

## CHAPTER 76 CONDUCT FAR PART 121/135 PROVING/VALIDATION TESTS

### Section 1 Background

#### 1. PTRS ACTIVITY CODES

A. *Maintenance*: 3318

B. *Avionics*: 5318

**3. OBJECTIVE.** This chapter provides guidance for conducting proving tests, as required by FAR §§ 121.163 and 135.145, and for evaluating an operator/applicant's compliance through the use of validation tests per FAR Part 121, Subparts E and F, and FAR § 135.13

#### 5. GENERAL

##### A. *Definitions*

(1) *Proving Tests*: Tests conducted by an operator/applicant to demonstrate the ability to operate according to proposed procedures and regulatory requirements for original certification or introduction of equipment new to the operator.

(2) *Provisionally Certificated Aircraft*: Aircraft in the process of receiving a type certificate or an amendment to an existing type certificate.

(3) *Validation Tests*: Test conducted by an operator/applicant to demonstrate the ability to operate according to procedures and regulatory requirements for specific operational authorizations.

B. *Test Differences*. Proving and validation tests differ with respect to regulatory source and application. Both tests provide a method for evaluating an operator's demonstrated operational ability. Both the testing methods and the results of the tests must be acceptable to the Administrator.

C. *FAA Inspection Team Requirements*. The district office manager shall organize the inspection team and assign a principal inspector as team leader.

(1) The team leader will be responsible for the conduct, coordination, and evaluation of the test plan. In addition, the team leader will be the spokesperson for the Administrator on all matters pertaining to the test.

(2) The inspection team should have the following personnel, as required:

- An Aviation Safety Inspector (operations) type-rated on the equipment
- Aviation Safety Inspectors (maintenance and avionics) trained on the equipment and experienced in either FAR Parts 121 or 135 operations, as applicable

(3) All members should be familiar with the pertinent parts of the operator's manual and program

**NOTE: If qualified inspectors are not available within the district office, the district office must request assistance from the region.**

**7. PROVING TESTS.** Proving tests are conducted to ensure that an operator's organization and maintenance program can support a proposed operation effectively and safely. The operator/applicant must demonstrate the ability to conduct line operation functions with a specific aircraft in compliance with regulations and safe operating practices. FAR Parts 121 and 135 require aircraft proving tests when the following occurs:

- Initial certification of an applicant
- An operator submits a proposal to add to its operations specifications an aircraft type that the operator has not operated previously
- An operator submits a proposal to use materially altered aircraft

A. *Proving Test Plan*. The operator/applicant must develop and submit a proving test plan at least 10 days prior

to any in-flight demonstration the operator desires to have credited toward proving test requirements. This includes training or ferry flights. Any deviations to this plan must be coordinated with the Certificate Holding District Office.

B. During the FAA planning stage, the team leader shall assign responsibility for different sections of the proving test report to specific members of the team.

(1) Each team member's responsibility includes project participation until the final report is ready for submission.

(2) Team leader responsibilities include the following:

- Notifying the region of proving test dates, times, and locations. The region shall notify other regions affected by the impending proving tests and any resulting scheduled operations proposed by the operator.
- Assigning appropriate sections of the test plan to maintenance, avionics, and operations inspectors for their review and comment
- Coordinating with the office of aviation security, as necessary, to obtain security inspector assistance for evaluating specific areas such as hazardous materials and passenger screening

**NOTE: Figure 76-1 provides guidance to the team leader in the planning and coordination phase.**

C. *Personnel Participation.* Regulations limit the participants in the in-flight portion of the proving tests to those required by the operator to conduct the tests and those designated by the Administrator. The number of persons on board in excess of the crew and the FAA proving test team must be kept to a minimum. Personnel in this category will be limited to the following:

- Operator/applicant's supervisory personnel

- Designated FAA representatives from regional and/or Washington headquarters
- Representatives of the aircraft/engine/accessories manufacturer(s)

D. *Provisional Airworthiness Certificates.* In rare situations, an operator/applicant may propose to use a provisionally certificated aircraft during proving tests under FAR Part 121.

(1) The issuance of a Provisional Airworthiness Certificate, per Subpart I of FAR Part 21, is the responsibility of the Manufacturing Inspection District Office.

**NOTE: Due to the renumbering of FAR Part 91, this chapter contains the old FAR Part 91 section numbers in brackets {}, following the revised section numbers.**

(2) To obtain FAA approval, the operator must show that no feature, characteristic, or condition of the aircraft would make it unsafe when operated in accordance with FAR §§ 91.317, {91.41}, and 121.207.

**NOTE: FAR Part 135 does not permit the use of provisionally certificated aircraft for proving tests.**

**9. VALIDATION TESTS.** Validation test provide the operator with an opportunity to demonstrate to the Administrator that specific line operations, such as two-engine, extended-range, long-range navigation, and Category II and III operations, can be conducted safely. Validation tests, like proving tests, are operator-oriented but are usually more limited in scope. Validation tests and proving tests may be conducted jointly.

## **11. THE PROVING AND VALIDATION TEST PROCESS**

A. *Phase I.* During Phase I, the team leader must ensure that the operator/applicant is aware of the specific proving or validation test requirements and the requirements for submitting the plan to the Administrator.

(1) Phase I of the proving test process begins when one of the following occurs:

- An applicant for a certificate establishes the Schedule of Events
- An operator advises the Certificate Holding District Office of an intent to acquire a new aircraft type

(2) For validation tests, this phase begins when one of the following occurs:

- An operator proposes to operate over routes requiring a special navigation authorization
- An operator acquires new equipment that requires special performance or operational authorization

B. *Phase II.* Phase II begins when the operator/applicant submits the test plan to the FAA for evaluation. During this phase, the team leader must ensure the plan, as submitted, is complete and the format is acceptable for a thorough review and analysis to be conducted.

C. *Phase III.* Phase III consists of the inspectors thoroughly reviewing the submitted plan.

(1) The review should ensure compliance with regulatory requirements and the logical sequencing of events.

(2) During this phase, close coordination must be maintained between the Administrator and the operator/applicant. The operator/applicant should be advised by letter of the results of the review. This review should take place within five days of the plan's submittal.

D. *Phase IV.* Phase IV is the demonstration phase.

(1) For proving tests, the operator/applicant conducts both en route and non-en route segments of the test for FAA observation.

(2) For validation tests, the operator conducts specific operations to accomplish one of the following:

- Collect verification data

- Provide a flight/operation for FAA observation

E. *Phase V.* After successfully completing a proving/validation test, the Certificate Holding District Office approves the operations specifications and completes the appropriate test report.

### 13. PROVING TEST REQUIREMENTS

A. For proving tests to be acceptable, the operator/applicant must demonstrate the ability to operate according to the operating and maintenance regulatory requirements that would apply if the operator were fully certificated and held the necessary authorizations. Only the following types of flights can be credited toward proving tests:

(1) Representative en route flights conducted under the provisions of FAR Parts 121 or 135, applicable sections of FAR Part 91, and other applicable rules

(2) Training flights observed by an FAA inspector, if the aircraft is maintained according to the proposed maintenance/inspection programs

B. The minimum time requirements for proving tests under Part 121 are as follows:

(1) *Newly Manufactured Aircraft.* FAR § 121.163(a) requires a minimum 100 hours of proving tests to include 10 hours of night flight, in addition to the aircraft certification tests. This applies to new aircraft manufactured in the U.S. or any foreign-manufactured aircraft not previously operated by a U.S.-certificated operator.

(2) *Aircraft New to the Operator.* FAR § 121.163(a)(1) requires at least 50 hours of proving tests by an operator/applicant proposing to use a type of aircraft that has been proven previously by another FAR Part 121 operator.

(3) *Materially-Altered Aircraft.* FAR § 121.163(a) requires an operator/applicant to conduct at least 50 hours of proving tests when the type of aircraft to be used has been materially altered in design. Examples of materially altering an aircraft design include the following:

- Installation of engines that differ in type from those originally installed on the aircraft for type certification

- Any design alterations that significantly affect flight characteristics, e.g., wing or fuselage extensions

C. Proving tests under FAR Part 135 are required only when those operations are conducted with turbojet aircraft or aircraft requiring two pilots for operations under Visual Flight Rules.

(1) At least 25 hours of proving tests must be flown when an operator has not previously operated that aircraft or an aircraft of the same make and similar design in any operations under Part 135.

(2) At least 25 hours of proving tests must be flown when an aircraft used by the operator has been significantly altered in design. Significant alterations in the design of an aircraft include the following:

- Installation of engines that differ in type from those originally installed on the aircraft for type certification
- Any design alteration that significantly affects flight characteristics, e.g., short take-off and landing modifications

D. *Airport Operations.* An operator must conduct a representative number of proving tests into airports that the operator plans to serve in operation specifications-approved scheduled/unscheduled operations. If an operator plans to provide service to airports in more than one area (domestic and overseas), the operator must conduct proving tests into a representative number of those areas. The Administrator will determine what constitutes a representative airport or area of en route operation.

E. *Carriage of Passengers/Cargo.* The carriage of revenue passengers on a proving test is strictly prohibited. The carriage of mail, express, or other revenue cargo is permitted when the operator/applicant has the appropriate Department Of Transportation (DOT) economic authority.

F. *Deviations.* The only deviations authorized by regulations are to the required number of proving test flight hours.

G. *Predemonstration Meetings*

(1) The proving team shall conduct predemonstration test meetings to accomplish the following:

(a) Provide members with assignments, schedules for flight times and locations, and inspection and reporting requirements

(b) Determine the means of testing the operator/applicant's ability to deal with simulated and/or actual operational contingencies within the limits of the proposed program. Scenarios must be clearly understood by and coordinated with each member of the team in terms of individual roles and responsibilities. The proving test team leader must ensure:

- That the operator is not encumbered with so many simulated situations that a realistic evaluation of the proposed operation is hindered
- That emergency or other simulated situations, when appropriate, are well-coordinated with other agencies such as Air Traffic Control or airport authorities, as required

**NOTE: All simulated scenarios must be terminated immediately if an actual emergency occurs.**

(2) The following are examples of typical scenarios that may be used in evaluating the operator's capabilities:

(a) Diversion to alternative airports for reasons such as weather or maintenance. This would test the company's communications, maintenance, and other operational capabilities.

(b) Minimum Equipment List (MEL) or Configuration Deviation List (CDL) situations that test the operator/applicant's operations and maintenance procedures, e.g., a simulated inoperative generator

(c) Problems that will demonstrate the operator/applicant's competency and knowledge of areas such as aircraft performance, airport analysis programs, and alternative company procedures, e.g., simulating an inoperative anti-skid or thrust reverser while operating on a runways contaminated with ice, slush, or snow.

(d) Maintenance problems that will demonstrate:

- The availability of spare parts, special tools and equipment, and sufficient competent, trained personnel, if applicable
- The effectiveness of maintenance procedures
- The availability of contracted support agencies, if required, e.g., fueling, deicing, and non-routine maintenance

(e) Problems that will cause the operator/applicant to use alternative weight and balance procedures, if the normal system is a computer-based system

(f) Problems that will demonstrate the operator/applicant's ability to function according to established company procedures and FAA regulations for security and hazardous cargo situations

(g) Operational situations that exercise dispatch, flight following, or flight locating centers to test communications, weather information dissemination, and other flight information distribution abilities

(h) Simulated aircraft emergencies, such as engine failure or landing gear retraction/extension problems

**NOTE: Under no circumstances shall an inspector require an actual engine shutdown.**

- (i) Specific simulated emergencies, if applicable:
- Incapacitated passengers in need of immediate medical assistance
  - Lavatory or cargo fires
  - Loss of pressurization
  - Unruly passenger who interferes with a crewmember

A. Validation tests shall be conducted for the following reasons:

- When directed by AFS-1 or the principal inspector
- When FAR Part 121, Subparts E and F, and § 135.13 require an operator to demonstrate that it can satisfactorily conduct the operations for which it is seeking FAA authorization

B. After the operator has successfully demonstrated the ability to meet all requirements, the FAA approves the specific authorizations. FAR Parts 121 and 135 require these specific authorizations to be included in the operations specifications.

(1) The requirements for validation tests are derived from different regulations than the requirements for proving tests. However, validation tests are often conducted in conjunction with proving tests.

(2) The validation tests must be specifically designed and tailored to the individual situation(s) of the operator.

C. Validation tests may consist of a single flight operation or a series of flight operations. As regulations do not specify a required number of hours or flights, this is determined by the Administrator. Depending on the type of validation test, it may be necessary for an inspector to observe each flight or require the operator to keep records of a series of flight operations for FAA evaluation.

D. In certain situations, the FAA may grant an interim authorization, such as an authorization to conduct Category II operations with higher minimums. This interim authorization allows:

- FAA observation and evaluation of the proposed line operation
- Data collection by the operator for FAA evaluation

E. Successful completion of all validation tests is required before a final authorization is granted.

## 11. VALIDATION TEST REQUIREMENTS

F. Operational situations that require a special navigation authorization and normally require validation tests include the following:

(1) A situation where an operator proposes to operate a specific aircraft for the first time into an area requiring the use of special navigation equipment and/or procedures. These situations can include the following:

- Operations in remote and extensive land areas with questionable or degraded surface or space-based navigation facilities
- Operations over extended overwater areas that do not have adequate surface or space-based navigation facilities
- Operations in extensive areas of magnetic unreliability
- Operations in North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) airspace. See Advisory Circulars 91-49, General Aviation Procedures for Flight in North Atlantic Minimum Navigation Performance Specifications Airspace, as amended, and 120-33, Operational Approval of Airborne Long-Range Navigation Systems for Flight Within the North Atlantic Minimum Navigation Performance Specifications Airspace, as amended, and the Minimum Navigation Performance Specifications Operations manual.
- Operations in North Pacific (NOPAC) airspace. See North Pacific Operations manual.
- Operations in Arctic Ocean and Antarctica airspace
- Low-level aircraft off-shore operations that do not have adequate surface or space-based navigation facilities

(2) An operator who proposes to use the following special navigation equipment in a specific aircraft when

that operator has not previously used the equipment in that aircraft:

- Area navigation systems certified according to Advisory Circular 90-45, Approval of Area Navigation Systems for Use in the U.S. National Airspace System, as amended
- LORAN-C navigation systems. See Advisory Circular 20-121, Airworthiness Approval of Airborne Loran-C Systems for Use in the U.S. National Airspace System, as amended
- OMEGA/VLF navigation systems. See Advisory Circular 20-101, Omega and Omega/VLF navigation Systems Approvals for Use in the Conterminous United States and Alaska, as amended
- Inertial navigation systems. See Advisory Circulars 25-4, Inertial Navigation Systems (INS), as amended, and 121-13, Self-Contained Navigation Systems (Long Range), as amended
- Doppler navigation systems
- Global Positioning Satellite navigational systems
- Any combination of the preceding systems

G. The following situations require validation tests, and many require additional maintenance tasks, procedures and limitations (Minimum Equipment List and maintenance) for each type of aircraft to be used by an operator:

- Extended-range operations with two-engine airplane under FAR Part 121 over routes containing a point further than 1-hour flying time from an adequate airport. See Advisory Circular 120-42, Extended Range Operation With Two-Engine Airplanes, as amended, and Order 8300.10, Vol. 2, Ch. 82, Extended Range Operation With Two-Engine Airplanes.
- Unimproved runway operations

H. The following situations require special equipment and special operational authorization:

- Category II and III instrument approach and landing systems. See Advisory Circulars 120-29, Criteria for Approving Category I and Category II Landing Minima for FAR 121 Operators, as amended and 120-28, Criteria for Approval of Category III Landing Weather Minima, as amended
- Use of automatic landing systems for landing operations. See Advisory Circular 20-57, Automatic Landing Systems, as amended
- Use of manually flown flight control guid-

ance systems approved for landing operations (heads-up or heads-down flight control systems)

- Use of airborne radar approach systems (ARA). See Advisory Circular 90-80, Approval of Airborne Radar Approach (ARA) Procedures for Helicopters to Offshore Platforms, as amended.
- Use of area navigation systems for approach and landing operations. See Advisory Circular 90-45, Approval of Area Navigation Systems for Use in the U.S. National Airspace System, as amended.

## Section 2 Procedures

### 1. PREREQUISITES AND COORDINATION REQUIREMENTS

#### A. Prerequisites

(1) The inspector must have a thorough knowledge of the regulatory requirements of FAR Parts 121 or 135, as applicable.

(2) The inspector's training and/or experience level must meet one of the following:

- Successful completion of the Airworthiness Inspectors Indoctrination String Course and the Airworthiness Inspectors En Route Course
- For inspectors hired prior to the development of the String Course concept, satisfactory performance at a journeyman's level

(3) The inspector must have experience with FAR Part 121 and/or 135 operations

(4) The inspector must be familiar with the operator/applicant's maintenance program.

(5) The inspector must have experience or training on the type of equipment being used.

B. *Coordination.* This task requires close coordination among avionics, maintenance, and operations inspectors and with the regional office.

### 3. REFERENCES, FORMS, AND JOB AIDS

#### A. References

- FAR Parts 43 and 91
- FAA Order 8130.2, Airworthiness Certification of Aircraft and Related Approvals, as amended
- Advisory Circular 20-57, Automatic Landing Systems, as amended
- Advisory Circular 20-101, Omega and Omega/VLF navigation Systems Approvals for Use in the Conterminous United States and Alaska, as amended
- Advisory Circular 20-121, Airworthiness Approval of Airborne Loran-C Systems for Use in the U.S. National Airspace System, as amended
- Advisory Circular 25-4, Inertial Navigation Systems (INS), as amended
- Advisory Circular 90-45, Approval of Area Navigation Systems for Use in the U.S. National Airspace System, as amended

- Advisory Circular 90-76, Flight Operations in Oceanic Airspace, as amended
  - Advisory Circular 90-79, Recommended Practices and Procedures for the Use of Electronic Long-Range Navigation Equipment, as amended
  - Advisory Circular 90-80, Approval of Airborne Radar Approach (ARA) Procedures for Helicopters to Offshore Platforms, as amended
  - Advisory Circular 91-16, Category II Operations -General Aviation, as amended
  - Advisory Circular 91-49, General Aviation Procedures for Flight in North Atlantic Minimum Navigation Performance Specifications Airspace, as amended
  - Advisory Circular 120-28, Criteria for Approval of Category III Landing Weather Minima, as amended
  - Advisory Circular 120-29, Criteria for Approving Category I and Category II Landing Minima for FAR 121 Operators, as amended
  - Advisory Circular 120-31, Operational and Airworthiness Approval of Airborne Omega Radio Navigation Systems as a Means of Updating Self-Contained Navigation Systems, as amended
  - Advisory Circular 120-33, Operational Approval of Airborne Long-Range Navigation Systems for Flight Within the North Atlantic Minimum Navigation Performance Specifications Airspace, as amended
  - Advisory Circular 120-37, Operational and Airworthiness Approval of Airborne Omega Radio Navigational Systems as a Sole Means of Long Range Navigation Outside the United States, as amended
  - Advisory Circular 120-42, Extended Range Operation With Two-Engine Airplanes, as amended
  - Advisory Circular 121-13, Self-Contained Navigation Systems (Long Range), as amended
  - North Atlantic Minimum Navigation Performance Specifications Air Space operations manual
  - North Pacific (NOPAC) operations manual
  - Operator's maintenance program
  - Operator's submitted test plan
- B. *Forms.* None
- C. *Job Aids*
- Figure 76-1, Proving/Validation Test Job Aid

## 5. PROVING TEST PROCEDURES

### A. *Review the Operator/Applicant's Submitted Test Plan*

(1) The plan must contain at least the following information:

- The operator/applicant's point of contact
- A detailed schedule of events including the dates, times, and airports to be used
- The names and positions of all the operator/applicant's participants for the proposed test schedule
- The names and affiliations of personnel, other than the operator/applicant's employees, whom the operator/applicant wants to participate in the test
- Other information that the Administrator may require

(2) After a complete review by all team members, the team leader will notify the operator/applicant of acceptance or required revisions.

B. *Conduct FAA Team Meetings.* The team leader will provide all participants with the following:

- Individual assignments and responsibilities
- A detailed schedule of events

(1) As a team, formulate and schedule a plan that will test the operator/applicant's capabilities and reactions.

(2) Ensure that the plan includes an inspection of the following:

- The operator/applicant's aircraft (see Vol. 3, Ch. 2, Conduct Spot Inspection of Operator's Aircraft)
- Line stations, both operator/applicant and contractor (see Vol. 2, Ch. 223, Conduct Evaluation of Operator/Applicant's Line Station)
- Servicing facilities - fueling and deicing (see Vol. 2, Ch. 227, Evaluate Operator's Refueling Procedures)

(3) Ensure that the plan includes surveillance of the operator/applicant's routine and non-routine maintenance procedures/performances, to confirm the following:

- The availability of parts, special tools, and adequately trained personnel
- The availability and effective utilization of company manuals (operations, maintenance, Minimum Equipment List/-Configuration Deviation List)
- The effectiveness of maintenance procedures

(4) Ensure that the plan includes the use of simulated problems, such as:

- Weather diversions
- Equipment failures/malfunctions
- Inflight/ground emergencies

C. *Conduct Meeting with Operator/Applicant.* Introduce team members and discuss the procedures to be followed during the test.

D. *Conduct Proving Test.* Accomplish the proving test flight per formulated plan (see Figure 76-1). Advise the operator/applicant of any discrepancies on the day that they occur. When a serious deficiency occurs that may be cause for rescheduling or terminating the proposed flights, advise the operator/applicant immediately.

**NOTE: All simulated scenarios must be terminated immediately if an actual emergency occurs.**

E. *Analyze Findings.* As a team, compare and evaluate individual and group findings to determine if discrepancies and/or deficiencies exist.

F. *Conduct Debriefing.* Conduct a meeting with the operator/applicant to discuss findings and necessary corrective actions. Notify the operator/applicant by letter of all deficiencies discussed.

## 7. TASK OUTCOMES FOR PROVING TESTS

A. *File PTRS Transmittal Form*

B. *Approve Operations Specifications Amendment.* When all deficiencies are resolved, approve/amend the operator's operations specification (see Vol. 2, Ch. 84, FAR Part 121/135 Operations Specifications).

C. *Complete The Report*

(1) The inspection team must complete a report that explains how the operator/applicant demonstrated compliance with the applicable subparts of the regulations. The report must include:

- Records of all discussions and agreements made with the operator/applicant concerning actions taken to correct deficiencies

- The basis for FAA determinations of satisfactory corrective action

(2) The Certificate Holding District Office will forward one copy of the report within 30 days (through channels according to regional instructions) to the Aircraft Maintenance Division, AFS-300.

## 9. FUTURE ACTIVITIES FOR PROVING TESTS.

None.

## 11. VALIDATION TEST PROCEDURES

### A. Review the Operator's Submitted Test Plan

(1) The plan must contain at least the following information:

- The operator's point of contact
- A general schedule of events that may include flights, airports to be used, and dates
- Other information the Administrator may require

(2) After a complete review, the operator will be notified of acceptance or required revisions.

B. *Conduct FAA Team Meetings (As Required).* The team leader will provide all participants with the following:

- Individual assignments and responsibilities
- A detailed schedule of events

(1) Formulate and schedule a plan that will test the operator's capabilities and reactions.

(2) Ensure that the plan includes an inspection of the following:

- The operator's aircraft (See Vol. 3, Ch. 2)
- Line stations of both the operator and any contractors (see Vol. 2, Ch. 223)

- Servicing facilities - fueling and deicing, if applicable (see Vol. 2, Ch. 227)

(3) Ensure that the plan includes surveillance of the operator's routine and non-routine maintenance procedures and performances, to ensure:

- Availability of parts, special tools, and adequately trained personnel
- Availability and effective utilization of company manuals (operations, maintenance, Minimum Equipment List/Configuration Deviation List)
- Effectiveness of maintenance procedures

(4) Ensure that the plan includes the use of simulated problems, if applicable, such as:

- Weather diversions
- Equipment failures/malfunctions
- Inflight/ground emergencies

**NOTE: All simulated scenarios must be immediately terminated if an actual emergency occurs.**

C. *Conduct Meeting with Operator.* Introduce team member(s) and discuss the procedures to be followed during the test.

D. *Conduct Validation Flight(s).* Accomplish validation test flight(s) per formulated plan. Advise the operator as soon as possible of serious deficiencies that may be cause for rescheduling or terminating the proposed flights. FAA participation during these flights may not be required.

E. *Analyze Findings.* Evaluate the findings to determine if discrepancies or deficiencies exist.

F. *Conduct Debriefing.* Conduct a meeting with the operator to discuss findings and necessary corrective actions. The operator will be notified by letter of all deficiencies discussed.

## 13. TASK OUTCOMES FOR VALIDATION TESTS

A. *File PTRS Transmittal Form*

B. *Approve Operations Specifications.* When all deficiencies are resolved, approve/amend the operator's operations specifications (See Vol. 2, Ch. 84, FAR Part 121/135 Operations Specifications).

C. *Complete the Report*

(1) The inspector must complete a report that includes:

- An explanation of how the operator demonstrated compliance with the corresponding subparts of the regulations

- Records of all discussions and agreements with the operator concerning actions taken to correct deficiencies
- The basis for FAA determinations of satisfactory corrective action

(2) The Certificate Holding District Office will forward one copy of the report within 30 days (through channels according to regional instructions) to the appropriate Division.

**15. FUTURE ACTIVITIES FOR VALIDATION TESTS.** None.

**FIGURE 76-1 PROVING/VALIDATION TEST JOB AID**

**NOTE: Figure 76-1 should be used as an aid in gathering information prior to the test flight. Check the applicable spaces and fill in any required information.**

**I. OPERATOR/APPLICANT INFORMATION**

- A. FAR Part 121 Operator \_\_\_\_\_
  - 1. New applicant \_\_\_\_\_
  - 2. Existing operator \_\_\_\_\_
- B. FAR Part 135 Operator \_\_\_\_\_
  - 1. New applicant \_\_\_\_\_
  - 2. Existing operator \_\_\_\_\_
- C. Type of Airworthiness Certificate
  - 1. Standard \_\_\_\_\_
  - 2. Provisional \_\_\_\_\_

**II. OPERATOR/APPLICANT'S FLIGHT PLAN INFORMATION**

- A. Company Coordinator (name) \_\_\_\_\_
- B. Proving test schedule (attach itinerary)
  - 1. Validation test included \_\_\_\_\_
  - 2. Non-en route segment (50% maximum)
    - Ferry flight hours to be credited \_\_\_\_\_
    - Training flight hours to be credited \_\_\_\_\_
  - 3. En route segment (as least 50% of total hours)
    - Flight hours to be credited \_\_\_\_\_
    - Representative airports (attach list)
    - Representative areas of operation (attach list)

B. Regulatory hours required (check one of the four)

- 1. FAR Part 121 Aircraft not previously proved \_\_\_\_\_
- 2. FAR Part 121 aircraft previously proved \_\_\_\_\_
- 3. FAR Part 135 aircraft \_\_\_\_\_
- 4. 10 hours of night flight \_\_\_\_\_

C. Requested Deviations

- 1. Total proposed reduced hours \_\_\_\_\_
- 2. Total approved reduced hours \_\_\_\_\_
- 3. Total non-en route hours \_\_\_\_\_
- 4. Total en route hours \_\_\_\_\_
- 5. Total night hours \_\_\_\_\_

D. Involved Personnel

- 1. Names and positions of flight crewmembers (attach list)
- 2. Names and titles of company nonflight crewmembers (attach list)
- 3. Names and positions of other operator/applicant, participants (attach list)
- 4. Names, titles, and affiliation of noncompany participants, such as engine and aircraft representatives (attach list)

