



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Advisory Circular

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**Subject:** Issuance of airworthiness certificates for Special and Experimental Light-Sport Aircraft.

**Date:** XX/XX/XXXX

**AC No:** 21-XX

**Initiated by:** AIR-200

**1. What is the purpose of this Advisory Circular?** *This advisory circular (AC) contains information about Title 14, Code of Federal Regulations (14 CFR) part 21, Certification Procedures for Products, Articles, and Parts. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, to comply with the requirements for certifying special and experimental light-sport aircraft.*

**2. To whom does this AC apply?** This AC applies to light-sport aircraft (LSA) manufacturers, manufacturers' extensions, and distributors. It also applies to manufacturers of light-sport aircraft kits, and persons who sign FAA Form 8130-15, Light-Sport Aircraft Statement of Compliance. This AC may also provide useful information to applicants who seek: a special airworthiness certificate in the light-sport category to operate an LSA that meets the requirements of 14 CFR § 21.190, herein referred to as a special light-sport aircraft (S-LSA); or an experimental airworthiness certificate to operate an LSA that meets the applicable requirements of 14 CFR § 21.191(i), herein referred to as an experimental light-sport aircraft (E-LSA).

**3. What is a Light-Sport Aircraft?** As defined in 14 CFR § 1.1 (see below), an LSA is an aircraft, other than a helicopter or powered-lift that, since its original certification, has continued to meet the following:

**a.** A maximum takeoff weight of not more than 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.

**b.** 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.

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

**d.** 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 center of gravity (CG).

- e. A maximum seating capacity of no more than two persons, including the pilot.
- f. A single, reciprocating engine, if powered.
- g. A fixed or ground-adjustable propeller, if a powered aircraft other than a powered glider.
- h. A fixed or feathering propeller system, if a powered glider.
- i. A fixed-pitch, semi-rigid, teetering, two-blade rotor system, if a gyroplane.
- j. A nonpressurized cabin, if equipped with a cabin.
- k. Fixed landing gear, except for an aircraft intended for operation on water or a glider.
- l. Fixed or retractable landing gear, or a hull, for an aircraft intended for operation on water.
- m. Fixed or retractable landing gear for a glider.

**4. What type of aircraft is eligible for a special airworthiness certificate in the light-sport category?** 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 five classes of LSA. The classes are: airplanes, gliders, powered parachutes, weight-shift-control aircraft (commonly called trikes), or lighter-than-air aircraft (balloons and airships). When the aircraft meets the definition of light sport aircraft in § 1.1 and the eligibility requirements of § 21.190, it is issued a special airworthiness certificate in the light-sport category. Gyroplanes and aircraft manufactured from light-sport aircraft kits are excluded from obtaining a special airworthiness certificate in the LSA category.

**5. What is a light-sport aircraft kit?** A light-sport aircraft kit is produced by an S-LSA manufacturer and sold with assembly instructions. The aircraft assembled from the light-sport aircraft kit is eligible for an experimental light-sport aircraft airworthiness certificate. The manufacturer is eligible to produce light-sport aircraft kits when the manufacturer has certificated the same make and model as an S-LSA in accordance with §§ 21.193(e)(1).

**6. How do I determine if an LSA is eligible for a special airworthiness certificate in the light-sport category?** An LSA is eligible for a special airworthiness certificate in the light-sport category if it meets the requirements of § 21.190. The aircraft cannot have been previously issued a standard, primary, restricted, limited, or provisional airworthiness certificate, or an equivalent airworthiness certificate issued by a civil aviation authority (CAA) outside the United States. Additionally, you must provide the following documentation:

- a. The aircraft operating instructions.

- b. The aircraft maintenance and inspection procedures for the entire aircraft.
- c. A flight training supplement.
- d. A completed manufacturers statement of compliance, FAA Form 8130-15, as described in §§ 21.190(c).

**7. What information does the manufacturer need to provide on an FAA Form 8130-15?**

FAA Form 8130-15, Light-Sport Aircraft Statement of Compliance, is a declaration from the manufacturer that the LSA meets an FAA accepted consensus standard at the time of manufacture. FAA Form 8130-15 is required by § 21.190(b)(1)(iii) for S-LSA, § 21.193(e)(4) for E-LSA, and is described in § 21.190(c). See Appendix A, Completing FAA Form 8130-15, Light-Sport Aircraft Statement of Compliance. The manufacturer will need to provide the following documentation:

- a. The identity of the aircraft by make (the manufacturer's name), model, serial number, class, date of manufacture, and consensus standard used.
- b. A statement that the aircraft meets the provisions of the identified FAA-accepted consensus standards.
- c. A statement that the aircraft conforms to the manufacturer's design data, using the manufacturer's quality assurance system that meets the identified FAA-accepted consensus standard.
- d. A statement that the manufacturer will make available to any interested person the following documents that meet the identified FAA-accepted consensus standard:
  - (1) The Aircraft's Operating Instructions (AOI) (commonly known as the Pilot's Operating Handbook (POH)),
  - (2) The aircraft's maintenance and inspection procedures for the entire aircraft,
  - (3) The aircraft's flight training supplement.
- 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 FAA-accepted consensus standard.
- f. A statement that, at the request of the FAA, the manufacturer will provide unrestricted access to its facilities.
- 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.
- (3) Determined that the aircraft is in a condition for safe operation.

**8. Who may complete FAA Form 8130-15?** Only the manufacturer of an S-LSA or LSA kit may complete and sign FAA Form 8130-15 (See figures A-1, A-2 in Appendix A). Persons who sign FAA Form 8130-15 must be able to determine that the light-sport aircraft meets the applicable FAA-accepted consensus standard. The manufacturer that issues the FAA Form 8130-15 is responsible for the quality of the aircraft or aircraft kit, as applicable. This includes material supplied by, or assembly work performed by, a person or other entity for that manufacturer.

**9. If my aircraft was manufactured outside of the United States, is it still eligible for a special airworthiness certificate in the light-sport category?** It is still eligible if you provide evidence to the FAA that the aircraft meets the definition of LSA according to § 1.1 and the requirements of §§ 21.190(b). Additionally, in accordance with §§ 21.190(d), you must provide evidence to the FAA that:

**a.** Your aircraft has been manufactured in a country with which the United States has a bilateral airworthiness agreement (BAA) concerning airplanes or Bilateral Aviation Safety Agreement (BASA) with associated Implementation Procedures for Airworthiness (IPA) concerning airplanes, or an equivalent airworthiness agreement. The FAA website contains a listing of existing agreements at [http://www.faa.gov/aircraft/air\\_cert/international/](http://www.faa.gov/aircraft/air_cert/international/).

**b.** The aircraft is eligible for an airworthiness certificate, flight authorization, or other similar certification in its state (country) of manufacture.

**10. What documents do I need when I apply for an S-LSA airworthiness certificate?** In addition to the documents described in §§ 21.190 (b), you must also submit the following documents:

- a.** AC Form 8050-3, Aircraft Registration.
- b.** FAA Form 8130-6, Application for U.S. Airworthiness Certificate.
- c.** FAA Form 8130-15, Light-Sport Aircraft Statement of Compliance.
- e.** An accurate weight of the aircraft in accordance with established weight and balance or weight and loading procedures.

**11. What do I need to know about consensus standards?**

**a. Definition.** As defined in 14 CFR § 1.1, “*Consensus standard*” means, for the purpose of certifying light-sport aircraft, an industry-developed consensus standard that

applies to aircraft design, production, and airworthiness. It includes, but is not limited to, standards for aircraft design and performance, required equipment, manufacturer quality assurance systems, production acceptance test procedures, operating instructions, maintenance and inspection procedures, identification and recording of major repairs and major alterations, and continued airworthiness.” In order for a consensus standard to be used for certification of a LSA, it must be accepted by the FAA.

**b. Notice of Availability (NOA).** An NOA is a notification to the public published in the Federal Register that a new or revised consensus standard has been accepted by the FAA.. The FAA’s LSA web site contains a listing of NOAs at [https://www.faa.gov/aircraft/gen\\_av/light\\_sport/](https://www.faa.gov/aircraft/gen_av/light_sport/).

**c. Definition of an FAA-accepted consensus standard.** A FAA-accepted consensus standard is a standard that the FAA has found acceptable for certification of a specified aircraft. Manufacturers should ensure that they are using a consensus standard that is current and has not been superseded. The FAA’s web site contains a listing of FAA-accepted consensus standards at [https://www.faa.gov/aircraft/gen\\_av/light\\_sport/](https://www.faa.gov/aircraft/gen_av/light_sport/).

**d. Determining the version of a consensus standard which may be used during manufacture.** Standards are issued with a fixed designation (i.e. F2244). The suffix following the fixed designation indicates the year the standard was originally adopted, or year of its latest revision. A listing of the most current consensus standards can be found at <http://www.astm.org>. The light-sport consensus standards are developed in the ASTM F-37 committee.

**12. What are the certification procedures for an S-LSA or E-LSA?** The FAA airworthiness certification process consists of a general airworthiness inspection to determine that the aircraft is in a condition for safe operation. The aircraft is also inspected for completion. Additionally, the FAA will review the applicant’s supplied documentation, verifying that it agrees with the identification, description, and applicable regulations.

**a.** During the aircraft inspection, the FAA verifies:

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

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

(3) That the aircraft nationality and registration marks and placards are in accordance with the part 45 and any additional placards specified by the applicable consensus standards.

(4) That the instruments are appropriately marked and that needed placards are installed with placement for easy reference.

(5) That system controls (e.g., fuel selector(s) and electrical switches/breakers) are appropriately located, clearly marked, and easily accessible. Additionally, the FAA evaluates if the operations, functions, and system controls are in accordance with the manufacturer's specifications and the applicable consensus standard.

(6) That an emergency locator transmitter (ELT) is installed in accordance with § 91.207, as applicable.

(7) That airframe emergency parachutes are, if installed, are properly marked and identified.

**b.** During the certification procedure, the FAA reviews the following documents:

(1) A FAA Form 8130-6.

(2) The aircraft's operating instructions, maintenance instructions, and flight training supplement.

(3) A properly completed FAA Form 8130-15.

(4) Documentation indicating that the registration requirements of part 47 have been met.

(5) The aircraft records, to determine whether the required production flight test and inspections have been completed.

(6) The applicant's weight and balance or weight and loading data.

### **13. How will the FAA issue a special airworthiness certificate in the light-sport category?**

Upon satisfactory completion of the records inspection, document review, and aircraft inspection, the FAA will issue the special airworthiness certificate and operating limitations (in accordance with § 91.327) for that aircraft. The operating limitations will be attached to FAA Form 8130-7. The FAA will review the operating limitations with you to ensure that you fully understand the requirements.

**a.** The manufacturer is required to certify, with FAA Form 8130-15, that the aircraft was ground- and flight-tested successfully and is in a condition for safe operation. The manufacturer should endorse the aircraft logbook with that certifying statement.

**b.** The FAA will issue operating limitations for the operation of your LSA for an unlimited duration, as appropriate. The FAA may issue any additional operating limitations deemed necessary in the interest of safety.

**c.** Once the aircraft meets the applicable certification requirements, the FAA will:

- (1) Make an aircraft logbook entry;
- (2) Issue a special airworthiness certificate, FAA form 8130-7, with appropriate operating limitations;
- (3) Complete sections V and VIII of Form 8130-6; and
- (4) Examine, review, and send the certification files to the appropriate FAA Offices as described in FAA Order 8130.2, Airworthiness Certification of Aircraft and Related Products.

**14. What are operating limitations?** Operating limitations are limitations that are imposed on the operator of the aircraft and are designed for that specific aircraft. The FAA will review each of the operating limitations with you to ensure that you fully understand them. S-LSA operating limitations are issued in accordance with § 91.327 and E-LSA operating limitations are issued in accordance with § 91.319.

**15. What happens if the FAA denies my application for an airworthiness certificate?** If your application for an airworthiness certificate is denied, the FAA will send you a letter stating the reason(s) for denial. The FAA also notifies the Aircraft Registration Branch, AFS-750, that the aircraft did not meet the applicable requirements. This notification to AFS-750 prohibits certification of the aircraft as an LSA until you correct the problem(s) found during the original certification.

**16. What is the duration of a special airworthiness certificate in the light-sport category?**

A S-LSA airworthiness certificate is effective as long as:

- a) The aircraft meets the definition of a light-sport aircraft;
- b) The aircraft conforms to its original configuration, except for those alterations performed in accordance with an applicable consensus standard and authorized by the aircraft's manufacturer or a person acceptable to the FAA;
- c) The aircraft has no unsafe condition and is not likely to develop an unsafe condition; and
- d) The aircraft is registered in the United States.

**17. What is the duration of an experimental airworthiness certificate in the light-sport category?**

The duration of an E-LSA airworthiness certificate is unlimited.

**18. What are safety directives?** Safety Directives are issued by manufacturers of S-LSA and are intended to correct an unsafe condition. Compliance with safety directives is addressed in § 91.327. Safety directives are addressed in applicable consensus standards which include provisions for maintaining the continued airworthiness of an aircraft and correcting safety-of-flight issues. Safety directives are distributed to all owners of the applicable aircraft. Compliance with safety directives is mandatory for all S-LSA, but not mandatory for E-LSA. Proof of compliance with applicable safety directives published by the manufacturer must be documented and maintained in the aircraft records.

**19. How does a S-LSA manufacturer determine if it is eligible to conduct production flight testing?** You are eligible to obtain special flight permits under § 21.197 for production flight testing if the following conditions are met:

**a.** The prototype aircraft of that model and configuration has been flown under an experimental research and development (R&D) certificate to ensure that there are no adverse flight characteristics and that production test pilots are fully familiar with the aircraft.

**b.** Production flight test procedures and checklists for your aircraft are used to ensure that all requirements for production flight tests are fulfilled and entered into the aircraft's logbook.

**c.** The aircraft is flown for production flight tests only.

**d.** Limitations have been established to define the production flight test duration and operations area.

**20. As an S-LSA manufacturer, how do I apply for special flight permits for production flight testing?**

**a.** You or your authorized agent must be included in and operate under the oversight of the manufacturer's quality assurance system and must be the registered owner of each aircraft.

**b.** Each of your aircraft must be registered with a U.S. national registration number (N number). This may be found on FAA Form 8050-3, Certificate of Aircraft Registration; or Form 8050-6, Dealer's Aircraft Registration Certificate. The pink copy of FAA Form 8050-1 may not be used to comply with § 91.203(a)(2) for operation of the aircraft.

**c.** You must apply using FAA Form 8130-6, application for US airworthiness certificate, for each aircraft requiring a production flight test. Special flight permits are not transferable from one aircraft to another.

**d.** When you are found in compliance with all requirements, the FAA may issue FAA Form 8130-7, Special Airworthiness Certificate, with operating limitations. The operating

limitations will be numbered and listed on a separate sheet, identified by the aircraft registration and serial numbers, dated, and signed. FAA Form 8130-7 must be displayed in the aircraft in accordance with § 91.203(b).

**21. As a S-LSA manufacturer, how do I perform production flight testing?** You must flight-test S-LSA in accordance with your production acceptance test procedure, which may include ground flight testing, that meets an applicable consensus standard to determine if the aircraft meets acceptable performance levels and to determine that each aircraft is in a condition for safe operation, in accordance with § 21.190(c).

a. You must notify the closest geographic manufacturing inspection district office (MIDO) of the intent to perform production flight testing on the LSA. You should submit the proposed geographic flight testing locations with at least 30 days advanced notice to that MIDO. Your production flight test plan must be in accordance with the applicable consensus standard.

b. The local MIDO, flight standards district office (FSDO) and air traffic facility with responsibility over the proposed flight test area, will coordinate the selection of the flight test area.

c. A special flight permit may be issued for production flight testing when operating new production aircraft for the purpose of flight testing, as provided in § 21.197.

**22. What is the process for a manufacturer to apply for its first special airworthiness certificate in the light-sport category for a specific make/model?**

You should first meet all the requirements of the consensus standards, including providing evidence of any testing, flight testing for compliance, and assurance of airworthiness, using an aircraft with an experimental R&D airworthiness certificate. When you have met all the requirements of the consensus standards and the regulatory requirements for eligibility, you may apply for an S-LSA airworthiness certificate.

**23. Under what conditions is my experimental aircraft eligible for a special airworthiness certificate in the light-sport category?**

If your aircraft has been previously issued an experimental certificate, it may be eligible for certification in the light-sport category when:

a. The aircraft was a light-sport prototype aircraft that has been flown by the manufacturer under an experimental R&D certificate to ensure that there are no adverse flight characteristics in accordance with 14 CFR § 91.319(b), and the manufacturer provides the necessary documentation required by 14 CFR § 21.190; or

b. The aircraft was converted from an S-LSA airworthiness certificate to an E-LSA airworthiness certificate (14 CFR §§ 21.191 (i)(3)) and you are seeking to return to the special light-sport category. You must provide the following:

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

(2) The FAA Form 8130-15 that was used for the original issuance of the light-sport category airworthiness certificate.

(3) Proof of compliance with applicable airworthiness directives and manufacturer's safety directives.

(4) A statement that the aircraft was not altered and/or modified without approval of the manufacturer or a person acceptable to the FAA.

(5) Evidence that the required maintenance and inspections were accomplished and documented in the aircraft's records in accordance with 14 CFR part 43.

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

**24. Under what circumstances can I transfer an S-LSA airworthiness certificate?** You can transfer the airworthiness certificate with the aircraft (§ 21.179) when there is a change of ownership or transfer of registration. There is no FAA inspection required after transfer of an aircraft that has an airworthiness certificate already issued.

**25. Can I modify or alter my S-LSA?** Yes. However, you may not alter or modify the S-LSA without the consent of the manufacturer or a person acceptable to the FAA for that individual S-LSA to maintain airworthiness certification in the light-sport category. You are responsible for any alteration or modification including installations. Once the aircraft has been modified or altered, it must still meet all applicable consensus standards. Any modification, addition, or change to your aircraft must not conflict with the definition of an LSA as defined in § 1.1, the eligibility requirements of 14 CFR part 21, and/or the operating requirements of part 91. Any work performed on you S-LSA must be performed by a person who is appropriately certificated.

**26. Will the FAA issue an export certificate of airworthiness for my S-LSA or E-LSA?** No, S-LSA and E-LSA are not eligible for the issuance of FAA Form 8130-4, Export Certificate of Airworthiness.

**27. Where can I find this AC?** You can find this AC at [http://www.faa.gov/regulations\\_policies/advisory\\_circulars/](http://www.faa.gov/regulations_policies/advisory_circulars/).

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## Appendix A. Completing FAA Form 8130-15, Light-Sport Aircraft Statement of Compliance

**1. Purpose.** The following instructions apply to both special LSA category and LSA kits, unless otherwise indicated. Please use sample FAA Form 8130-15 with these instructions. Figure A-1 shows an example of a completed FAA Form 8130-15 for a special airworthiness certificate in the light-sport category. Figure A-2 shows an example of a completed FAA Form 8130-15 for an LSA kit.

**2. Specific Guidance.** Prepare the form as follows:

**a. Section I. Aircraft Identification.** This section should contain the aircraft information as shown on the aircraft ID plate, and/or aircraft 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.

- (1) Block 1. Manufacturer Name.
- (2) Block 2. Manufacturer address. (Include Country if outside the United States.)
- (3) Block 3. Aircraft Serial Number.
- (4) Block 4. Date of Aircraft or Aircraft Kit Manufacture. (*mm/dd/yyyy*)
- (5) Block 5. Aircraft Make.
- (6) Block 6. Aircraft Model.
- (7) Block 7. Maximum Take-off Weight.
- (8) Block 8. Maximum Number of Occupants.
- (9) Block 9. Indicate the Maximum airspeed in level flight with maximum continuous power.
- (10) Block 10. Indicate the Maximum stalling speed or minimum steady flight speed without the use of lift-enhancing devices.

**b. Section II. Applicable User Manuals.**

(1) Consensus Standard(s). The FAA-accepted consensus standard for the design and performance of the aircraft should be listed in this block. For example, the entry would be “ASTM F2245-XX (design and performance).” Any other applicable consensus standards not referenced elsewhere on this form also should be listed here. For example, if the engine requires a standard, the entry would be “ASTM F2339-XX (design & manufacture of reciprocating spark ignition engines).” If an airframe emergency parachute is installed, the entry would be “ASTM

F2316-XX (airframe emergency parachutes).” The title of the standard should also be included. For kit-built aircraft, this block also should contain the manufacturer-provided assembly instructions and the consensus standard for the design and performance and assembly instructions.

**Note:** On FAA Form 8130-15, where FAA-accepted consensus standards are to be identified, list the FAA-accepted consensus standard applicable at the time the aircraft or kit is manufactured. There is a period of time where previous revisions are acceptable. Either the previous revision or the later revision may be used during this period of time, and is contingent on the manufacturer’s build date (block 4), and the “Not to Exceed Date” given in the NOA published in the Federal Register. Additionally, the same consensus standard can cover more than one topic and may be listed more than once.

(2) Aircraft Operating Instructions. List the specific title or company identifier for the AOI (commonly known as POH) that is provided with the LSA or light-sport kit, including the revision level, if applicable. The block also should contain the FAA-accepted consensus standard used to produce the aircraft’s AOI/POH.

(3) Aircraft Maintenance and Inspection Procedures. List the specific title or company identifier for the Aircraft Maintenance and Inspection Procedures provided with the LSA or light-sport kit, including the revision level. The block should also contain the FAA-accepted consensus standard used to develop the maintenance and inspection procedures.

(4) Aircraft Flight Training Supplement. List the specific title or company identifier for the Aircraft Flight Training Supplement provided with the LSA or light-sport kit, including the revision level, if applicable. The block should also contain the FAA-accepted 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 should be entered in this block.

### **c. Section III. Manufacturer’s Process Documents.**

(1) Comments. This block should 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 all LSA statements of compliance (except for first of make and model), this block should be used to provide evidence that an aircraft of the same make and model was issued a U.S. special airworthiness certificate in the light-sport category. When the LSA statements of compliance is for the manufacturer’s first of make and or model, omit providing evidence of previously issued U.S. special airworthiness certificate, noting with a statement “FIRST OF MAKE AND OR MODEL”. First of make and or model statement is entered only into this block when applicable for that aircraft and for special light-sport category certification.

(2) Manufacturer’s Quality Assurance System. This block should provide the specific title or the company identifier for the company’s quality assurance system used in the production

of the LSA or light-sport kit, including the revision level. The block also should contain the FAA-accepted consensus standard for the quality assurance system.

(3) Manufacturer's Continued Airworthiness System. This block should 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. The block also should contain the FAA-accepted consensus standard for the continued airworthiness system.

**d. Section IV. Manufacturer's Certification.**

(1) Certification. This block should provide the aircraft or kit serial number in the blank provided. For light-sport kit, a pen & ink change to the certification statement should be made by lining through the word "aircraft" (2 places) and adding the word "kit" above it (see Figure A-2). Additionally, for a light-sport kit, only the following words will be lined through: "(3) was ground and flight-tested successfully and (4) is in a condition for safe operation."

(2) Name. This block should provide the name of the manufacturer's chief executive officer or the chief quality officer and/or the manufacturer's authorized agent.

(3) Signature. This block should provide the signature of the manufacturer's chief executive officer or the chief quality officer and/or the manufacturer's authorized agent. The person(s) who signs in section IV must be able to verify compliance to all applicable standards.

(4) Title. This block should provide the title of the manufacturer's chief executive officer, chief quality officer, or the manufacturer's authorized agent. Authorization for an agent's signature should be in writing from the manufacturer with all signatory names and titles specified within the manufacturer's quality system process documentation (quality manual).

(5) Date. Enter the date that the form was signed.

**3. Additional Signatures.** In some cases, the manufacturer's quality assurance system will require two signatures, one at the production facility and one for any reassembly after transport or shipment, and/or flight testing, assembly, installations and precertification work. FAA Form 8130-15 should never be signed by anyone except the manufacturer or their authorized agent(s).

Figure A-1. Sample FAA Form 8130-15, Light-Sport Aircraft Statement of Compliance

 U.S. Department of Transportation Federal Aviation Administration		<b>Light-Sport Aircraft Statement of Compliance</b>		<b>INSTRUCTIONS</b> - Print or type. Present original to an authorized FAA Representative. If additional space is required, use an attachment.	
I. Aircraft Identification	1. Manufacturer Name The ACME Company		2. Manufacturer Address ( <i>street, city, zip</i> ) 420 W Jackson, Mexico MO 65265		
	3. Aircraft Serial No. 00001	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 <sub>H</sub> 120 KCAS	10. V <sub>S1</sub> 45 KCAS	
	<b>Class of light-sport aircraft:</b> ( <i>Check all applicable items</i> )      X Operation on Water				
	<input checked="" type="checkbox"/> Airplane	<input type="checkbox"/> Powered Parachute	<input type="checkbox"/> Weight-Shift-Control	<input type="checkbox"/> Glider	<input type="checkbox"/> Lighter-Than-Air
II. Applicable User Manuals	<b>Consensus Standard(s)</b> ( <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 <sup>st</sup> Edition ASTM Standard F2245-04		Revision None		Date issued 08/01/2005
	Aircraft Maintenance and Inspection Procedures ( <i>list applicable items</i> ) ACME-MM-1 <sup>st</sup> Edition ASTM Standard F2483-05		Revision N/A		Date issued 08/15/2005
	Aircraft Flight Training Supplement ( <i>list applicable items</i> ) ACME-FT Supp ASTM Standard F2245-04		Revision None		Date issued 08/01/2005
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. <b>FIRST OF MAKE AND/OR MODEL</b>				
	Manufacturer's Quality Assurance System ( <i>list applicable items</i> ) ACME-QCS.001 ASTM Standard F2279-03		Revision Rev C		Date 07/23/2005
	Manufacturer's Continued Airworthiness System ( <i>list applicable items</i> ) ACME-CAW.002 ASTM Standard F2295-03		Revision Rev A		Date 10/31/2004
IV. Manufacturer's Certification	<b>CERTIFICATION:</b> I hereby certify that aircraft serial number <u>00001</u> 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 A-2. Sample FAA Form 8130-15, Light-Sport Statement of Compliance  
(for a Light-Sport Kit)**

 <p>U.S. Department of Transportation Federal Aviation Administration</p>		<p><b>Light-Sport Aircraft Statement of Compliance</b></p>		<p><b>INSTRUCTIONS</b> - Print or type. Present original to an authorized FAA Representative. If additional space is required, use an attachment.</p>	
I. Aircraft Identification	1. Manufacturer Name Express Aircraft		2. Manufacturer Address ( <i>street, city, zip</i> ) 1876 N. Parkview Drive, Chandler, OK 65432		
	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 <sub>H</sub> 120 KCAS	10. V <sub>S1</sub> 45 KCAS	
	<p><b>Class of light-sport aircraft:</b> (<i>Check all applicable items</i>)      Operation on Water</p>				
	<p><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</p>				
II. Applicable User Manuals	<p><b>Consensus Standard(s)</b> (<i>list below or use attachment</i>) Silver One Assembly Instructions, KFSO-1A ASTM Standard F2245-04 (design and performance) ASTM Standard F2563-06 (assembly instructions)</p>		Revision Rev A N/A N/A	Valid Until N/A N/A N/A	
	<p>Aircraft Operating Instructions (<i>list applicable items</i>) Silver One Operating Instructions, SO-OI-1 ASTM Standard F2245-04</p>		Revision None Revision N/A	Date issued 12/11/2005 Date N/A	
	<p>Aircraft Maintenance and Inspection Procedures (<i>list applicable items</i>) Silver One Maintenance Manual, SO-MM-1 ASTM Standard F2483-05</p>		Revision Rev A Revision N/A	Date issued 11/30/2005 Date N/A	
	<p>Aircraft Flight Training Supplement (<i>list applicable items</i>) Silver One Flight Training, SO-FT-1 ASTM Standard F2245-04</p>		Revision None Revision N/A	Date issued 12/11/2005 Date N/A	
	<p>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. Express Aircraft Silver One Kit Assembly Instructions, Revision A, meets consensus standards requirements of ASTM F2563-06 and are provided with this Kit.</p>				
III. Manufacturer's Process Documents	<p>Manufacturer's Quality Assurance System (<i>list applicable items</i>) Express Aircraft QA Manual ASTM Standard F2279-03</p>		Revision Rev C Revision N/A	Date 01/18/2006	
	<p>Manufacturer's Continued Airworthiness System (<i>list applicable items</i>) Express Aircraft CAS documentation located in QA Manual ASTM Standard 2295-03</p>		Revision Rev C Revision N/A	Date	
	<p><b>CERTIFICATION:</b> I hereby certify that aircraft / kit serial number <u>K-00014</u> 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 / kit (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) <del>was ground and flight tested successfully,</del> and (4) <del>is in a condition for safe operation.</del> Additionally, at the request of the FAA, the manufacturer will provide unrestricted access to its facilities.</p>				
IV. Manufacturer's Certification	Name: Jacob Small		Signature: <i>Jake Small</i>		
	Title: General Manager		Date 03/07/2006		
	Name:				
	Title:		Date		