



# Federal Aviation Administration

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## Memorandum

Date: MAR 11 2016

To: Susan J. M. Cabler, Manager, Design, Manufacturing & Airworthiness  
Division, AIR-100

From: *Vince Fagan*  
*for* James A. Viola, Manger, General Aviation & Commercial Division, AFS-800

Prepared by: Mark E. Giron, Manager, General Aviation Operations Branch, AFS-830

Subject: Request for Deviation and Subsequent Change, FAA Order 8130.2H, Airworthiness Certification of Products and Articles, Section 10 and Table C-1.

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This office requests a deviation from and a change to the current FAA Order 8130.2H, Section 10, Certification and Operation of Aircraft under the Experimental Purpose of Exhibition or Air Racing, paragraphs 467 and Table C-1, operating limitations, No. 28. AFS-800 published an Advisory Circular (AC) 91-87, Ejection Seat Training Programs. This AC gives operators of aircraft equipped with an ejection seat the requirements of an ejection seat training program. This deviation and the supporting change will provide relief from FAA approval by allowing operators to train using ejection seat training programs that are developed in accordance with the AC. Additionally, this office requests a change to Table C-1, operating limitations, No. 8- Applicability. AFS-800 does not have the current infrastructure in place to support the requirement. However, recent changes were made to amateur-built policy to reduce the likelihood of loss-of-control accidents—the original reason the operating limitation was added.

### Update paragraph 467 of Order 8130.2H to state:

467. Ejection Seats. Person(s) acting as pilot-in-command and flightcrew members operating aircraft equipped with operational ejection seat(s), whether armed or not armed, must have satisfactorily completed an ejection seat training program in accordance with AC 91-87 within the past 24 calendar months prior to operation, for this make and model of aircraft. Passengers of these aircraft must have a safety brief prior to flight in accordance with AC 91-87.

Person(s) acting as pilot-in-command and flightcrew members operating aircraft that were previously issued an operating limitation that required FAA acceptance or approval of an ejection seat training program, will meet the requirement of that operating limitation if they successfully complete training using an ejection seat training program in accordance with the AC 91-87, for this make and model of aircraft. Questions concerning specific aircraft and ejection seat training will be referred to the local FSDO.

**Update Table C-1, No. 28 operating limitation to state:**

Aircraft equipped with operational ejection seats must have external markings that ensure emergency personnel are aware of the hazard presented by the system.

Operational ejection seat systems must be maintained and inspected in accordance with the manufacturer's procedures or U.S./NATO applicable orders. The manufacturer or military service must approve any modification to the seat or parts substitution. The manufacturer or military service must have approved the ejection seat system, as configured, for installation in the aircraft.

Operational ejection seat systems must be secured in accordance with the manufacturer's procedures or U.S./NATO technical orders to prevent inadvertent operation of the system any time the aircraft is parked or out of service.

Person(s) acting as pilot-in-command and flightcrew members operating aircraft equipped with operational ejection seat(s), whether armed or not armed, must have successfully completed an ejection seat training program in accordance with AC 91-87 within the previous 24 calendar months prior to operation, for this make and model of aircraft. Passengers of these aircraft must have a safety brief prior to flight in accordance with AC 91-87. (28)

**Update Table C-1, No. 8 Notes/Applicability/Responsible Office to state:**

All large aircraft.

All turbojet airplanes.

Airplanes, **except**  
**Experimental**  
**Amateur-built (E-AB)**,  
with 800 or greater  
total horsepower  
and  $V_{NE}$  greater than  
250 knots.

AFS-800