxes the documents listed below to the FAA certificate issuing office prior to the first flight of the aircraft under Form 8100-2. This action is necessary because the FAA certificate issuing office must be in possession of legal documentation in the form of on-hand file records of proper airworthiness certification prior to the aircraft's first flight.

(1) A copy of the Export C of A.

(2) A copy of Form 8050-3 or Standard Form 14.

(3) A copy of the completed and dated Form 8100-2.

p. The CAA retains one carbon copy of Form 8100-2 and forwards the following documents to the manager of the FAA certificate issuing office:

(1) The remaining carbon copy of the dated Form 8100-2,

(2) The original and one copy of the completed Form 8130-6,

(3) The original and one copy of the Export C of A issued by the CAA of the country or jurisdiction of manufacture, and

(4) A copy of Form 8050-3 or Standard Form 14.

q. The U.S. owner takes delivery of the aircraft and installs either Form 8050-3 or Standard Form 14 (pending receipt of Form 8050-3) in the aircraft. The aircraft may then be flown or otherwise delivered to the United States.

r. The FAA certificate issuing office endorses Form 8130-6 by entering a statement on the form in a location that can be read clearly. At a minimum, this statement is required to contain the following information:

(1) A statement indicating that the standard airworthiness certificate was issued on the basis of the Certificate of Airworthiness for Export No. [insert number], and

(2) The issuing CAA's name and the Export C of A's date of issuance.

s. The FAA certificate issuing office then forwards the application, along with the copy of Form 8100-2 and the original Export C of A to AFS-750 for permanent filing.

t. The U.S. owner receives Form 8050-3 from AFS-750 if one has not already been obtained.

4. ADMINISTRATIVE REQUIREMENTS.

a. The FAA requests that the initial Form 8130-6 be received at least 20 days before the expected delivery date of the aircraft to allow ample time for authority coordination, certificate preparation, and final dispatch and delivery. An application received with less than the 20-day processing requirement will be handled on a case-by-case basis as available FAA resources allow.

b. The FAA normally will not dispatch Form 8100-2 more than 45 days in advance of the expected delivery date unless specific circumstances warrant an earlier dispatch. Certificates will not be dispatched more than 45 days in advance for future production runs, anticipated long-range customer deliveries, etc.

c. In the event that Form 8100-2 is suspected of being lost in the mail, the FAA will prepare a duplicate/replacement form only after a 10-day period has elapsed from the date of the mailing of the original form. All other reasons necessitating the issuance of a duplicate/replacement form will be handled on a case-by-case basis as available FAA resources allow.

d. Any costs of overnight courier services for the dispatch and delivery of forms needing expedited delivery to the CAA point of contact will be paid for by the applicant and/or the manufacturer.

e. The AIR-200 approved certificate issuing office may delegate these functions to Flight Standards ASIs as necessary.

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

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

2. RESPONSIBILITIES OF ASIs AND DESIGNEES.

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

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

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

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

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

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

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

3. ONE HUNDRED-HOUR INSPECTION REQUIREMENT.

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

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

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

* **(3)** The inspection was performed while the aircraft was operated on the bilateral country's national registry;

(4) The inspection was performed by a repair facility approved by the bilateral country; and

(5) The aircraft's inspection records can demonstrate that the scope of the performed inspection meets the applicable performance rules states in § 43.15.

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

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

4. SPECIAL BILATERAL PROVISIONS.

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

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

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

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

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

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

(5) U.S. acceptance of Canadian-approved repair data on a U.S. aircraft. *

* **(6)** U.S. acceptance of a 100-hour inspection on a U.S.-registered aircraft when accomplished by a Canadian-approved maintenance facility.

NOTE: The term "validated" used in paragraphs 4b(2) through (4) above simply mean that the FAA has conducted an engineering review of the TCCA-approved design change and has issued a corresponding FAA STC. A Canadian STC alone is not adequate.

c. The FAA's approval/validation of a bilateral country's approved design change under an STC, in accordance with the provisions of a BASA with Implementation Procedures of Airworthiness, may not be readily apparent while reviewing the aircraft's records. The aircraft's records may at times only reference the bilateral country's design approval. Therefore, the ASI or designee should verify that any incorporated STC modifications are traceable to an FAA STC design approval.

d. When the FAA-validated STC is incorporated on a U.S.-registered aircraft, it must have been done in accordance with the applicable 14 CFR. When the FAA-validated STC is incorporated on a non-U.S.-registered aircraft, the incorporation would only be considered acceptable when the following three conditions are met:

(1) The modification was incorporated while an aircraft was operated on the bilateral country's national registry;

(2) The part(s) associated with the FAA-validated STC were fabricated by a manufacturer holding a production approval issued by the bilateral partner; and

(3) The modification was incorporated by a repair facility approved by the bilateral country.

e. The amount of credit that may be given to any specific bilateral country's Export C of A is governed by the airworthiness provisions contained in that country's bilateral agreement with the United States. All airworthiness-related bilateral agreements can be found on the FAA's Web site at http://www.faa.gov/certification/aircraft/BAA-BASA_Listing.htm. *

*

Table A2-1. Bilateral Agreements that Provide for Acceptance of an Export Certificate of Airworthiness for Used Aircraft

Bilateral Countries	BAA or BASA IPA	Acceptance of Export C of A for Used U.S. Aircraft (*See notes 1 & 2.*)	Acceptance of Repair Data on Used U.S. Products (*See note 3.*)	Acceptance of Maintenance Activities on U.S.-Registered Aircraft Performed in a Non-FAA-Approved Repair Facility (*See notes 4 & 5.*)	Acceptance of an Export C of A for Third Country-Manufactured Used Aircraft (*See note 6.*)
Argentina	BAA	NO	NO	NO	YES
Australia	BAA	YES	NO	NO	YES
	BASA IPA is pending (*see note 7*).	YES	NO	NO	
Belgium	BAA	NO	NO	NO	YES
Brazil	BASA IPA	YES	NO	NO	YES
Canada	BASA IPA	YES	YES	YES	YES
Denmark	BAA	NO	NO	NO	YES
France	BASA IPA	YES	NO	NO	YES
Germany	BASA IPA	YES	NO	NO	YES
Israel	BASA IPA	YES	NO	NO	YES
Italy	BASA IPA	YES	NO	NO	YES
Japan	BAA	NO	NO	NO	YES
Netherlands	BASA IPA	YES	NO	NO	YES
New Zealand	BASA IPA	YES	NO	NO	YES
Romania	BASA IPA	YES	NO	NO	YES
Singapore	BASA IPA	NO	NO	NO	YES
Sweden	BASA IPA	YES	NO	NO	YES
United Kingdom	BASA IPA	YES	NO	NO	YES

NOTE 1: The bilateral country's Export C of A can be used as evidence that at the time of export—
1. The aircraft's configuration conformed to its FAA-approved type design, as stated on the aircraft's FAA type certificate data sheet;
2. The aircraft was determined to be in a condition for safe operation;
3. The aircraft configuration conformed to any incorporated FAA-approved design changes under an STC; and
4. The aircraft was in compliance with all FAA-issued ADs known by the bilateral partner to be in effect.

NOTE 2: Please review the applicable bilateral agreement for the country in question because it may have limitations on the type or category of used U.S. aircraft acceptable under the bilateral agreement. For example, the United States acceptance of a Romanian Export C of A on a used U.S. aircraft is limited to a sailplane, power sailplane, or a very light airplane certificated to JAR-VLA.

*

* **NOTE 3: The United States/Canada BAA, Schedule of Implementation Procedures (SIP) dated May 18, 1988 (SIP, chapter 4), contains provision for acceptance of certain repair data associated with U.S. products. The BASA IPA, dated October 2000, did not cancel chapter 4 if the SIP and these provisions remain in effect. The following documents may provide a better understanding of these provisions:**

1. The BASA IPA dated October 2000.
2. Chapter 4, Maintenance, Alteration, or Modifications of Aeronautical Products, of the United States/Canadian bilateral agreement SIP.
3. The Memorandum of Understanding between TCCA and the FAA dated October 2003, or any later revision approved by TCCA and the FAA. (Reference: http://www.tc.gc.ca/CivilAviation/certification/Int/Memoranda/usa.htm.)

NOTE 4: The United States/Canadian bilateral airworthiness agreement SIP also contains, in chapter 4, provisions for acceptance of certain maintenance, alterations, or modifications, and those persons or organizations authorized to perform such functions on U.S. products. The acceptable maintenance activities include the accomplishment of a 100-hour inspection. The BASA IPA did not cancel chapter 4 of the SIP and these provisions remain in effect. Also § 43.17 provides additional provisions related to maintenance functions performed on U.S. products. The following documents may provide a better understanding of these provisions:

1. Section 43.17, Maintenance, preventive maintenance, and alterations performed on U.S. aeronautical products by certain Canadian persons.
2. The BASA IPA dated October 2000.
3. Chapter 4, Maintenance, Alteration, or Modifications of Aeronautical Products, of the United States/Canadian bilateral agreement SIP.
4. The Memorandum of Understanding between TCCA and the FAA dated October 2003, or any later approved revisions.

NOTE 5: Please take into consideration that the FAA has certificated repair stations located in other countries that also hold a certification from their national civil aviation authority, thereby giving the repair station the ability to make a compliance statement to their national regulations and the U.S. regulations. In particular, the FAA has concluded BASA Maintenance Implementation Procedures (MIPs) with France, Germany, and Ireland.

NOTE 6: There bilateral agreements (for example, BAA or BASA IPA) contain a third-country provision that allows the United States to accept an Export C of A issued by the bilateral country for certain aircraft. Please review the bilateral agreement for the country in agreement. When allowed by the bilateral agreement, the bilateral country's Export C of A may be used as evidence that at the time of export—

1. The aircraft's configuration conformed to its FAA-approved type design, as stated on the aircraft's FAA type certificate data sheet;
2. The aircraft was determined to be in a condition for safe operation;
3. The aircraft configuration conformed to any incorporated FAA-approved design changes under an STC; and
4. The aircraft was in compliance with all FAA-issued ADs known by the bilateral partner to be in effect.

NOTE 7: The older BAA with the country of Australia is still in effect. The newer BASA IPA is pending. *

U.S. Department
of Transportation

Federal Aviation Administration

Directive Feedback Information

Please submit any written comments or recommendations for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: Order 8130.2E

To: Directive Management Officer, AIR-520

(Please check all appropriate line items)

☐ An error (procedural or typographical) has been noted in paragraph _____ on page _____.

☐ Recommend paragraph _____ on page _____ be changed as follows: *(attach separate sheet if necessary)*

☐ In a future change to this directive, please include coverage on the following subject: *(briefly describe what you want added)*

☐ Other comments:

☐ I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

FTS Telephone Number: _____ Routing Symbol: _____

FAA Form 1320-19 (8-89)