FAA Standard Airworthiness Certification Checklist (Small Aircraft)

<u>ITEM</u>   <u>DESCRIPTION</u>   <u>COMPLETED</u>

1. **APPLICATION FORM (FAA FORM 8130-6)** .... ❑
   See the forms section of our website for detailed instructions on how to fill this form out.
   http://www.faa-aircraft-certification.com/faa-forms.html

2. **COPIES OF PREVIOUS CERTIFICATIONS** .... ❑
   Previous certification history is useful in determining a baseline for the current certification.
   If the aircraft has been registered outside the United States, this information can help
   determine what records the DAR will review.

3. **EXPORT CERTFICATE OF AIRWORTHINESS** .... ❑
   The export certificate of airworthiness is typically (although not mandatory) issued by
   the foreign airworthiness authority and will indicate that the aircraft meets the requirements
   of the FAA.

4. **PROOF OF DE-REGISTRATION** .... ❑
   If the aircraft was previously registered in a foreign country, you need to see proof that the
   aircraft was deregistered. This is typically in the form of a telex or fax message from the foreign
   civil aviation authority to the FAA.

5. **PROOF OF U.S. REGISTRATION** .... ❑
   In the United States, the pink copy of the FAA Form 8050-1 can be used for this purpose.
   If the aircraft is located outside the United States, an official document (referred to as a fly-wire)
   issued by the FAA registration branch is needed to prove registration. Another acceptable
   method would be to search the FAA registration database at http://registry.faa.gov/aircraftinquiry
   If you find the aircraft information listed, you can print that page and consider it proof of registration.

6. **NOISE STANDARDS** .... ❑
   If the aircraft has a U.S. type certificate and has not been substantially modified to
   the extent that there is an acoustical change, it meets the noise requirements of FAR Part 36.

7. **FUEL VENTING REQUIREMENTS** .... ❑
   FAR Part 34 applies to aircraft gas turbine engines. If an aircraft has a U.S. type certificate,
   it complies with this requirement.

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8. **EMERGENCY EXIT REQUIREMENTS** .... ❑

If the interior seating arrangement has been changed. The FAA wants to make sure that the aircraft continues to meet the passenger emergency exit requirements of FAR Part 23.813.

9. **MATERIAL BURN CERTIFICATIONS** .... ❑

Materials used in the interior of the aircraft and cargo compartments must meet the flammability requirements outlined in FAR 23.853. If you have changed seat covers or cushions, it is important that you obtain paperwork attesting to the materials compliance with this FAR.

10. **SUMMARY OF AIRCRAFT TIME IN SERVICE** .... ❑

You must be able to determine the total time and cycles of the aircraft and it's components. There should be a record (computerized or log book) that shows the times and cycles in chronological order from zero hours and cycles until the current hours and cycles.

11. **AIRWORTHINESS DIRECTIVES STATUS** .... ❑

There should be a summary sheet showing the status of all airworthiness directives (AD's) in chronological order by AD number. An example of a summary sheet format can be found in Advisory Circular (AC) 43.9C Appendix 1. This AC can be downloaded from our website. In addition to the status summary, you should have the actual document (dirty fingerprint copy) used to record the accomplishment of the AD.

12. **SERVICE BULLETIN STATUS** .... ❑

There should be a summary sheet showing the status of all Service Bulletins (SB's) in chronological order by SB number. In addition to the status summary, you should have the actual document (dirty fingerprint copy) used to record the accomplishment of the AD.

13. **INSTALLED COMPONENT LIST WITH CERTIFICATION TAGS** .... ❑

Each component that is installed on an aircraft after manufacturer should be from a known manufacturing source. The only way to prove this is to keep a copy of the airworthiness certification for that part. This is typically a FAA Form 8130-3, however for a new part the manufacturers certification is acceptable. You should keep a list of all components changed and a copy of the certification document.

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14.   **HARD TIME COMPONENTS STATUS WITH CERTIFICATION TAGS** .... ❑

The aircraft manufacturer identifies certain components that require a specific maintenance action at specified intervals. These actions must be documented and a summary status of these components maintained to include the date and time when last done and when next due.

15.   **LANDING GEAR OVERHAUL DATA AND LIFE LIMITED PARTS (LLP) STATUS** .... ❑

Provide a copy of the last overhaul records for the landing gear and a summary of the life limited Parts (if any) installed in each gear to include the total cycles and cycles remaining until replacement.

16.   **ENGINES - SUMMARY DATA** .... ❑

Provide a copy of the last overhaul records for the engine and a summary of airworthiness directives accomplished and a summary of the life limited parts installed to include the total cycles and cycles remaining until replacement.

17.   **STRUCTURAL REPAIRS** .... ❑

You must show that any repairs performed on the aircraft were accomplished in compliance with FAA-approved data and that the aircraft conforms to its type design requirements. A manufacturers published repair data (i.e., structural repair manual, SRM) is considered FAA-approved data. If the repair is not a manufacturers published repair, it will require FAA approval. This is typically done by a DER on a FAA Form 8110-3.

18.   **MAJOR ALTERATIONS - STC'S** .... ❑

You must show that any major alterations or modifications were accomplished in compliance with FAA-approved data and that the aircraft conforms to its type design requirements. Supplemental type Certificates (STC's), manufacturers service bulletins, or other data approved by the FAA on an FAA Form 8110-3 are examples of FAA-approved data. Keep in mind that you must have a right to use letter from the owner of the STC before it can be installed.

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19. **TYPE CERTIFICATE DATA SHEET CONFORMITY** .... ❑

The type certificate data sheet (TCDS) is document that has a formal description of the aircraft,
engine or propeller. It lists limitations and information required for type certification including airspeed
limits, weight limits, thrust limitations, etc. The FAA/DAR will check this document for any specific notes
related to the airworthiness certification and confirm that the aircraft serial number is listed.

20. **FLIGHT MANUAL CURRENCY** .... ❑

Before an aircraft can be certificated, it must have an up-to-date approved flight manual (AFM)on-board.
The aircraft manufacturer will be able to tell you what the latest revision level is. Also note that any
Modifications affecting aircraft performance or flight characteristics and avionics upgrades will have
flight manual supplements issued. Check to make sure all flight manual supplements are inserted in the AFM.

21. **WEIGHT AND BALANCE AND EQUIPMENT LIST** .... ❑

As part of the original airworthiness certification, the aircraft is weighed to determine that the ranges of
weight and center of gravity are within the approved limits, as specified in the appropriate aircraft
specification or type certificate data sheet. There must be a current weight and balance report available for
the aircraft to include an updated equipment list. The original equipment list produced by the aircraft
manufacturer lists those items of equipment which are replaceable on the aircraft to include the weights
and moment arms. This list should be amended as components are changed and kept current during the life
of the aircraft.

22. **INSPECTION PROGRAM STATUS / RECORD ENTRIES** .... ❑

Each inspection and all maintenance accomplished must be recorded in the aircraft records. A summary
showing when each inspection was performed and when it is next due makes it easy to determine the
status of the inspection program. Provide a copy of each record entry (release to service) for each major
inspection. A recent inspection (within 30 days of making application) is required for standard airworthiness
certification. This should meet the requirements of FAR 43, Appendix D in scope and detail.

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23.   **INSTRUMENTS, PLACARDS, AND MARKINGS**.. ☐

Ensure that the cockpit instruments and placards are correctly located, installed, and properly marked in the English language. Typically, chapter 11 of the aircraft maintenance manual can be used to determine which placards are required to be installed on the exterior and interior of an aircraft. The approved flight manual will show which instrument markings are required.