

CHANGE

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

8130.2F CHG 2

7/10/2006

SUBJ: AIRWORTHINESS CERTIFICATION OF AIRCRAFT AND RELATED PRODUCTS

1. PURPOSE. This change is issued to—

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

b. Update references to part 39 of Title 14, Code of Federal Regulations (14 CFR) related to special flight permits.

c. Provide guidance in support of field aviation safety inspectors.

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

3. EXPLANATION OF CHANGES. Changes to paragraphs 88, 121, 122, 123, 125, 126, 127, 131, 132, 136, 141, 142, 143, 144, 153, 267, 269, 270, and 273, and figures 4-21, 4-22, 4-24, 4-25, 4-26, 4-27, 4-28, 4-29, and 4-30 were made to clarify, correct, and incorporate information related to light-sport aircraft. Changes to paragraph 191(g) and (h) were made to update references to certain sections of part 39 of Title 14, Code of Federal Regulations and to incorporate § 39.23 guidance as it relates to special flight permits. Changes to paragraph 194(c) were made to address the FAA's authority to authorize personnel or organizations other than the FAA to inspect and support the issuance of a special flight permit as it relates to damaged aircraft.

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

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Initiated By: AIR-200

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

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xiii	11/5/2004	xiii	7/10/2006
97	11/5/2004	97	7/10/2006
98	11/5/2004	98	11/5/2004
111	11/5/2004	111	11/5/2004
112 through 125	4/1/2005	112 through 125	7/10/2006
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128 through 134	11/5/2004	128 through 134	7/10/2006
135 through 138	4/1/2005	135 through 138	7/10/2006
139	4/1/2005	139	4/1/2005
140	4/1/2005	140	7/10/2006
141	4/1/2005	141	4/1/2005
142 through 147	4/1/2005	142 through 147	7/10/2006
148	4/1/2005	148	4/1/2005
161	11/5/2004	161	7/10/2006
162	11/5/2004	162	11/5/2004
191	11/5/2004	191	11/5/2004
192 through 197	11/5/2004	192 through 197	7/10/2006
198	4/1/2005	198	7/10/2006
199 through 202	11/5/2004	199 through 202	7/10/2006
233	4/1/2005	233	7/10/2006
234	11/5/2004	234	7/10/2006
235 through 237	4/1/2005	235 through 237	7/10/2006
238	4/1/2005	238	4/1/2005
239	4/1/2005	239	7/10/2006
240	11/5/2004	240	7/10/2006
241 through 244	4/1/2005	241 through 244-4	7/10/2006
297	11/5/2004	297	7/10/2006
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PAGE CONTROL CHART (CONTINUED)

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/s/

Frank P. Paskiewicz
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*Paragraph**Page***SECTION 4. LIMITED AIRWORTHINESS CERTIFICATION**

112.	General.....	108
113.	Certification Procedures.....	108
114.	Eligibility	108
115.	Operating Limitations	108
116.	Display of Marks (Limited)	108
117.	Aircraft Issued Limited Category Type Certificates.....	109

SECTION 5. PRIMARY CATEGORY AIRCRAFT AIRWORTHINESS CERTIFICATIONS

118.	General.....	110
119.	Certification Procedures.....	111
120.	Reserved for Future Changes.....	111

SECTION 6. LIGHT-SPORT CATEGORY AIRCRAFT AIRWORTHINESS CERTIFICATIONS

121.	General Information.....	112
122.	Certification Procedures.....	116
123.	Production Flight Testing	120
* 124.	Flight Test Areas	121
125.	Special Flight Permit for Flight Testing Light-Sport Aircraft Category Operating Limitations	122
126.	Issuance of Light-Sport Category Aircraft Operating Limitations	123
127.	Light-Sport Aircraft Statement of Compliance.....	125
128.-130.	Reserved for Future Changes.....	125

*

SECTION 7. GENERAL EXPERIMENTAL AIRWORTHINESS CERTIFICATIONS

131.	General.....	128
132.	Eligibility	129
133.	Demilitarization of Former Military Aircraft	130
134.	Aircraft Equipped With Ejection Seats, Ballistic Parachutes, or Jettisonable Stores	131
135.	Flight Test Areas.....	132
136.	Operating Outside Flight Test Areas	133
137.-140.	Reserved for Future Changes.....	134

SECTION 8. EXPERIMENTAL LIGHT-SPORT AIRCRAFT AIRWORTHINESS CERTIFICATIONS

141.	General.....	135
142.	Certification Procedures.....	139
* 143.	Flight Test Areas.....	141

*

<i>Paragraph</i>		<i>Page</i>
144.	Issuance of Experimental Light-Sport Operating Limitations.....	143
* 145.	Reserved for Future Changes.....	147

*

SECTION 9. EXPERIMENTAL AMATEUR-BUILT AIRWORTHINESS CERTIFICATIONS

146.	General.....	149
147.	Certification Procedures.....	153
148.	Evaluation of Amateur-Built Aircraft/Kits	156
149.	Kit Evaluations at Manufacturers' Facilities	157
150.	Changes to Eligible Kits	158
151.	Instructions for Completing Form 8000-38	159
152.	Flight Test Areas.....	160
153.	Issuance of Experimental Amateur-Built Operating Limitations	161
154.	Reserved for Future Changes.....	165

SECTION 10. CERTIFICATION AND OPERATION OF AIRCRAFT UNDER THE EXPERIMENTAL PURPOSE(S) OF EXHIBITION AND AIR RACING

155.	General.....	166
156.	Former Military Aircraft.....	167
157.	Brokering	168
158.	Groups of Aircraft.....	168
159.	Special Certification Requirements	170
160.	Certification Procedures.....	172
161.	Issuance of Experimental Exhibition and Air Racing Operating Limitations	172
162.	Reserved for Future Changes.....	179

SECTION 11. 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

163.	General.....	180
164.	Special Certification Requirements	181
165.	PC/APIS Holder and Modifier Experimental Operating Procedure	181
166.	Issuance of Experimental Research and Development, Showing Compliance With Regulations, Crew Training, Market Surveys, and Operating Kit-Built Aircraft Operating Limitations	182
167.-169.	Reserved for Future Changes.....	188

SECTION 12. PROVISIONAL AIRWORTHINESS CERTIFICATION

170.	General.....	189
171.	Eligibility	189

<i>Paragraph</i>		<i>Page</i>
172.	Special Purpose Operations	189
173.	Statement of Conformity.....	189
174.	Certification Procedures.....	189
175.	Special Airworthiness Certificate, Form 8130-7	189
176.	Operating Limitations	190
177.-190.	Reserved for Future Changes.....	190

SECTION 13. SPECIAL FLIGHT PERMITS

	191.	General.....	191	
*	192.	Purposes	193	*
	193.	Application and Issuance (General).....	193	
*	194.	Aircraft Inspections.....	194	*
	195.	Special Operating Limitations	194	
*	196.	Special Flight Permit for Operation of Overweight Aircraft	196	*
	197.	Special Flight Permit for Production Flight Testing.....	198	
	198.	Special Flight Permit for Conducting Customer Demonstration Flights.....	199	
	199.	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.....	201	*
*	200.-213.	Reserved for Future Changes.....	202	
		Figure 4-1. Sample Form 8130-7, Special Airworthiness Certificate	203	
		Figure 4-2. Sample Form 8130-7, Special Airworthiness Certificate for Restricted Category Aircraft Certificated Under § 21.25(b)(7)	204	
		Figure 4-3. Sample Form 8130-6, Airworthiness Application for Primary Category Aircraft Certificated Under § 21.184(a)	205	
		Figure 4-4. Sample Form 8130-7, Special Airworthiness Certificate for Primary Category Aircraft Certificated Under § 21.184(a)	207	
		Figure 4-5. Sample Form 8130-6, Airworthiness Application for Primary Category Aircraft Certificated Under § 21.184(b).....	209	
		Figure 4-6. Sample Form 8130-7, Special Airworthiness Certificate for Primary Category Aircraft Certificated Under § 21.184(b)	211	
		Figure 4-7. Sample Form 8130-6, Airworthiness Application for Primary Category Aircraft Certificated Under § 21.184(c)	213	
		Figure 4-8. Sample Form 8130-7, Special Airworthiness Certificate for Primary Category Aircraft Certificated Under § 21.184(c)	215	
		Figure 4-9. Sample Operating Limitations for Primary Category Aircraft Certificated Under § 21.184(c).....	216	
		Figure 4-10. Sample Form 8130-6, Airworthiness Application for Primary Category Aircraft Certificated Under § 21.184(c)	217	
		Figure 4-11. Sample Form 8130-7, Special Airworthiness Certificate for Primary Category Aircraft Certificated Under § 21.184(c)	219	

*Paragraph**Page*

Figure 4-12. Sample Form 8130-7, Special Airworthiness Certificate and Operating Limitations for Primary Category Aircraft Certificated Under § 21.184(c)	220
Figure 4-13. Sample Program Letter, Research and Development/Showing Compliance Applicant Program Letter Special Airworthiness Certificate	221
Figure 4-14. Sample Form 8130-12, Eligibility Statement, Amateur-Built Aircraft.....	222
Figure 4-15. Sample Form 8000-38, Fabrication/Assembly Operation Checklist	223
Figure 4-16. Sample Letter to Kit Manufacturer When Kit Is Determined Eligible	228
Figure 4-17. Sample Letter to Kit Manufacturer When Kit Is Determined Not Eligible	229
Figure 4-18. Sample Unlimited Form 8130-7.....	230
Figure 4-19. Sample Form 8130-7, Special Flight Permit.....	231
Figure 4-20. Sample Form 337, Major Repair and Alteration.....	232
Figure 4-21. Sample Form 8130-6, Airworthiness Application for Special Flight Permit Production Flight Test Certificated Under § 21.190.....	233
Figure 4-22. Sample Form 8130-7, Special Flight Permit LSA	235
Figure 4-23. Sample Form 8130-7, Special Flight Permit Operating Limitations for LSA Category Production Flight Testing.....	236
Figure 4-24. Sample Form 8130-6, Airworthiness Application for LSA Category Aircraft Certificated Under § 21.190.....	237
Figure 4-25. Sample Form 8130-6, Airworthiness Application for Experimental Certificate for Operating LSA (Experimental Kit LSA) Under § 21.191(i)(1).....	239
Figure 4-26. Sample Form 8130-7, Special Airworthiness Certificate for LSA Category Aircraft Certificated Under § 21.190	241
Figure 4-27. Sample Form 8130-6, Airworthiness Application for Special Experimental Purpose Operating LSA Certificated Under § 21.191.....	243
Figure 4-28. Sample Form 8130-7, Special Airworthiness Certificate for Experimental Operation LSA Certificated Under § 21.191.....	244-1
Figure 4-29. Sample Form 8130-15, Light-Sport Aircraft Statement of Compliance	244-2
Figure 4-30. Sample Form 8130-15, Light-Sport Kit-Built Aircraft Statement of Compliance.....	244-3

*

*

*Paragraph**Page***CHAPTER 5. EXPORT APPROVAL PROCEDURES****SECTION 1. GENERAL INFORMATION**

214.	General.....	245
215.-217.	Reserved for Future Changes.....	246

SECTION 2. EXPORT APPROVALS

218.	Section 21.323, Eligibility	247
219.	Section 21.325, Export Airworthiness Approvals	247
220.	Section 21.327, Application.....	248
221.	Issuance of Form 8130-4, Export Certificate of Airworthiness, for Class I Products (§ 21.329).....	248
222.	Issuance of Form 8130-3, Airworthiness Approval Tag, for Class II Products (§ 21.331).....	249
223.	Issuance of Form 8130-3, Airworthiness Approval Tag, for Class III Products (§ 21.333).....	249
224.	Responsibilities of Exporters (§ 21.335)	249
225.	Special Export Airworthiness Approval for Aircraft (§ 21.339)	250
226.	Reserved for Future Changes.....	250
227.	Determination of “New” and “Used” Products	251
228.	Preparation of Export Certificates of Airworthiness	251
229.	Approval of Modifications.....	253
230.	Export Certificate Number Assignment Card.....	254
231.	Routing and Processing of Export Files.....	254
232.	Issuance of Export Certificates of Airworthiness for Aircraft Type-Certificated in Multiple Categories	254
233.	Issuance of Export Certificates of Airworthiness for Restricted Category Aircraft.....	255
234.	Controversial Information.....	255
235.-237.	Reserved for Future Changes.....	255
	Figure 5-1. Sample Form 8130-4, Export Certificate of Airworthiness.....	256
	Figure 5-2. Sample Form 8130-1, Application for Export Airworthiness Approval.....	257
	Figure 5-3. Aeronautical Center Form 8050-72, Export Certificate Number Assignment Card.....	259

CHAPTER 6. IMPORT PROCEDURES**SECTION 1. GENERAL INFORMATION**

238.	General.....	260
239.-240.	Reserved for Future Changes.....	261

*Paragraph**Page***SECTION 2. IMPORT AIRCRAFT**

241.	Requirements for U.S. Airworthiness Certification.....	262
242.	Application.....	263
243.	Airworthiness Determination.....	263
244.	Airworthiness Certification of Aircraft With Mandatory Continuing Airworthiness Information.....	265
245.	Certification Procedures.....	266
246.-247.	Reserved for Future Changes.....	266

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

248.	Airworthiness Determination.....	267
249.	Identification and Marking	268
250.	Return to Service.....	268
251.	Special Maintenance Records Consideration.....	268
252.-253.	Reserved for Future Changes.....	269

**CHAPTER 7. SPECIAL FLIGHT AUTHORIZATIONS FOR NON-U.S.-REGISTERED
CIVIL AIRCRAFT**

254.	General.....	270
255.	Eligibility	270
256.	Blanket Special Flight Authorizations	271
257.	Application.....	271
258.	Issuance.....	273
259.	Duration	274
260.	Operating Limitations	274
261.	Special Flight Authorizations for Operation of Canadian-Registered Amateur-Built Aircraft in the United States	278
262.-265.	Reserved for Future Changes.....	278
	Figure 7-1. Sample Special Flight Authorization for the Flight of an Aircraft to a Place Where Repairs or Alterations Are To Be Made	279
	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)	281
	Figure 7-3. Sample Special Flight Authorization for the Purpose of Flight Testing	283
	Figure 7-4. Sample Blanket Special Flight Authorization for Customer Crew Training.....	285
	Figure 7-5. Sample Special Flight Authorization for Export Delivery.....	287
	Figure 7-6. Sample Blanket Special Flight Authorization for Delivering Aircraft for the Purpose of Export Delivery	289

<i>Paragraph</i>	<i>Page</i>
Figure 7-7. Sample Special Flight Authorization for the Purpose of Demonstration.....	291
Figure 7-8. Sample Special Flight Authorization for Canadian-Registered Amateur-Built Aircraft (Example: Authorization for the Purpose of Attending an Airshow)	293
Figure 7-9. Sample Blanket Special Flight Authorization for Glider Meet	295

CHAPTER 8. PROCESSING FORMS, REPORTS, AND CERTIFICATION FILES

266.	General.....	297	
267.	Application for Airworthiness Certificate	297	
268.	Completion of Form 8100-2	305	
269.	Completion of Form 8130-7	306	
* 270.	Instructions for Reviewing a Completed Form 8130-15	308	
271.	Completion of Form 8130-4	310	
272.	Completion of Form 8130-1	310	
273.	Examination, Review, and Routing of Certification Files.....	313	
274.-280.	Reserved for Future Changes.....	314	
	Figure 8-1. Forms Listing and Availability	315	*

APPENDIX 1. ISSUANCE OF U.S. STANDARD AIRWORTHINESS CERTIFICATES FOR NEW AIRCRAFT MANUFACTURED OUTSIDE THE UNITED STATES

1.	Purpose.....	1
2.	Applicability	1
3.	Procedure	1
4.	Administrative Requirements	7

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

1.	Purpose.....	1
2.	Responsibilities of ASIs and Designees	1
3.	One Hundred-Hour Inspection Requirement	1
4.	Special Bilateral Provisions	2
	Table A2-1. Bilateral Agreements that Provide for Acceptance of an Export Certificate of Airworthiness for Used Aircraft	4

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, multiple, limited, primary category aircraft (PCA), light-sport, experimental, and provisional. 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 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 146 of this order, and for LSA, refer to paragraphs 121 and 141 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) For experimental certification, obtain from the applicant a program letter that 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.

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

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

120. RESERVED FOR FUTURE CHANGES.

SECTION 6. LIGHT-SPORT CATEGORY AIRCRAFT AIRWORTHINESS CERTIFICATIONS

121. GENERAL INFORMATION. A special airworthiness certificate in the light-sport category is issued to an aircraft that meets the definition of LSA, is manufactured to the applicable consensus standard, and is one of the following five classes of the LSA category: airplanes, gliders, powered parachutes, weight-shift-control aircraft (commonly called trikes), and lighter-than-air aircraft (balloons and airships). When the aircraft meets all the eligibility requirements of §§ 1.1 and 21.190, it may be issued an airworthiness certificate in the LSA category. Excluded from obtaining a special airworthiness certificate in the LSA category are gyroplane aircraft, transitioning ultralight-like vehicles, and light-sport kit aircraft, which may receive an experimental purpose for operating LSA as addressed in section 8 of this order. *

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) Written operating instructions in the English language.

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

(3) Flight training supplement in the English language.

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

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

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

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

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

1 The aircraft's operating instructions;

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

3 The aircraft's flight training supplement; and

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

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

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

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

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

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

(1) The aircraft was manufactured in a country with which the United States has a BAA concerning airplanes or BASA with associated IPA concerning airplanes, or an equivalent airworthiness agreement. To verify bilateral agreements, see the AIR-40 listing of current bilateral agreements located on the FAA Web site. *

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

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

d. Light-Sport Aircraft Construction. The manufacturer of an aircraft for airworthiness certification in the light-sport category must manufacture the aircraft to the design requirements and quality system of the applicable consensus standard that has been accepted by the FAA and published through a notice of availability in the Federal Register. To meet the intent of § 21.190 and to be eligible for an airworthiness certificate for LSA category, the applicant must present satisfactory evidence that the aircraft was manufactured and found acceptable to the provisions of the applicable consensus standard. Evidence of acceptability is provided by the light-sport aircraft manufacturer's statement of compliance, Form 8130-15, attesting to compliance with the requirements of § 21.190. A list of accepted consensus standards can be found on the FAA Web site. The following are clarifications of consensus standards and requirements for construction of LSA as it relates to certification in this category: *

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

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

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

(4) In accordance with § 21.190(c), the manufacturer must perform an acceptance test of the aircraft with the requirements necessary to prove the aircraft's reliability and functionality. The manufacturer verifies the aircraft's proper function on the ground and in flight according to the applicable consensus standard. The manufacturer must document the acceptance test results and determine whether the aircraft is in a condition for safe operation. All production aircraft must obtain a special flight permit in accordance with § 21.197 to accomplish flight test requirements.

(5) A manufacturer that issues the statement of compliance is responsible for the quality of the LSA end product. The manufacturer's quality assurance responsibility includes material supplied and assembly work performed by other persons, including dealers, and distributors acting as an extension of the manufacturer.

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

(7) Before production flight testing in the United States, the aircraft must be registered in accordance with part 47 and be issued an appropriate flight permit.

e. Advising Applicants.

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

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

NOTE: When applicable, advise the applicant of the ability to use the FAA Web site tools to obtain requested forms and information.

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

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

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

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

(4) At the time of airworthiness certification—

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

(b) The applicant must submit all required documentation. If the applicant cannot or will not provide the necessary documentation, the applicant should be advised that the aircraft cannot be certificated as an LSA until satisfactory evidence is provided to substantiate that the aircraft complies with §§ 21.190, 21.191, and 21.193.

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

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

* **a. General.** The FAA airworthiness certification process consists of a general airworthiness inspection to determine the aircraft is in a condition of safe operation, in accordance with § 21.190(b)(3). The inspection is accomplished after the aircraft is completed and before the issuance of the airworthiness certificate. When a manufactured LSA inspection is completed, the FAA will have reviewed the applicant's documentation supplied with the aircraft, verifying it agrees with the identification, description, and applicable regulations. In no instance will the FAA perform any of the fabrication, construction, assembly, or closing work on or to the aircraft. *

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

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

* (2) Obtain from the applicant the aircraft's operating instructions, maintenance instructions, and flight training supplement, and the light-sport aircraft manufacturer's statement of compliance, Form 8130-15 (§ 21.190(b)). A list of accepted consensus standards and the LSA ASTM application matrix can be found on the FAA Web site. *

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

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

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

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

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

* (6) Review the applicant's weight and balance or weight and loading data for accuracy for the aircraft submitted. *

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

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

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

* (3) The aircraft nationality and registration marks are in accordance with part 45 and, as applicable, with §§ 45.21, 45.23, 45.27, and 45.29.

(4) The flight control systems and associated instruments operate properly. *

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

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

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

* (8) Airframe emergency parachutes are properly marked and identified. *

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

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

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

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

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

(a) Make an aircraft logbook entry.

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

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

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

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

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

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

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

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

*

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

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

* (b) A current manufacturer's statement of compliance.

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

* (d) A finding and statement that the aircraft was not altered and/or modified without manufacturer approval.

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

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

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

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

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

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

g. Transfer of Light-Sport Category Airworthiness Certificates. An airworthiness certificate is transferred with the aircraft (§ 21.179); for example, if there is a change of ownership or transfer of registration. There is no FAA inspection required after transfer of an aircraft with its airworthiness certificate unless it is determined that revised operating limitations are necessary. In this case, a new Form 8130-7 must be issued to reflect the new date of the revised operating limitations. Therefore, the applicant must submit Form 8130-6. Aircraft records also must be transferred with change of ownership (§ 91.419).

123. PRODUCTION FLIGHT TESTING.

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

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

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

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

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

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

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

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

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

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

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

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

(1) A manufacturer producing LSA under § 21.190 is eligible to obtain special flight permits
* for production flight testing within the provisions established in this section. The LSA manufacturer or
its agent (that is, dealer, distributor) that has been included in and is operating under the oversight of the
manufacturer's quality assurance plan must be the registered owner of each aircraft to be issued a special
flight permit for production flight testing. *

(2) Before issuing a special flight permit for production flight testing, each aircraft must be
* registered with a permanent registration number assigned. Evidence of aircraft registration may be
shown by Form 8050-3, Certificate of Aircraft Registration; Form 8050-6, Dealer's Aircraft Registration
Certificate; or other confirmation from AFS-750, which may be electronic. When the
manufacturer/applicant for initial registration does not have a dealer's registration, the pink copy of the
Form 8050-1, Aircraft Registration Application, may not be used to comply with § 91.203(a)(2) for
operation of the aircraft.

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

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

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

124. FLIGHT TEST AREAS.

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

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

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

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

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

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

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

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

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

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

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

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

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

* (5) The production test pilot in command of this aircraft must hold at least a private pilot certificate, have obtained the appropriate logbook endorsements to act as pilot in command, and have a minimum of 100 hours as pilot in command in that category and class.

(6) The production test pilot is to be the sole occupant. *

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

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

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

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

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

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

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

* (5) This aircraft is to be operated under VFR, day only, unless appropriately equipped for night and/or instrument flight in accordance with § 91.205, and when allowed by the manufacturer's operating instructions. *

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

* (7) Application to amend these operating limitations must be made to the responsible geographic FSDO or MIDO. *

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

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

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

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

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

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

(b) Received an annual condition inspection in accordance with limitation (14); or

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

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

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

(15) Condition inspections must be recorded in the aircraft maintenance records showing the following, or a similarly worded, statement: **“I certify that this aircraft has been inspected on [insert date] in accordance with the manufacturer’s maintenance and inspection procedures, and was found to be in a condition for safe operation.”** The entry will include the aircraft’s total time-in-service, and the name, signature, certificate number, and type of certificate held by the person performing the inspection.

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

127. LIGHT-SPORT AIRCRAFT STATEMENT OF COMPLIANCE. This statement of compliance also is referred to as the Manufacturer’s Statement of Compliance. It is required by §§ 21.190(b)(1)(iii) and 21.193(e)(4), and is described in § 21.190(c), which details the requirements of the Manufacturer’s Statement of Compliance in Form 8130-15. Samples of Form 8130-15 are provided in figures 4-29 and 4-30. *

128 through 130. RESERVED FOR FUTURE CHANGES.

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SECTION 7. GENERAL EXPERIMENTAL AIRWORTHINESS CERTIFICATIONS

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

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

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

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

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

c. Experimental Airworthiness Certificates, Multipurpose. An experimental airworthiness * certificate may be issued for more than one of the purposes shown in sections 7 through 11 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 of a procedure that meets the requirements of paragraph 165. *

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

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

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(i). *

* **NOTE: Basic operating limitations for all experimental aircraft shall be issued as prescribed in sections 7 and 8 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.

132. 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 through 11 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 165 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.

133. 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 133(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.

134. 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.

135. 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 165 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.

136. 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 11, paragraph 165 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 through 11 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.

137 through 140. RESERVED FOR FUTURE CHANGES.

SECTION 8. EXPERIMENTAL LIGHT-SPORT AIRCRAFT

AIRWORTHINESS CERTIFICATIONS

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

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

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

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

* (b) Ultralight-like vehicles that previously obtained an operating exemption and for which the owner/operator applies for registration and receives an experimental LSA certificate no later than January 31, 2008. *

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

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

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

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

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

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

b. General Design and Construction.

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

(2) An LSA manufacturer's kit may be eligible for an experimental certificate for the purpose of operating an LSA under §§ 21.191(i)(2) and 21.193, provided the aircraft is constructed in accordance with the criteria set forth in the applicable consensus standard that has been identified as acceptable by the FAA. Notice of this FAA acceptance is published in the Federal Register. A list of the accepted standards can be found on the FAA Web site. The aircraft must be assembled in accordance with the manufacturer's assembly instructions set forth in the applicable consensus standard. Before certification, alterations to the kit components or deviations from the assembly process must be coordinated with and approved by the LSA kit manufacturer and documented in the aircraft records. *

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

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

c. Kit Assembly.

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

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

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

d. Advising Applicants.

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

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

* (3) When an applicant is seeking to obtain an experimental certificate for LSA and intends to use the aircraft for flight instruction for compensation or hire, the applicant should be advised that this provision will expire January 31, 2010, in accordance with § 91.319. After expiration, the aircraft cannot be operated and the applicant must apply for a recurrent airworthiness certificate and amended operating limitations. *

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

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

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

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

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

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

(7) At the time of airworthiness certification—

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

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

e. Weight and Balance.

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

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

f. Transfer of Airworthiness Certificates.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- * (8) Airframe emergency parachutes are properly marked and identified. *

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

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

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

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

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

(a) Make an aircraft logbook entry.

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

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

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

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

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

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

143. FLIGHT TEST AREAS.

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

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

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

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

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

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

* (1) LSA issued original experimental airworthiness certificates must be limited to operation within an assigned flight test area for a minimum of 5 hours for all classes of LSA to determine aircraft controllability throughout its design limits.

(2) Previously noncertificated ultralight-like vehicles or other aircraft that meet the definition of an LSA as defined in § 1.1 should not be limited to operation within an assigned flight test area, provided the following are met:

(a) Evidence is shown of routine inspections; and

(b) It is shown through flight records that the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, and has no hazardous operating characteristics or design features; and

(c) All aircraft records are presented. *

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

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

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

144. ISSUANCE OF EXPERIMENTAL LIGHT-SPORT OPERATING LIMITATIONS.

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

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

* **c.** Ultralight-like vehicles that do not meet part 103 requirements and are transitioning into experimental purpose for operation of LSA may be used for compensation or hire for training and/or towing at the request of the applicant. The allowance of flight training for compensation or hire will expire January 31, 2010, in accordance with § 91.319(e)(2), and this date must coincide with the expiration date of the experimental airworthiness certificate and operating limitations. *

* **d.** The following operating limitations must be prescribed for the operation of experimental light-sport aircraft when certification has been conducted under the provisions § 21.191(i)(1), (2), or (3), and will be issued as shown below. Any deviation from the text must be coordinated in accordance with this order.

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

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

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

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

(5) During phase I flight testing to meet the requirements of § 91.319(b), or as a result of the incorporation of a major change, all flights must be conducted within the assigned geographic area. *

- * (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 adequate to safely conduct the anticipated maneuvers and tests.

NOTE: In the case of an airport surrounded by a densely populated area, refer to section 7, paragraph 135b(1) of this order.

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

- * **NOTE: An LSA-issued original experimental certificate or one issued as a result of the incorporation of a major change should be limited to operations within an assigned flight test area for a minimum of 5 hours for all classes of LSA.**

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

- * (8) 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 paragraph 135b(1) and (2) of this order.

(9) 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.**

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

(11) 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. *

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

* **NOTE: This limitation must be issued to § 21.191(i)(1) aircraft when limitations (13) and (14) are not issued. This limitation must be issued for all aircraft certificated under § 21.191(i)(2) and (3).**

(13) No person may operate this aircraft for compensation or hire, except this aircraft may be used for compensation or hire to conduct flight training in accordance with § 91.319(e), until January 31, 2010, at which time this airworthiness certificate and operating limitation expires.

(14) No person may operate this aircraft for compensation or hire, except this aircraft may be used for compensation or hire to conduct towing of a light-sport glider or an unpowered ultralight vehicle in accordance with § 91.309.

NOTE: When operating limitations (13) and/or (14) are used in place of limitation (12), limitation (13) applies to flight training and will expire January 31, 2010. Limitation (14) applies to towing, which has no expiration date.

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

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

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

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

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

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

- * (19) The pilot in command of this aircraft must hold at least—
- (a) A student pilot certificate with a _____ category, _____ class, and _____ make/model privilege endorsement by an authorized instructor; or
 - (b) A sport pilot certificate, with a _____ category, _____ class, and _____ make/model privilege within that set of aircraft (reference § 61.1(b)(14)); or
 - (c) A recreational pilot certificate or higher with sport pilot privileges, with a _____ category, _____ class, and _____ make/model privilege within that set of aircraft (reference § 61.1(b)(14)); or
 - (d) A recreational pilot certificate or higher.

NOTE: This limitation must be aircraft-specific. When the aircraft clearly fits a category or class, the ASI or designee must list the category and class. When it is an aircraft for which a category and class has not been defined, select a category and class that has operating and handling characteristics that most closely resemble those of the aircraft.

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

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

(22) 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. *

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

(24) No person may operate this aircraft to tow a light-sport glider or unpowered ultralight vehicle for compensation or hire or conduct flight training for compensation or hire in this aircraft unless * within the preceding 100 hours of time in service the aircraft has been inspected by a certificated light-sport repairman with a maintenance rating, or an appropriately rated certificated mechanic, or an appropriately rated repair station in accordance with inspection procedures developed by the aircraft manufacturer or a person acceptable to the FAA.

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

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

145. RESERVED FOR FUTURE CHANGES.

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(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 7, paragraph 136 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.

153. 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(i). 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 7, paragraph 135b(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 V_{so} _____, V_x _____, and V_y _____, 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 135b(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.

SECTION 13. SPECIAL FLIGHT PERMITS

191. 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 191(f) does not apply to authorizations covered by Order 8300.10, volume II, chapter 89.

* g. In accordance with § 39.7, anyone who operates a product that does not meet the requirements of an applicable AD is in violation of this section. If an AD requires compliance before further flight and has within it a provision that does not allow for any special flight permit, a special flight permit must not be issued for the product.

(1) In cases where the special flight permit paragraph is intentionally missing from an AD, § 39.23 authorizes the issuance of a special flight permit, if the AD was published after August 21, 2002 (the effective date of § 39.23). In all new ADs, the special flight permit is authorized by § 39.23, and not the AD, unless the engineer determines that the aircraft cannot be moved safely, and therefore the AD will include a paragraph that does not allow any special flight permit or has certain restrictions.

(2) The ASI also has the authority under § 39.23 to deny a special flight permit request for safety reasons as well as adding operating restrictions to the proposed route of flight. An example of a justified denial would be a special flight permit request for operation over large bodies of water or mountainous terrain with a single-engine aircraft that has an AD applicable to the engine or propeller. *

* 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 § 39.7 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 for flight. *

192. 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.
- f. Production flight testing of LSA in accordance with § 21.190(c)(7).

193. 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: With the exception of an ODAR for a part 135 carrier with an approved program or light-sport DAR for production flight testing, designees cannot issue a telegraphic or faxed special flight permit and 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 273a(1) of this order, as applicable, are to be forwarded to AFS-750.

194. 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. The FAA is authorized, at its discretion, to allow a properly certificated mechanic or a repair station to conduct the necessary aircraft inspection(s) in support of the issuance of a special flight permit. *

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.

195. 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.

196. 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 196a(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 166 and 175 of this order, and include:

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

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

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

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

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

a. Eligibility.

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

(a) Subpart F. (It is not necessary for the manufacturer to have an APIS.)

(b) Subpart G.

(c) Subpart J, Delegation Option Authorization Procedures.

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

(a) The manufacturer holds a TC and a currently effective PC for at least one other aircraft in the same category.

(b) The FAA official flight test program is in progress.

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

(d) An FAA-accepted production flight test procedure and checklist for the aircraft involved will be used to ensure that all requirements for production flight tests are fulfilled.

(e) The aircraft is not being flown by the manufacturer for purposes other than production flight tests, except as identified in paragraph 198 of this order.

(f) Limitations have been established to define the production flight test area.

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

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.

198. 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 197 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 166 and 195 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 166 and 195 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.

199. 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.

210.-213. RESERVED FOR FUTURE CHANGES.

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

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

 U.S. Department of Transportation Federal Aviation Administration		APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE			INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI, and VII as applicable.																																																																																																																																																																																																																																																																																																																																																																																																			
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CERTIFICATION REQUESTED</td> <td>5</td> <td>PROVISIONAL (Indicate class)</td> <td>1</td> <td>CLASS I</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>2</td> <td>CLASS II</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td rowspan="3">3</td> <td rowspan="3">RESTRICTED (Indicate operation(s) to be conducted)</td> <td>1</td> <td>AGRICULTURE AND PEST CONTROL</td> <td>2</td> <td>AERIAL SURVEY</td> <td>3</td> <td>AERIAL ADVERTISING</td> <td></td> <td></td> </tr> <tr> <td>4</td> <td>FOREST (Wildlife conservation)</td> <td>5</td> <td>PATROLLING</td> <td>6</td> <td>WEATHER CONTROL</td> <td></td> <td></td> </tr> <tr> <td>0</td> <td>OTHER (Specify)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td rowspan="4">4</td> <td rowspan="4">EXPERIMENTAL (Indicate operation(s) to be conducted)</td> <td>1</td> <td>RESEARCH AND DEVELOPMENT</td> <td>2</td> <td>AMATEUR BUILT</td> <td>3</td> <td>EXHIBITION</td> <td></td> <td></td> </tr> <tr> <td>4</td> <td>AIR RACING</td> <td>5</td> <td>CREW TRAINING</td> <td>6</td> <td>MARKET SURVEY</td> <td></td> <td></td> </tr> <tr> <td>0</td> <td>TO SHOW COMPLIANCE WITH THE CFR</td> <td>7</td> <td>OPERATING (Primary Category)</td> <td></td> <td>KIT BUILT AIRCRAFT</td> <td></td> <td></td> </tr> <tr> <td>8</td> <td>OPERATING LIGHT-SPORT</td> <td>8A</td> <td>Existing aircraft without an airworthiness certificate and do not meet § 103.1</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>8B</td> <td>Operating light-sport kit-built</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>8C</td> <td>Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td rowspan="6">8</td> <td rowspan="6">SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)</td> <td>X</td> <td>1</td> <td>FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>2</td> <td>EVACUATE FROM AREA OF IMPENDING DANGER</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>3</td> <td>OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>4</td> <td>DELIVERING OR EXPORTING</td> <td>5</td> <td>X</td> <td>PRODUCTION FLIGHT TESTING</td> <td></td> <td></td> </tr> <tr> <td></td> <td>6</td> <td>CUSTOMER DEMONSTRATION FLIGHTS</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>C</td> <td>6</td> <td>MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="9"> A. 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THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies) </td> </tr> <tr> <td colspan="2">2</td> <td colspan="2">14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.)</td> <td colspan="2">3</td> <td colspan="2">CERTIFICATED MECHANIC (Give Certificate No.)</td> <td colspan="2">6</td> <td colspan="2">CERTIFICATED REPAIR STATION (Give Certificate No.)</td> </tr> <tr> <td colspan="2">5</td> <td colspan="10">AIRCRAFT MANUFACTURER (Give name or firm)</td> </tr> <tr> <td colspan="3">DATE</td> <td colspan="3">TITLE</td> <td colspan="3">SIGNATURE</td> </tr> <tr> <td colspan="9"> (Check ALL applicable block items A and B) A. I find that the aircraft described in Section I or VII meets requirements for </td> </tr> <tr> <td colspan="4">4</td> <td colspan="5">X THE CERTIFICATE REQUESTED</td> </tr> <tr> <td colspan="4">B. 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				8B	Operating light-sport kit-built																																																																																																																																																																																																																																																																																																																																																																																																			
			8C	Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190																																																																																																																																																																																																																																																																																																																																																																																																				
8	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)	X	1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE																																																																																																																																																																																																																																																																																																																																																																																																				
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			3	OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT																																																																																																																																																																																																																																																																																																																																																																																																				
			4	DELIVERING OR EXPORTING	5	X	PRODUCTION FLIGHT TESTING																																																																																																																																																																																																																																																																																																																																																																																																	
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C	6	MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable)																																																																																																																																																																																																																																																																																																																																																																																																						
A. REGISTERED OWNER (As shown on certificate of aircraft registration) IF DEALER, CHECK HERE → NAME _____ ADDRESS _____																																																																																																																																																																																																																																																																																																																																																																																																								
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)																																																																																																																																																																																																																																																																																																																																																																																																								
AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) N/A			AIRWORTHINESS DIRECTIVES (Check if all applicable ADs are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) N/A																																																																																																																																																																																																																																																																																																																																																																																																					
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CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417			TOTAL AIRFRAME HOURS N/A			3 EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) N/A																																																																																																																																																																																																																																																																																																																																																																																																		
D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.																																																																																																																																																																																																																																																																																																																																																																																																								
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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)																																																																																																																																																																																																																																																																																																																																																																																																						
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B. Inspection for a special flight permit under Section VII was conducted by:				FAA INSPECTOR		X		FAA DESIGNEE																																																																																																																																																																																																																																																																																																																																																																																																
				CERTIFICATE HOLDER UNDER		14 CFR part 65		14 CFR part 121 OR 135		14 CFR part 145																																																																																																																																																																																																																																																																																																																																																																																														
DATE		DISTRICT OFFICE		4			DESIGNEE'S SIGNATURE AND NO.		1			FAA INSPECTOR'S SIGNATURE																																																																																																																																																																																																																																																																																																																																																																																												
01/05/2006		CE-XX					LARRY CLYMES DARF-916967-CE45																																																																																																																																																																																																																																																																																																																																																																																																	

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

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER				
	NAME ACME Co.		ADDRESS 420 W Jackson, Mexico MO 65265		
	B. PRODUCTION BASIS (Check applicable item)				
	<input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number)				
	<input type="checkbox"/> TYPE CERTIFICATE ONLY				
<input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM					
C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS: _____			FOUR		
DATE OF APPLICATION 09/01/2004		NAME AND TITLE (Print or type) Joe Quality, Manager, Q.A.	SIGNATURE <i>Joseph Quality</i>		
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	A. DESCRIPTION OF AIRCRAFT				
	REGISTERED OWNER		ADDRESS		
	BUILDER (Make)		MODEL		
	SERIAL NUMBER		REGISTRATION MARK		
	B. DESCRIPTION OF FLIGHT CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> (Check if applicable)				
	FROM		TO		
	VIA		DEPARTURE DATE	DURATION	
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT				
		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 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is safe for the flight described.					
DATE		NAME AND TITLE (Print or type)	SIGNATURE		
VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)	A. Operating Limitations and Markings in Compliance With 14 CFR Section 91.9, As Applicable		G. Statement of Conformity, FAA Form 8130-9 (Attach when required)		
	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)		
	C. Data, Drawings, Photographs, etc. (Attach when required)		I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ (Original attached)		
	D. Current Weight and Balance Information Available in Aircraft				
	E. Major Repair and Alteration, FAA Form 337 (Attach when required)		X J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section <u>21.197</u> (Copy attached)		
	F. This inspection Recorded in Aircraft Records		K. Light-Sport Aircraft Statement of Compliance, FAA Form 8130-15 (Attach when required)		

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

*

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE		
A	CATEGORY/DESIGNATION Special Flight Permit	
	PURPOSE Production Flight Testing LSA	
B	MANUFACTURER NAME The Acme Company	
	ADDRESS 420 W Jackson, Mexico MO 65265	
C	FLIGHT FROM N/A	
	TO N/A	
D	N-1234LS SERIAL NO. 0007	
	BUILDER Acme Co. MODEL Pegasus	
E	DATE OF ISSUANCE 09/01/2004 EXPIRY 09/08/2004	
	OPERATING LIMITATIONS DATED 09/01/2004 ARE PART OF THIS CERTIFICATE	
	SIGNATURE OF FAA REPRESENTATIVE Sam T. Smith <i>Sam T. Smith</i>	DESIGNATION OR OFFICE NO. CE-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 TITLE 14, CODE OF FEDERAL REGULATIONS (CFR).		

FAA Form 8130-7 (07/04)

SEE REVERSE SIDE

*

A	This airworthiness certificate is issued under the authority of Public Law 104-6, 49 United States Code (USC) 44704 and Title 14, Code of Federal Regulations (CFR).
B	The airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
C	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This airworthiness certificate certifies that as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable CFR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable CFR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country.
E	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in 14 CFR Part 21, Section 21.181 or 21.217.

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



Small Airplane Directorate
U.S. Department
of Transportation

**Federal Aviation
Administration**

**SPECIAL FLIGHT PERMIT
OPERATING LIMITATIONS**

MAKE: ACME MODEL: Flyer I

S/N: 00002 REG. NUMBER: NXXXX

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

2. All flight must be conducted within the 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 area must be that required to safely conduct the anticipated maneuvers and tests.

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

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

5. The production test pilot in command of this aircraft must hold at least a private pilot certificate, have obtained the appropriate logbook endorsements to act as pilot in command, and have a minimum of 100 hours as a pilot in command in that category and class.

6. The production test pilot is to be the sole occupant.


Date FAA Representative

Designation

*

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

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

 U.S. Department of Transportation Federal Aviation Administration		APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE				INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI, and VII as applicable.							
		1. REGISTRATION MARK N9LSA	2. AIRCRAFT BUILDER'S NAME (Make) ACME Co.	3. AIRCRAFT MODEL DESIGNATION FLYER I	4. YR. MFR. 2004	FAA CODING							
I. AIRCRAFT DESCRIPTION	5. AIRCRAFT SERIAL NO. 00002	6. ENGINE BUILDER'S NAME (Make) Rotax	7. ENGINE MODEL DESIGNATION 912										
	8. NUMBER OF ENGINES One	9. PROPELLER BUILDER'S NAME (Make) McCauley	10. PROPELLER MODEL DESIGNATION 2A34C209			11. AIRCRAFT IS (Check if applicable) IMPORT							
APPLICATION IS HEREBY MADE FOR: (Check applicable items)													
A	1	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)				NORMAL	UTILITY	ACROBATIC	TRANSPORT	COMMUTER	BALLOON	OTHER	
B	X	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)											
	7	PRIMARY											
	9	X	LIGHT-SPORT (Indicate class)	X	AIRPLANE	POWER-PARACHUTE	WEIGHT-SHIFT-CONTROL	GLIDER	LIGHTER THAN AIR				
	2	LIMITED											
II. CERTIFICATION REQUESTED	5	PROVISIONAL (Indicate class)		1	CLASS I								
				2	CLASS II								
	3	RESTRICTED (Indicate operation(s) to be conducted)		1	AGRICULTURE AND PEST CONTROL		2	AERIAL SURVEY		3	AERIAL ADVERTISING		
				4	FOREST (Wildlife conservation)		5	PATROLLING		6	WEATHER CONTROL		
				0	OTHER (Specify)								
	4	EXPERIMENTAL (Indicate operation(s) to be conducted)		1	RESEARCH AND DEVELOPMENT		2	AMATEUR BUILT		3	EXHIBITION		
				4	AIR RACING		5	CREW TRAINING		6	MARKET SURVEY		
				0	TO SHOW COMPLIANCE WITH THE CFR		7	OPERATING (Primary Category) KIT BUILT AIRCRAFT					
	8	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)		8	OPERATING LIGHT-SPORT		8A	Existing aircraft without an airworthiness certificate and do not meet § 103.1					
						8B	Operating light-sport kit-built						
						8C	Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190						
				1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE								
2				EVACUATE FROM AREA OF IMPENDING DANGER									
3				OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT									
		4	DELIVERING OR EXPORTING		5	PRODUCTION FLIGHT TESTING							
		6	CUSTOMER DEMONSTRATION FLIGHTS										
C	6	MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable)											
III. OWNER'S CERTIFICATION	A. REGISTERED OWNER (As shown on certificate of aircraft registration)					IF DEALER, CHECK HERE <input type="checkbox"/>							
	NAME ACME Co.					ADDRESS 420 W Jackson, Mexico MO 65265							
	B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)												
	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) ASTM Standard F2245-04					AIRWORTHINESS DIRECTIVES (Check if all applicable ADs are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) NONE							
	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 1.0 hrs.			3	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) N/A					
D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.													
DATE OF APPLICATION 09/01/2004				NAME AND TITLE (Print or type) Joe Quality, Manager, Q.A.				SIGNATURE <i>Joseph Quality</i>					
IV. INSPECTION AGENCY VERIFICATION	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies)												
	2	14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.)			3	CERTIFICATED MECHANIC (Give Certificate No.)			6	CERTIFICATED REPAIR STATION (Give Certificate No.)			
	5	AIRCRAFT MANUFACTURER (Give name or firm)											
DATE			TITLE				SIGNATURE						
V. FAA REPRESENTATIVE CERTIFICATION	(Check ALL applicable block items A and B)												
	A. I find that the aircraft described in Section I or VII meets requirements for				4	THE CERTIFICATE REQUESTED AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE							
	B. Inspection for a special flight permit under Section VII was conducted by:				FAA INSPECTOR		FAA DESIGNEE						
					CERTIFICATE HOLDER UNDER		14 CFR part 65		14 CFR part 121 OR 135		14 CFR part 145		
DATE 09/14/2004		DISTRICT OFFICE CE43		4	DESIGNEE'S SIGNATURE AND NO. <i>Steven Zahrt</i> Steven Zahrt, DARF-011369-CE			1	FAA INSPECTOR'S SIGNATURE				

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


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

*

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**FIGURE 4-25. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR
EXPERIMENTAL CERTIFICATE FOR OPERATING LSA (EXPERIMENTAL KIT LSA)
UNDER § 21.191(i)(1) (FACE SIDE)**

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

 U.S. Department of Transportation Federal Aviation Administration	APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE				INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI, and VII as applicable.							
	I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N8514U	2. AIRCRAFT BUILDER'S NAME (Make) Light-Flight LLC	3. AIRCRAFT MODEL DESIGNATION Cloud Dancer	4. YR. MFR. 2005	FAA CODING						
		5. AIRCRAFT SERIAL NO. CD-0057	6. ENGINE BUILDER'S NAME (Make) Rotax	7. ENGINE MODEL DESIGNATION 912 UL								
		8. NUMBER OF ENGINES One	9. PROPELLER BUILDER'S NAME (Make) Aeroplast	10. PROPELLER MODEL DESIGNATION 3 bld 60" Ground Adjust.		11. AIRCRAFT IS (Check if applicable) IMPORT						
II. CERTIFICATION REQUESTED	APPLICATION IS HEREBY MADE FOR: (Check applicable items)											
	A	1	STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)			NORMAL	UTILITY	ACROBATIC	TRANSPORT	COMMUTER	BALLOON	OTHER
	B	X	SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)									
		7	PRIMARY									
		9	LIGHT-SPORT (Indicate class)	X	AIRPLANE	POWER-PARACHUTE	WEIGHT-SHIFT-CONTROL	GLIDER	LIGHTER THAN AIR			
		2	LIMITED									
		5	PROVISIONAL (Indicate class)	1	CLASS I							
				2	CLASS II							
		3	RESTRICTED (Indicate operation(s) to be conducted)	1	AGRICULTURE AND PEST CONTROL		2	AERIAL SURVEY		3	AERIAL ADVERTISING	
				4	FOREST (Wildlife conservation)		5	PATROLLING		6	WEATHER CONTROL	
				0	OTHER (Specify)							
		4	EXPERIMENTAL (Indicate operation(s) to be conducted)	1	RESEARCH AND DEVELOPMENT		2	AMATEUR BUILT		3	EXHIBITION	
				4	AIR RACING		5	CREW TRAINING		6	MARKET SURVEY	
				0	TO SHOW COMPLIANCE WITH THE CFR		7	OPERATING (Primary Category) KIT BUILT AIRCRAFT				
				8	X	OPERATING LIGHT-SPORT	8A	X	Existing aircraft without an airworthiness certificate and do not meet § 103.1			
						8B		Operating light-sport kit-built				
						8C		Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190				
	8	SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)	1	FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE								
			2	EVACUATE FROM AREA OF IMPENDING DANGER								
			3	OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT								
			4	DELIVERING OR EXPORTING		5	PRODUCTION FLIGHT TESTING					
			6	CUSTOMER DEMONSTRATION FLIGHTS								
				C								
	6	MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable)										
III. OWNER'S CERTIFICATION	A. REGISTERED OWNER (As shown on certificate of aircraft registration) IF DEALER, CHECK HERE →											
	NAME Dean Wermer					ADDRESS 2907 N 78 Place, Bethel, KS 66109						
	B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)											
	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) N/A					AIRWORTHINESS DIRECTIVES (Check if all applicable ADs are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) NONE						
	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 55.0			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 <u>et seq.</u> and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.												
DATE OF APPLICATION 09/01/2005				NAME AND TITLE (Print or type) Dean Wermer, Owner				SIGNATURE Dean Wermer				
IV. INSPECTION AGENCY VERIFICATION	A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies)											
	2	14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.)		3	CERTIFICATED MECHANIC (Give Certificate No.)			6	CERTIFICATED REPAIR STATION (Give Certificate No.)			
	5	AIRCRAFT MANUFACTURER (Give name or firm)										
	DATE			TITLE				SIGNATURE				
V. FAA REPRESENTATIVE CERTIFICATION	(Check ALL applicable block items A and B)											
	A. I find that the aircraft described in Section I or VII meets requirements for				4	THE CERTIFICATE REQUESTED AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE						
	B. Inspection for a special flight permit under Section VII was conducted by:				FAA INSPECTOR			FAA DESIGNEE				
					CERTIFICATE HOLDER UNDER			14 CFR part 65		14 CFR part 121 OR 135		14 CFR part 145
DATE 10/12/2005		DISTRICT OFFICE CE45		4	DESIGNEE'S SIGNATURE AND NO. Steven Zahrt Steven Zahrt, DARF-011369-CE			1	FAA INSPECTOR'S SIGNATURE			

*** FIGURE 4-25. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR EXPERIMENTAL CERTIFICATE FOR OPERATING LSA (EXPERIMENTAL KIT LSA) UNDER § 21.191(i)(1) (REVERSE SIDE)**

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER				
	NAME		ADDRESS		
			4		
	B. PRODUCTION BASIS <i>(Check applicable item)</i>				
	<input type="checkbox"/>		PRODUCTION CERTIFICATE <i>(Give production certificate number)</i>		
	<input type="checkbox"/>		TYPE CERTIFICATE ONLY		
<input type="checkbox"/>		APPROVED PRODUCTION INSPECTION SYSTEM			
C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS: _____ →					
DATE OF APPLICATION		NAME AND TITLE <i>(Print or type)</i>		SIGNATURE	
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	A. DESCRIPTION OF AIRCRAFT				
	REGISTERED OWNER		ADDRESS		
	BUILDER <i>(Make)</i>		MODEL		
	SERIAL NUMBER		REGISTRATION MARK		
	B. DESCRIPTION OF FLIGHT CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> <i>(Check if applicable)</i>				
	FROM		TO		
	VIA	DEPARTURE DATE	DURATION		
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT				
	<input type="checkbox"/>	PILOT	<input type="checkbox"/>	CO-PILOT	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>	FLIGHT ENGINEER	<input type="checkbox"/>
	<input type="checkbox"/>		OTHER <i>(Specify)</i>		
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:				
E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: <i>(Use attachment if necessary)</i>					
F. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is safe for the flight described.					
DATE		NAME AND TITLE <i>(Print or type)</i>		SIGNATURE	
VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)	<input checked="" type="checkbox"/>	A. Operating Limitations and Markings in Compliance With 14 CFR Section 91.9, As Applicable		G. Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>	
	<input checked="" type="checkbox"/>	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>	
	<input checked="" type="checkbox"/>	C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i>		I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ <i>(Original attached)</i>	
	<input checked="" type="checkbox"/>	D. Current Weight and Balance Information Available in Aircraft			
	<input type="checkbox"/>	E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>		<input checked="" type="checkbox"/> J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section <u>21.191(i)(1)</u> <i>(Copy attached)</i>	
	<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records		K. Light-Sport Aircraft Statement of Compliance, FAA Form 8130-15 <i>(Attach when required)</i>	

* **FIGURE 4-26. SAMPLE FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE FOR LSA CATEGORY AIRCRAFT CERTIFICATED UNDER § 21.190** *

*

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE		
A	CATEGORY/DESIGNATION	Light-sport
	PURPOSE	Airplane
B	MANUFACTURER	NAME N/A
		ADDRESS N/A
C	FLIGHT	FROM N/A
		TO N/A
D	N- 2LSA	SERIAL NO. 00002
	BUILDER ACME Co.	MODEL Flyer I
E	DATE OF ISSUANCE 09/28/2004	EXPIRY Unlimited
	OPERATING LIMITATIONS DATED 09/28/04 ARE PART OF THIS CERTIFICATE	
	SIGNATURE OF FAA REPRESENTATIVE <i>Steven Zahrt</i> Steven Zahrt	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 TITLE 14, CODE OF FEDERAL REGULATIONS (CFR).	

FAA Form 8130-7 (07/04)

SEE REVERSE SIDE

*


A	This airworthiness certificate is issued under the authority of Public Law 104-6, 49 United States Code (USC) 44704 and Title 14, Code of Federal Regulations (CFR).
B	The airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
C	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This airworthiness certificate certifies that as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable CFR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable CFR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country.
E	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in 14 CFR Part 21, Section 21.181 or 21.217.

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FIGURE 4-27. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR EXPERIMENTAL CERTIFICATE FOR OPERATING LSA (EXPERIMENTAL KIT LSA) UNDER § 21.191(i)(2) (FACE SIDE)

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

 U.S. Department of Transportation Federal Aviation Administration		APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE			INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI, and VII as applicable.				
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N9777		2. AIRCRAFT BUILDER'S NAME (Make) Para Power LLC		3. AIRCRAFT MODEL DESIGNATION Parapower II		4. YR. MFR. 2005	FAA CODING	
	5. AIRCRAFT SERIAL NO. AC-0022		6. ENGINE BUILDER'S NAME (Make) Yamaha		7. ENGINE MODEL DESIGNATION 90 cc				
	8. NUMBER OF ENGINES One		9. PROPELLER BUILDER'S NAME (Make) GSC		10. PROPELLER MODEL DESIGNATION 38" Ground Adjust.		11. AIRCRAFT IS (Check if applicable) IMPORT		
APPLICATION IS HEREBY MADE FOR: (Check applicable items)									
A <input type="checkbox"/> 1 STANDARD AIRWORTHINESS CERTIFICATE (Indicate category) NORMAL UTILITY ACROBATIC TRANSPORT COMMUTER BALLOON OTHER									
B <input checked="" type="checkbox"/> SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)									
7 PRIMARY									
9 LIGHT-SPORT (Indicate class) AIRPLANE POWER-PARACHUTE WEIGHT-SHIFT-CONTROL GLIDER LIGHTER THAN AIR									
2 LIMITED									
5 PROVISIONAL (Indicate class) 1 CLASS I 2 CLASS II									
3 RESTRICTED (Indicate operation(s) to be conducted) 1 AGRICULTURE AND PEST CONTROL 2 AERIAL SURVEY 3 AERIAL ADVERTISING 4 FOREST (Wildlife conservation) 5 PATROLLING 6 WEATHER CONTROL 0 OTHER (Specify)									
4 X EXPERIMENTAL (Indicate operation(s) to be conducted) 1 RESEARCH AND DEVELOPMENT 2 AMATEUR BUILT 3 EXHIBITION 4 AIR RACING 5 CREW TRAINING 6 MARKET SURVEY 0 TO SHOW COMPLIANCE WITH THE CFR 7 OPERATING (Primary Category) KIT BUILT AIRCRAFT									
8 X OPERATING LIGHT-SPORT 8A Existing aircraft without an airworthiness certificate and do not meet § 103.1 8B X Operating light-sport kit-built 8C Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.190									
8 SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side) 1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE 2 EVACUATE FROM AREA OF IMPENDING DANGER 3 OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT 4 DELIVERING OR EXPORTING 5 PRODUCTION FLIGHT TESTING 6 CUSTOMER DEMONSTRATION FLIGHTS									
C <input type="checkbox"/> 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable)									
A. REGISTERED OWNER (As shown on certificate of aircraft registration) IF DEALER, CHECK HERE <input type="checkbox"/>									
NAME: Mark A. Williams ADDRESS: 6814 Acuff Lane, Shawnee KS 66216									
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)									
AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) N/A					AIRWORTHINESS DIRECTIVES (Check if all applicable ADs are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) NONE				
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 - 0 -			3 EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) N/A			
D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.									
DATE OF APPLICATION: 09/01/2005 NAME AND TITLE (Print or type): Mark A. Williams, Owner SIGNATURE: Mark A. Williams									
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:									
(Check ALL applicable block items A and B)									
A. I find that the aircraft described in Section I or VII meets requirements for <input checked="" type="checkbox"/> THE CERTIFICATE REQUESTED <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE									
B. Inspection for a special flight permit under Section VII was conducted by: FAA INSPECTOR FAA DESIGNEE									
CERTIFICATE HOLDER UNDER 14 CFR part 65 14 CFR part 121 OR 135 14 CFR part 145									
DATE: 10/12/04		DISTRICT OFFICE: CE45		4 DESIGNEE'S SIGNATURE AND NO.: Steven Zahrt, DARF-011369-CE			1 FAA INSPECTOR'S SIGNATURE		

*

**FIGURE 4-27. SAMPLE FORM 8130-6, AIRWORTHINESS APPLICATION FOR
EXPERIMENTAL CERTIFICATE FOR OPERATING LSA (EXPERIMENTAL KIT LSA)
UNDER § 21.191(i)(2) (REVERSE SIDE)**

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

* **FIGURE 4-28. SAMPLE FORM 8130-7, EXPERIMENTAL CERTIFICATE FOR OPERATING LIGHT-SPORT AIRCRAFT UNDER § 21.191**

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE	
A	CATEGORY/DESIGNATION Experimental
	PURPOSE Operating Light-Sport Aircraft (PPC)
B	MANUFACTURER NAME N/A
	ADDRESS N/A
C	FLIGHT FROM N/A
	TO N/A
D	N- 9777 SERIAL NO. AC-0022
	BUILDER Powrachute MODEL Pegasus
E	DATE OF ISSUANCE 12/31/2005 EXPIRY Unlimited
	OPERATING LIMITATIONS DATED 12/31/2005 ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Johnnie Mulsow <i>J. S. Mulsow</i> DESIGNATION OR OFFICE NO. CE34
Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE TITLE 14, CODE OF FEDERAL REGULATIONS (CFR).	

FAA Form 8130-7 (07/04)

SEE REVERSE SIDE


*

A	This airworthiness certificate is issued under the authority of Public Law 104-6, 49 United States Code (USC) 44704 and Title 14, Code of Federal Regulations (CFR).
B	The airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
C	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This airworthiness certificate certifies that as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable CFR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable CFR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country.
E	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in 14 CFR Part 21, Section 21.181 or 21.217.

*

**FIGURE 4-29. SAMPLE FORM 8130-15,
LIGHT-SPORT AIRCRAFT STATEMENT OF COMPLIANCE**

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


 U.S. Department of Transportation Federal Aviation Administration		Light-Sport Aircraft Statement of Compliance		INSTRUCTIONS - Print or type. Present original to an authorized FAA Representative. If additional space is required, use an attachment.			
		1. Manufacturer Name The ACME Company		2. Manufacturer Address (<i>street, city, zip</i>) 420 W Jackson, Mexico MO 65265			
I. Aircraft Identification	3. Aircraft Serial No. 00002		4. Date of Manufacture (<i>MM dd, yyyy</i>) 09/02/2005		5. Aircraft Make ACME		
	6. Aircraft Model Flyer I		7. Maximum Take-off Weight 1,430 lb		8. Maximum Number Occupants 2		
	9. V _H 120 KCAS		10. V _{S1} 45 KCAS		Class of light-sport aircraft: (<i>Check all applicable items</i>)		
	<input checked="" type="checkbox"/> Airplane		<input type="checkbox"/> Powered Parachute		<input type="checkbox"/> Weight-Shift-Control		
				<input type="checkbox"/> Glider		<input type="checkbox"/> Lighter-Than-Air	
II. Applicable User Manuals	Consensus Standard(s) (<i>list below or use attachment</i>) ASTM Standard F2245-04 (design and performance) ASTM Standard F2339-04 (engine) ASTM Standard F2316-054 (airframe emergency parachute)			Revision N/A		Valid Until N/A	
	Aircraft Operating Instructions (<i>list applicable items</i>) ACME-AOI-1 st Edition ASTM Standard F2245-04			Revision None Revision N/A		Date issued 08/01/2005 Date N/A	
	Aircraft Maintenance and Inspection Procedures (<i>list applicable items</i>) ACME-MM-1 st Edition ASTM Standard F2483-05			Revision Rev A Revision N/A		Date issued 08/15/2005 Date N/A	
	Aircraft Flight Training Supplement (<i>list applicable items</i>) ACME-FTSupp ASTM Standard F2245-04			Revision None Revision N/A		Date issued 08/01/2005 Date N/A	
III. Manufacturer's Process Documents	Comments (<i>any additional statements may be stated here or attached</i>) This aircraft flight test is recorded in the aircraft records per 14 CFR section 91.417, and an airframe time of 5 hours is attributed to flight testing. All applicable service directives to date have been incorporated and annotated in the aircraft records.						
	Manufacturer's Quality Assurance System (<i>list applicable items</i>) ACME-QCS.001 ASTM Standard F2279-03			Revision Rev C Revision N/A		Date 07/23/2005	
	Manufacturer's Continued Airworthiness System (<i>list applicable items</i>) ACME-CAW.002 ASTM Standard F2295-03			Revision Rev A Revision N/A		Date 10/31/2004	
IV. Manufacturer's Certification	CERTIFICATION: I hereby certify that aircraft serial number -00002 complies with the Consensus Standard(s) identified on this statement of compliance and that the Manufacturer's Continued Airworthiness System will be adhered to support the aircraft throughout its life. This aircraft (1) was manufactured following the consensus standard(s) procedures and Manufacturer's Quality Assurance System identified on this statement, (2) conforms to the manufacturer's design data, (3) was ground and flight tested successfully, and (4) is in a condition for safe operation. Additionally, at the request of the FAA, the manufacturer will provide unrestricted access to its facilities.						
	Name: Irving M. Himm			Signature: <i>IM Himm</i>			
	Title: President, General Manager			Date 9/7/2005			
	Name:			Date			

*

*

**FIGURE 4-30. SAMPLE FORM 8130-15,
LIGHT-SPORT KIT-BUILT AIRCRAFT STATEMENT OF COMPLIANCE**

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

	Light-Sport Aircraft Statement of Compliance		INSTRUCTIONS - Print or type. Present original to an authorized FAA Representative. If additional space is required, use an attachment.		
	1. Manufacturer Name Express Aircraft		2. Manufacturer Address (<i>street, city, zip</i>) 1876 N. Parkview Drive, Chandler, OK 65432		
I. Aircraft Identification	3. Aircraft Serial No. K-00014	4. Date of Manufacture (<i>MM dd, yyyy</i>) Kit – 03/07/2006	5. Aircraft Make Express Flyer	6. Aircraft Model Silver One	
	7. Maximum Take-off Weight 1,320 lb	8. Maximum Number Occupants 2	9. V _H 120 KCAS	10. V _{S1} 45 KCAS	
	Class of light-sport aircraft: (<i>Check all applicable items</i>) Operation on Water				
	<input checked="" type="checkbox"/> Airplane	<input type="checkbox"/> Powered Parachute	<input type="checkbox"/> Weight-Shift-Control	<input type="checkbox"/> Glider	<input type="checkbox"/> Lighter-Than-Air
II. Applicable User Manuals	Consensus Standard(s) (<i>list below or use attachment</i>) Silver One Assembly Instructions, KFSO-1A ASTM Standard F2245-04 (design and performance) ASTM Standard F1234-06 (assembly instructions)		Revision Rev A N/A N/A	Valid Until N/A N/A N/A	
	Aircraft Operating Instructions (<i>list applicable items</i>) Silver One Operating Instructions, SO-OI-1 ASTM Standard F2245-04		Revision None Revision N/A	Date issued 12/11/2005 Date N/A	
	Aircraft Maintenance and Inspection Procedures (<i>list applicable items</i>) Silver One Maintenance Manual, SO-MM-1 ASTM Standard F2483-05		Revision Rev A Revision N/A	Date issued 11/30/2005 Date N/A	
	Aircraft Flight Training Supplement (<i>list applicable items</i>) Silver One Flight Training, SO-FT-1 ASTM Standard F2245-04		Revision None Revision N/A	Date issued 12/11/2005 Date N/A	
III. Manufacturer's Process Documents	Comments (<i>any additional statements may be stated here or attached</i>) Express Aircraft manufactured and assembled Express Flyer Silver One, serial number F-0002, N456EF, which was issued a special airworthiness certificate in the light-sport category on 12/01/2005.				
	Manufacturer's Quality Assurance System (<i>list applicable items</i>) Express Aircraft QA Manual ASTM Standard F2279-03		Revision Rev C Revision N/A	Date 01/18/2006	
	Manufacturer's Continued Airworthiness System (<i>list applicable items</i>) N/A		Revision Revision	Date	
IV. Manufacturer's Certification	CERTIFICATION: I hereby certify that aircraft kit serial number K-00014 complies with the Consensus Standard(s) identified on this statement of compliance and that the Manufacturer's Continued Airworthiness System will be adhered to support the aircraft throughout its life. This aircraft (1) was manufactured following the consensus standard(s) procedures and Manufacturer's Quality Assurance System identified on this statement, (2) conforms to the manufacturer's design data, (3) was ground and flight tested successfully, and (4) is in a condition for safe operation. Additionally, at the request of the FAA, the manufacturer will provide unrestricted access to its facilities.				
	Name: Jacob Small		Signature: <i>Jake Small</i>		
	Title: General Manager		Date 03/07/2006		
	Name:		Date		

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CHAPTER 8. PROCESSING FORMS, REPORTS, AND CERTIFICATION FILES

266. GENERAL.

a. This chapter describes the requirements for completion and processing of the various forms and certificates used for airworthiness certification. Information entered on these documents should be typewritten when possible. The use of pencil, erasures, strikeouts, etc., on airworthiness forms other than applications and Form 8050-72 is not permitted. Application forms may be corrected by the applicant or the FAA, provided the person making the changes initials beside the area of correction.

b. The signature of the ASI or designee on any FAA certificate or form must be made in permanent ink on the original and required copies. When the reverse side of the certificate is used, the statement "See Reverse Side" must be typed on the face of the certificate. Below the last line of information on a certificate, type the word "END" in the center of the page.

267. 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. For production flight testing of light-sport category aircraft, sections I, II, and V must be completed. 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 LSA assembled from an LSA manufacturer's kit, the builder's name is that of the manufacturer who is identified on the statement of compliance, Form 8130-15. *

3 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.

4 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.

3 For LSA, the year of manufacture is the date entered by the manufacturer in the statement of compliance or by the builder in the inspection records or logbook establishing that the aircraft is 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.

(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).

(ii) Section 21.191(i), Operating LSA purpose under § 21.191(i)(1), (i)(2), or (i)(3).

7 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, or Applicable Consensus Standard). This item must be completed when application is being made for a standard, primary, light-sport, 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 When application is being made for an LSA airworthiness certificate, enter the applicable consensus standard for design and performance from the statement of compliance. If no statement of compliance exists for the aircraft, enter "N/A."

4 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.

1 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. When an LSA is equipped with certificated equipment or appliances, use the applicable ADs for the certificated equipment and/or appliances.

2 For LSA, enter all applicable manufacturer safety directives available as of the date of application. If there are not any manufacturer safety directives, enter "NONE."

(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.

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

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

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 of other than light-sport category aircraft, enter “N/A” in all spaces. For production flight testing of light-sport category aircraft, section D should include the registration number, aircraft serial number, and aircraft model. For all other categories and purposes, information to complete the entries in this section would be contained in section I of the application for airworthiness certificate.

e. Section E.

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

(2) Expiry. Enter the date of expiry if the application is for an experimental or special flight permit. An experimental certificate for R&D, showing compliance with regulations, crew training, or market surveys is effective for 1 year after the date of issue or renewal, unless a shorter period is deemed necessary. The duration of light-sport, amateur-built, exhibition, and air racing experimental

certificates is unlimited unless good cause exists to establish a specific period. Additionally, LSA that have been grandfathered into LSA experimental purpose by rule exception and that have preexisting exemptions have an expiration date. For a provisional certificate, the entry should be in accordance with § 21.217.

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

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

* **270. INSTRUCTIONS FOR REVIEWING A COMPLETED FORM 8130-15.** This form is used for manufactured and kit-built light-sport aircraft. All information listed below applies to both, unless otherwise indicated.

a. Light-Sport Statement of Compliance. The manufacturer or authorized agent must complete and sign this form. Authorization for an agent’s signature must be either in writing from the manufacturer or as specified in the company’s quality assurance program.

(1) Section I. Aircraft Identification. This section must contain the aircraft information as shown on the aircraft ID plate, and/or aircraft or kit documentation and records. For light-sport kit-built aircraft, the date of manufacture is the date the light-sport kit was completed by the manufacturer.

(2) Section II. Applicable User Manuals.

(a) Consensus Standard(s). The consensus standard for the design and performance of the aircraft must be listed in this block. For example, the entry would be “ASTM F2245-04 (design and performance).” Any other applicable consensus standards not referenced elsewhere on this form also must be listed here. For example, if the engine required a standard, the entry would be “ASTM F2339-04 (engine).” If an airframe emergency parachute is installed, the entry would be “ASTM F2316-03 (airframe emergency parachute).” The title of the standard also may be included. For kit-built aircraft, this block also must contain the manufacturer-provided assembly instructions and the consensus standard for the design and performance and assembly instructions.

NOTE: On Form 8130-15 and all LSA documentation where consensus standards are identified, the standard applicable at the time the aircraft was manufactured/built should be listed. Some consensus standards can cover more than one topic and may be listed more than once. ASTM Consensus Standards do not have revision-level identifiers nor do they have “Valid Until” dates; “N/A” should be entered in those blocks when applicable.

(b) Aircraft Operating Instructions. This block must list the specific title or company identifier for the Aircraft Operating Instructions (AOI) provided with the light-sport aircraft or kit, including the revision level, if applicable. The block also must contain the consensus standard used to develop the AOI.

*

* **(c) Aircraft Maintenance and Inspection Procedures.** This block must list the specific title or company identifier for the Aircraft Maintenance and Inspection Procedures provided with the light-sport aircraft or kit, including the revision level, if applicable. The block also must contain the consensus standard used to develop the maintenance and inspection procedures.

(d) Aircraft Flight Training Supplement. This block must list the specific title or company identifier for the Aircraft Flight Training Supplement provided with the light-sport aircraft or kit, including the revision level, if applicable. The block also must contain the consensus standard used to develop the supplement. The manufacturer may choose to include the Aircraft Flight Training Supplement as a part of, or a section within, the AOI. If so, a statement to that effect must be entered in this block.

(3) Section III. Manufacturer's Process Documents.

(a) Comments. This block must provide any additional information not contained elsewhere on the form. It may be used to expand on the information in the Consensus Standard(s) block in Section II or to provide other information the manufacturer deems necessary. For kit-built light-sport aircraft, it may be used to provide evidence that an aircraft of the same make and model was issued a special airworthiness certificate in the light-sport category.

(b) Manufacturer's Quality Assurance System. This block must provide the specific title or company identifier for the company's quality assurance system used in the production of the light-sport aircraft or kit, including the revision level, if applicable. The block also must contain the consensus standard used to develop the quality assurance system.

(c) Manufacturer's Continued Airworthiness System. This block must provide the specific title or company identifier for the company's continued airworthiness system used by the company to support the aircraft, including the revision level, if applicable. The block also must contain the consensus standard used to develop the continued airworthiness system. This block is not applicable for kit-built light-sport aircraft; therefore, for a kit-built light-sport aircraft, the block must show "N/A."

(4) Section IV. Manufacturer's Certification.

(a) This section must list the—

1 Aircraft or kit serial number in the blank provided. For kit-built light-sport aircraft, the word "aircraft" (right before "serial number") must be lined through and the word "kit" should be inserted.

2 Name and title of the manufacturer or authorized agent signing the form, and the date the form was signed.

NOTE: In some cases for manufactured aircraft, the manufacturer's quality assurance system will require two signatures, one at the production facility and one for any reassembly after transport or shipment.

*

- * (b) For a kit-built light-sport aircraft, the following words will be lined through: “and that the Manufacturer’s Continued Airworthiness System will be adhered to support the aircraft throughout its life”; “Manufacturer’s Quality Assurance System identified on this statement”; and “(3) was ground and flight tested successfully, and (4) is in a condition for safe operation.” (See figure 4-29, Sample Form 8130-15, Light-Sport Kit-Built Aircraft Statement of Compliance.) *

271. COMPLETION OF FORM 8130-4.

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

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

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

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

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

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

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

h. Lost Form 8130-4.

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

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

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

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

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

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

b. Part I (For Class I Products).

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

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

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

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

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

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

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

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

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

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

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

c. Part II (For Class II Products).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) Airworthiness Certificates.

(a) The original Form 8130-6.

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

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

(d) The original Form 8130-9.

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

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

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

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

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

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

* **(k)** Form 8130-15, statement of compliance for light-sport category and kit-built experimental light-sport aircraft.

(l) Form 8130-12, Eligibility Statement, Amateur-Built Aircraft.

*

(2) Export for Class I Product.

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

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

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

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

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

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

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

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

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

274.-280. RESERVED FOR FUTURE CHANGES.

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.