Draft for public comment

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

Advisory Circular

Subject: Airworthiness Certification and Operation of Amateur-Built Aircraft

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This advisory circular (AC) provides information about Title 14, Code of Federal Regulations (14 CFR) part 21, Certification Procedures for Products and Articles, § 21.191(g) for the purpose of operating amateur-built aircraft.

If you have suggestions for improving this AC, you may use the Advisory Circular Feedback Form at the end of this AC.

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CHAPTER 1. GENERAL INFORMATION

1.1 **Purpose.**

This AC provides information about Title 14, Code of Federal Regulations (14 CFR) § 21.191(g), issuance of an experimental airworthiness certificate for the purpose of operating amateur-built aircraft.

1.2 **Applicability.**

1.2.1 The guidance provided in this AC affects anyone, including aircraft kit manufacturers, commercial assistance providers, and amateur aircraft builders who seek an airworthiness certificate for an amateur-built aircraft under § 21.191(g).

1.2.2 Manufacturers seeking National Kit Evaluation Team (NKET) approval should contact their geographically responsible FAA Certificate Management section for guidance and may refer to FAA Order 8130.35, *Amateur-Built Aircraft National Kit Evaluation Team* for additional information.

1.2.3 This is a guidance document. Its content is not legally binding in its own right and will not be relied upon by the Department as a separate basis for affirmative enforcement action or other administrative penalty. Conformity with the guidance document is voluntary only. Nonconformity will not affect rights and obligations under existing statutes and regulations.

1.2.4 The FAA will consider other means of demonstrating compliance that an applicant may elect to present. Terms such as “should,” “may,” and “must” are used only in the sense of ensuring the applicability of this particular method of compliance when the acceptable method of compliance in this document is used. If the FAA becomes aware of circumstances in which following this AC would not result in compliance with the applicable regulations, the FAA may require additional substantiation or design changes as a basis for finding compliance.

1.2.5 This material does not change or create any additional regulatory requirements or authorize changes in or permit deviations from existing regulatory requirements.

1.2.6 For purposes of this document, “you” refers to a “person” as defined in 14 CFR 1.1, which means an individual, firm, partnership, corporation, company, association, joint-stock association, or governmental entity. It includes a trustee, receiver, assignee, or similar representative of any of them. “You” includes an individual or multiple individuals acting together as a single applicant or builder, including a collective of non-compensated builders. When this document uses the term “you,” it is addressing that person or group collectively.

1.3 **Effective Date.**

This AC is effective TBD.

1.4 **Explanation of Changes.** This revision:

- Removes aircraft registration payment information and instead provides a link to the FAA Aircraft Registration Branch website.
- Figure 1 has been updated to clearly depict the amateur-built aircraft certification process. No changes to the underlying certification requirements are intended.
- Editorial revisions were made throughout the document to improve clarity and readability. No changes were made to the intent or technical content.
- Eliminates duplication of respective regulations and information contained in other directives and refers to those regulations and directives.
- Removes form examples to mitigate conflicting and misleading information.

1.5 **Cancellation.**

This AC cancels AC 20-27G, dated September 30, 2009.

CHAPTER 2. UNDERSTANDING AN AMATEUR-BUILT AIRCRAFT

2.1 This chapter provides general guidance for individuals, hereafter builder, when planning to construct an amateur-built aircraft. Builders must understand applicable Federal Aviation Administration (FAA) rules, terminology, and compliance expectations before beginning construction.

2.2 Key definitions applicable to amateur-built aircraft are provided in Appendix A. Related regulations, FAA forms, and reference materials are listed in Appendix B. These documents contain FAA expectations and builder compliance requirements.

2.3 To be eligible for an experimental airworthiness certificate under § 21.191(g), the builder must fabricate and assemble the aircraft solely for that builder's own education or recreation. An aircraft manufactured, fabricated, or assembled by a builder for commercial purposes, including but not limited to the development, validation, demonstration, marketing, or sale of an aircraft design or kit, does not meet the "solely for their own education or recreation" requirement. Prototype aircraft constructed to validate or demonstrate a design intended for sale as an amateur-built kit are not considered to have been fabricated and assembled solely for the builder's education or recreation and, therefore, are not eligible for an experimental airworthiness certificate under § 21.191(g).

2.4 Builders may wish to seek technical, safety, and operational guidance from established aviation associations and other qualified resources serving the amateur-built and experimental aircraft community. Such resources can provide valuable assistance throughout the construction, inspection, testing, and operation of the aircraft. The FAA does not endorse or recommend any particular organization, product, or service. Any reference to such organizations is provided solely as a source of additional information.

2.5 **Early Coordination With the FAA.**

2.5.1 Initial FAA Contact. Before beginning construction, the builder should contact the geographically responsible FAA Certificate Management (CM) section. Offices may be located on the FAA office website.

2.5.2 Information to Provide. The builder should be prepared to provide the FAA with the following information:

- The type of aircraft to be constructed.
- A simple drawing, sketch, or photograph depicting the planned aircraft configuration.
- The overall complexity of the aircraft and materials to be used.

- The anticipated completion date of the project.

2.5.3 Commercial Assistance Disclosure. If you, as the builder, plan to use any commercial or paid assistance during construction, it is advised that you disclose this to the FAA during early coordination. Refer to paragraphs 3.2 through 3.6 for further guidance regarding commercial assistance.

2.6 Major Portion (51-Percent) Requirement.

2.6.1 To qualify for an experimental airworthiness certificate for the purpose of operating amateur-built aircraft, the builder must personally complete the major portion of the aircraft fabrication and assembly per § 21.191(g).

2.6.2 The major portion requirement is commonly referred to by the FAA as the "51-percent rule," meaning the builder must complete more than 50 percent of the total fabrication and assembly tasks to meet the major portion per § 21.191(g).

2.6.3 When determining credit toward completion to whom performed work on your aircraft, it is advised the builder consider the following:

- Work performed by kit manufacturers counts toward the total required work.
- Work performed by paid helpers or commercial entities counts against the builder's percentage.

Note: Because work performed by the builder must be at least 51 percent, any combination of work performed by manufacturers, paid helpers, or commercial entities cannot be greater than 49 percent.

2.6.4 If a kit includes approximately 40 percent of the work completed by the manufacturer, the builder may contract out no more than 9 percent of the remaining work and still meet the major portion requirement.

2.6.5 The FAA will compare the work completed by the builder against the total work required to complete the aircraft to determine compliance with the major portion requirement.

2.6.6 To affirm that your aircraft was fabricated and assembled by you, as the builder, submit FAA From 8130-12, *Eligibility Statement Amateur-Built Aircraft*, with your application for an airworthiness certificate, certifying that the "51-percent rule," major portion requirement of § 21.191(g), has been met.

2.7 Fabrication and Assembly Checklist.

2.7.1 Purpose of Fabrication and Assembly Checklist. The FAA Fabrication and Assembly Checklist is used by the builder to document who performed each task associated with aircraft construction. Located on the FAA Amateur-Built Aircraft Kits webpage, it:

- Identifies all fabrication and assembly tasks.
- Assists in determining compliance with the 51-percent rule.
- Is used by both the builder and the FAA during evaluation.

2.7.2 Using the Fabrication and Assembly Checklist. The builder uses the FAA checklist when:

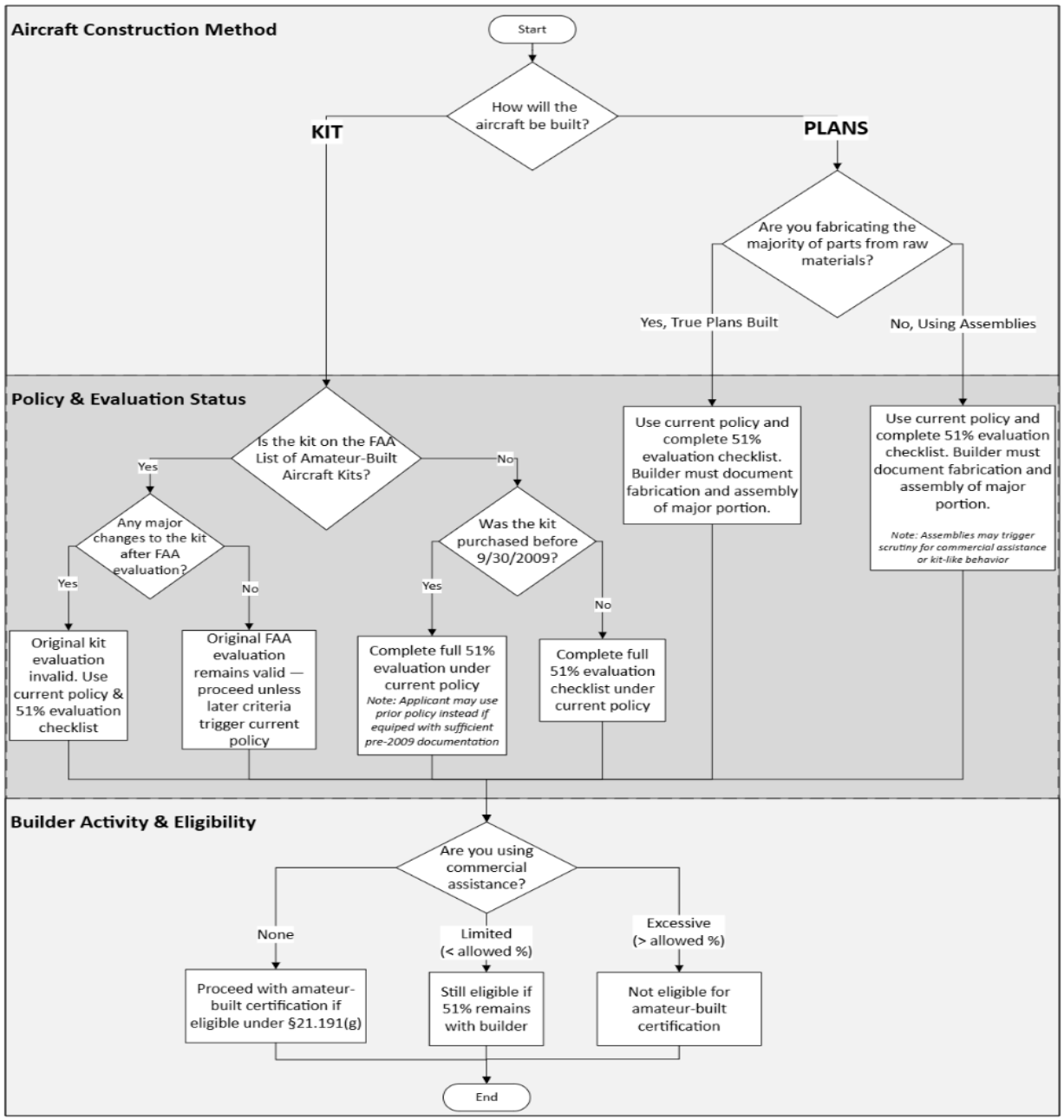
- Constructing an aircraft from a kit that is not on the FAA list of Amateur-Built Aircraft Kits, refer to paragraph 2.7.3.
- Using commercial assistance.
- Alterations to an aircraft, including aircraft on the kit list, potentially affects the major portion determination.
- The aircraft was built from prefabricated major components readily available from aircraft part suppliers.
- The aircraft was built using salvaged articles from other aircraft.

2.7.3 FAA-Evaluated Aircraft Kits. Some aircraft kits are evaluated by the FAA and determined to be eligible for amateur-built certification. These kits may appear on the FAA List of Amateur-Built Aircraft Kits. If you are building your aircraft using an FAA-evaluated kit, ensure that:

- The kit has been assessed against the major portion requirement by the FAA.
- The kit manufacturer has provided documentation supporting eligibility.
- The eligibility documentation includes a completed FAA Fabrication and Assembly Checklist issued by the NKET.

2.8 **Your Responsibilities as the Builder**. Builders should follow the steps in Figure 1, in general order, when determining eligibility in pursuing airworthiness certification of the amateur-built aircraft.

Figure 1. Amateur-Built Aircraft Eligibility and Evaluation



2.9 Use of prior Amateur-built aircraft kit list and Amateur-Built Fabrication and Assembly Checklists (Grandfathering).

2.9.1 The FAA regularly updates the evaluated Amateur-Built Aircraft Kit List and the Amateur-Built Fabrication and Assembly Checklists located on the Amateur-Built Aircraft Kits webpage. If the kit being built was evaluated from a previous kit list and the kit manufacturer has made no changes to the kit that would affect the allocation of task credit, and the applicant is not obtaining commercial assistance, the kit list in effect

at the time the FAA evaluated the kit may apply. For a non-evaluated kit purchased from a kit manufacturer and builders are not obtaining commercial assistance, the Amateur-Built Fabrication and Assembly Checklists in effect at the time the applicant purchased the kit may apply. However, it may be necessary to contact the geographically responsible CM section or Flight Standards District Office (FSDO) to determine prior policy and guidance eligibility.

2.9.2 Not all projects qualify for using grandfathered Amateur-Built Aircraft Kit List or Amateur-Built Fabrication. Assembly Checklist and eligibility depends on specific project circumstances and timing. The FAA will determine which list or checklist applies based on applicable criteria and documentation.

2.10 Ensure You Understand the Need to Properly Document Your Build Project.

2.10.1 It is important for the builder to document the entire fabrication and assembly process from the beginning to the end, in a continuous and sequential manner. This is because, at the time of certification, the FAA is required to ascertain whether the builder(s) fabricated and assembled the major portion of the aircraft. Making this finding requires adequate, sufficient, and credible documentation. This documentation should clearly show who performed the task(s), when and where the tasks were performed, depict the methods of construction and quality of workmanship, and document the use of commercial and non-commercial assistance. Examples of documentation and methods that can be used include the following:

- The Amateur-Built Aircraft Fabrication and Assembly Checklist;
- Comprehensive builder's logs in any format, of all the steps included in each of the listed tasks in the Amateur-Builder Aircraft Fabrication and Assembly Checklist, materials and techniques used in construction, as well as dates, locations, and detailed descriptions;
- Photographs/video/DVD;
- Drawings and engineering specifications;
- Kit manufacturer's data, when necessary;
- Relevant documentation (for example, plans) and references (for example, handbooks) used;
- Documentation concerning any commercial assistance used, including receipts;
- Documentation concerning any non-commercial assistance used;
- Part inventories and histories;
- Receipts and catalogs; and
- Logbook entries.

2.11 **You can get a repairman certificate amateur-built aircraft under certain circumstances.** To get a certificate under 14 CFR § 65.104, *Repairman certificate—experimental aircraft builder—Eligibility, privileges and limitations*, apply to the geographically responsible FSDO. See AC 65-23, *Certification of Repairmen (Experimental Aircraft Builders)*, for additional information.

2.12 **Amateur-Built Aircraft Built Outside of the United States and Purchased by a U.S. citizen or U.S. Citizen Building an Amateur-Built Aircraft Outside of the United States.**

2.12.1 Many civil aviation authorities recognize FAA regulatory requirements and certification procedures and in some cases have incorporated them into their certification process. However, the certification requirements of some civil aviation authorities may not meet FAA requirements for amateur-built aircraft. If you purchase an aircraft from one of those countries or jurisdictions, you may not be allowed to operate it in the United States.

2.12.2 You should obtain documentation by the previous owner from the civil aviation authority of the country or jurisdiction of origin verifying the aircraft was originally certificated as an amateur-built aircraft and showing that it meets the requirements of § 21.191(g).

2.12.3 You should provide a record of a condition inspection that was performed on the aircraft by the previous owner, by an inspector authorized by the previous country of registry, or by an FAA-certificated mechanic with airframe and powerplant ratings within a reasonable period of time (about 30 days) before you apply for certification. The purpose of the inspection is to determine whether the aircraft is in a condition for safe operation and to identify any discrepancies that should be addressed before applying for an airworthiness certificate. Part 43, Appendix D, *Scope and Detail of Items (as Applicable to the Particular Aircraft) to be Included in Annual and 100 Hour Inspections*, which is not required for experimental aircraft, may be used as a guide for the inspection). Record the inspection in the aircraft records.

2.12.4 If you are a U.S. citizen building an amateur-built aircraft outside of the United States, you are required to comply with the civil aviation authority's rules in the country or jurisdiction where you wish to register and operate the aircraft. If you want to bring your aircraft into the United States, you will have to apply for a U.S. airworthiness certificate and show compliance under § 21.191(g).

CHAPTER 3. DESIGNING AND CONSTRUCTING YOUR AMATEUR-BUILT AIRCRAFT

3.1 Asking Others for Help.

3.1.1 Asking Other Persons with Expertise. During construction, builders may ask persons with aviation design or engineering experience; other builders; mechanics with aircraft, airframe, and powerplant experience; and other persons with relevant expertise to inspect your aircraft. These persons can inspect the construction of particular components (for example, wing assemblies and fuselages) to verify an acceptable level of safety has been met.

3.1.2 In-Process Inspections. The FAA does not typically perform in-process inspections during the fabrication and assembly process. As the builder, your should document all in-process inspections including dates and names of all people involved. The FAA recommends that in-process inspections be conducted by knowledgeable and qualified individuals, such as experienced builders, technical counselor, or certificated mechanics.

3.1.3 Pre-Cover Inspections. The FAA does not typically perform pre-cover inspections to determine if the aircraft meets the major-portion requirement. As the builder, should document all pre-cover inspections including dates and names of all persons involved.

Note: The thoroughness of documentation for fabrication, assembly, and in-process inspections may directly impact the level of disassembly requested, if necessary, by the FAA during the airworthiness evaluation.

3.2 Commercial Assistance.

3.2.1 Builders may receive commercial educational assistance in the fabrication or assembly of specific parts and the completion of certain tasks or processes involved in the construction of your aircraft. The FAA may credit commercial educational assistance provided for educational purposes toward the major portion determination. However, commercial educational assistance cannot exceed a demonstration on how to perform the task. You, as the builder, must still perform the task to receive credit.

3.2.1.1 In some cases, this commercial assistance may be provided by kit manufacturers or other entities. Builders need to notify the geographically responsible FAA CM section if you intend to use commercial assistance in these instances. Section III of FAA Form 8130-12, *Eligibility Statement Amateur-Built Aircr*aft, contains information on the requirements to document commercial assistance used in an amateur-built aircraft project.

3.2.1.2 In all cases, any fabrication or assembly tasks contracted to another party (for hire) or provided by a commercial assistance center, including commercial assistance provided by a kit manufacturer, cannot reduce the

amateur builders' fabrication and assembly percentage below that required to meet major portion under § 21.191(g).

3.2.1.3 The FAA may elect to view the actual fabrication and assembly in process at the commercial assistance facility before making the final airworthiness determination. This step may be taken to determine whether the planned project can meet the major portion requirement of § 21.191(g) as explained in 3.2.1.2.

3.3 **Identifying Which Items Can Be Installed Using Commercial Assistance.** Builders may get unlimited commercial assistance for non-checklist items on a kit evaluated by the FAA. A non-checklist item is a task or process that is not listed on the Amateur-Built Aircraft Fabrication and Assembly Checklist. These items also include painting and installing interior upholstery or avionics. Such a task or process would not be required to be personally completed by the builder for the aircraft to receive an airworthiness certificate under § 21.191(g). Other non-checklist items include fabrication of engines, propellers, wheels and brake assemblies, and standard aircraft hardware.

3.4 **Notifying the FAA if You Intend to Use Commercial Assistance.** It is strongly recommended that you, as the builder, contact the geographically responsible FAA CM section or FSDO before using commercial assistance. Builders may choose to include a request for a preliminary aircraft assessment to determine whether the planned project can meet the major portion requirement of § 21.191(g). However, this preliminary aircraft assessment will be accommodated by the FAA based on the availability of time and resources. Commercial assistance can impact eligibility for an amateur-built experimental certificate (see examples in Table 1 below).

Table 1. Use of Commercial Assistance on FAA-Evaluated Kits

Example of Fabrication and Assembly Percentages	FAA Evaluation Determination	Eligible for Commercial Assistance?
49 percent by kit manufacturer 51 percent by amateur builder	Current configuration of the kit *marginally* meets the major portion requirement of § 21.191(g).	No
40 percent by kit manufacturer 51 percent by amateur builder	Current configuration of the kit *significantly* meets the major portion requirement of § 21.191(g).	Yes, up to 9 percent

3.5 **Documenting the Use of Commercial Assistance.** Builders must submit a notarized Form 8130-12, certifying the major portion was fabricated and assembled for their own education or recreation. This form also requires a builder to identify if and how much commercial builder assistance was used in the construction of the aircraft and to identify the source of the assistance. Evidence and records need to be available to support these statements and be provided to the FAA upon request.

3.6 **Identifying Circumstances Not Considered Commercial Assistance.** Commercial assistance does not include the instance where an incomplete aircraft is sold to another builder, and the second builder completes the aircraft. In such a case, the work performed by the first builder or subsequent amateur builders counts toward the completion of the major portion by the second builder. The burden of proof that the aircraft is amateur-built and eligible for an experimental certificate remains with and is the responsibility of the applicant. The second builder should obtain as much detailed information and documentation (see paragraph 2.11) from the original builder as possible. If this information is unavailable, the FAA may not be able to determine compliance with the major portion requirement of § 21.191(g).

3.7 **Purchasing Prefabricated or Assembled Components and Materials.**

3.7.1 To meet the intent of § 21.191(g) and to be eligible for an amateur-built experimental airworthiness certificate, you need to present satisfactory evidence to show that the aircraft was not fabricated and assembled from completely prefabricated parts or kits. However, the FAA does not expect you to fabricate every part that makes up the aircraft. Items such as engines and engine accessories, propellers, landing gear, rotor blades, rotor hubs, tires, wheel and brake assemblies, instruments, and standard aircraft hardware (such as pulleys, bell cranks, rod ends, bearings, bolts, and rivets) are acceptable and may be procured on the open market (See Table 2 below).

Table 2. Component/Material Use Guidelines

Type of Component/Material	Guidelines for Use
Any choice of engine, propeller, wheel, or other component.	Installing FAA-approved components (for example, components produced under a production certificate, a technical standard order, or a parts manufacturer approval) is recommended.
Any choice of materials.	Using materials of established quality (for example, materials produced under a military specification, SAE, or AN) is recommended.
Major components from type-certificated or experimental aircraft.	Components should be in a condition for safe operation. This description refers to the condition of that component relative to structural strength, wear, or deterioration.

3.7.2 You should not use materials of unknown identity or quality.

3.7.3 You may use the Amateur-Built Aircraft Fabrication and Assembly Checklist as an aid to determine if using certain components would affect the requirement to fabricate and assemble the major portion of your aircraft.

3.8 **Use of Salvaged Assemblies from Type-Certificated Aircraft.**

3.8.1 The use of used or salvaged assemblies (for example, wings, landing gear, horizontal stabilizer, and engine mount) from type-certificated aircraft is permitted, as long as they are in a condition for safe operation. However -

3.8.1.1 Builders should contact their geographically responsible FAA CM section or FSDO prior to using a major assembly or subassembly, such as wings, fuselage, or tail assembly from a type-certificated aircraft. As a builder, you should be aware that when building your aircraft, the excessive use of major assemblies or subassemblies from type-certificated aircraft would most likely render it ineligible for certification under § 21.191(g).

3.8.1.2 Builders will not receive credit for work done on, or the use of, salvaged major assemblies or subassemblies when determining whether your amateur-built aircraft has met the major portion requirement. This would include any “rebuilding” or “alteration” activities to return these components to an airworthy condition.

3.8.1.3 All fabrication, installation, and assembly tasks on the Amateur-Built Aircraft Fabrication and Assembly Checklist that you've completed by the use of used or salvaged assemblies can only be annotated in the "Mfr Kit/Part/Component" column.

Note: The definition of fabrication is to perform work on any material, part, or component, such as layout, bending, countersinking, straightening, cutting, sewing, gluing/bonding, layup, forming, shaping, trimming, drilling, deburring, machining, applying protective coatings, surface preparation and priming, riveting, welding, or heat treating, and transforming the material, part, or component toward or into its finished state.

3.9 Converting a Type-Certificated Aircraft to an Amateur-Built Aircraft.

3.9.1 The practice of performing alterations, repairs, and rebuilding of previously type-certificated aircraft for the purpose of obtaining an experimental amateur-built airworthiness certificate is not authorized under § 21.191(g). Such maintenance actions properly fall under 14 CFR part 43, *Maintenance, Preventive Maintenance, Rebuilding, and Alteration*. Builders will not receive credit for these actions toward fabrication or assembly. The FAA will not accept applications for airworthiness inspections on such aircraft.

3.9.2 This policy has been in effect since 1952 under section 1.74-3 of the Civil Aeronautical Manual 1 (CAM 1), which specifically states that "structural components of other aircraft may be used [for amateur-built aircraft]; however, it is not intended that this provision be used to avoid obtaining approval of major alterations to aircraft previously certificated in another category…."

3.9.3 Builders should use the normal supplemental type certificate process for modifications to these aircraft, and they should be kept under their existing maintenance programs to ensure continued airworthiness.

3.10 Military Surplus Parts.

3.10.1 Builders will not receive credit toward fabrication or assembly for their amateur-built aircraft project where military surplus, spare parts, components, and assemblies are used.

3.10.2 The FAA strongly recommends builders contact the geographically responsible FAA CM section before using a major assembly or subassembly, such as wings, fuselage, or tail assembly from military surplus aircraft. As a builder, you should be aware that when building your aircraft, the excessive use of military surplus, spare parts, components, and assemblies may render your aircraft ineligible for certification under § 21.191(g).

3.11 **Meeting General Design and Construction Requirements.**

3.11.1 You are free to develop your own designs or build from existing designs. The FAA does not approve those designs; it would be impractical to develop design standards for the wide variety of design configurations created by designers, kit manufacturers, and amateur builders.

3.11.2 The FAA recommends that builders use FAA-approved components, especially when building parts constituting the primary structure. During the certification process, you should be prepared to prove to the FAA the identity and quality of any materials you use.

3.12 **Designing the Cockpit/Cabin. As a builder,** when you design the cockpit or cabin, you should—

- Avoid sharp corners or edges, protrusions, knobs, and similar objects that may cause injury to the pilot or passengers during normal operations or an accident. If you cannot avoid having them, you should pad them.
- Install seatbelts and shoulder harnesses.
- Mark and place cockpit instruments and placards so they are easy to see.
- Include a fuel selector so the pilot can control the flow of all tanks. Make sure it is clearly and appropriately labeled.
- Clearly mark system controls, such as the fuel selectors and electrical switches or breakers. Make sure these controls are easy to reach and operate.
- Use the sample checklist in Appendix A to AC 90-89, *Amateur-Built Aircraft and Ultralight Flight Testing Handbook*, to inspect cockpit instrumentation and systems controls.
- Place a fireproof firewall between the engine compartment and the cockpit or cabin if possible.

3.13 **Designing the Fuel System. As a builder,** when you design the fuel system, you should—

- Ensure fuel tanks can supply adequate fuel to the engine in all anticipated flight attitudes.
- Ensure the fuel system controls are easy to reach and operate.
- Provide a carburetor heat system to minimize the possibility of carburetor icing.
- Provide a method for filtering the fuel supply to remove water and other contaminants.

3.14 Building an Aircraft Using a Plan.

3.14.1 Modifying a Design Plan. If builders are working from a design plan and want to make modifications, they should discuss the changes with the designer, the kit manufacturer, or someone equally knowledgeable. Any modifications made should be recorded in the builder's log.

3.14.2 Buying a Partially Built Aircraft Built From a Plan. If you buy a partially built aircraft built from a plan, you should get all fabrication and assembly records, such as receipts for materials, the builder's log, aircraft, engine, propeller logbooks, and any other documentation available (see paragraph 2.10), from the previous owner. You should add the construction efforts of the previous amateur builders to your builder's log to show the construction history of the aircraft. This information may help the FAA determine if your aircraft is eligible for amateur-built certification under § 21.191(g).

3.14.3 Having Your Aircraft Evaluated. During the final inspection for compliance with § 21.191(g), the FAA will evaluate whether your amateur-built aircraft has been built according to your design plan. As the builder, you may use the Amateur-Built Aircraft Fabrication and Assembly Checklist as a guide. If you use commercial assistance, you may also use the Amateur-Built Aircraft Fabrication and Assembly Checklist before construction and list the tasks or processes where you plan to use commercial assistance and those you plan to perform yourself. You should obtain a written evaluation from the FAA regarding the effect the proposed commercial assistance will have on the major portion requirement for the completed aircraft.

3.15 Building an Aircraft Using a Kit.

3.15.1 Ensuring You Receive the Information You Need From Industry. Kit manufacturers should include a copy of the amateur-built regulation and advise builders of the need to certify that they fabricated and assembled the major portion of the aircraft construction project solely for their own education or recreation. In addition to the aircraft assembly manual, the kit manufacturer should reference this AC regarding acceptable commercial assistance and the use of a build center for assistance and instruction during aircraft construction.

3.15.2 Kits Eligible for Certification. You should always verify that your aircraft may be eligible for certification as an amateur-built aircraft. Advertisements can be somewhat vague and, in some cases, misleading about whether a kit may produce an aircraft eligible for amateur-built certification. For example, certain kits provide so much fabrication and assembly that they preclude the use of any commercial assistance if you, as the applicant, seek certification as an amateur-built aircraft. Refer to Table 3 for more details.

Table 3 – Certification Eligibility

Scenario	Eligible	Not Eligible
You are able to show you built the major portion of the aircraft.	X	
The kit you are using or intend to use is one we evaluated and placed on the FAA List of Amateur-Built Aircraft Kits. (**Note**: The FAA does not certify nor approve kits, kit manufacturers, or kit distributors. However, we do evaluate kits at the request of the kit manufacturer or distributor, primarily to determine if an aircraft built from a particular kit may meet the major portion requirement. Kits other than those on the list may produce an aircraft we may certify as amateur-built.)	X	
You used a construction kit containing raw materials and some prefabricated components. (**Note**: The raw materials may include lengths of wood, tubing, extrusions, or similar items that may have been cut to an approximate length. The FAA will also accept some prefabricated parts such as heat-treated ribs, bulkheads, or complex parts made from sheet metal, fiberglass, or polystyrene, and precut/predrilled material, provided you fabricate and assemble the major portion of the aircraft as required by § 21.191(g), *Experimental certificates: Operating amateur-built aircraft*.) In addition, it is important to document who did the actual work associated with these tasks.	X	
You assembled your aircraft from a kit composed of completely finished, prefabricated components, parts, or precut or predrilled materials, and using these materials means you did not fabricate and assemble the major portion of the aircraft.		X
You hired someone to build the aircraft for you, and hiring this person means you did not fabricate and assemble the major portion of the aircraft.		X

3.15.3 Modifying a Kit. As the builder, if you are working from a construction kit and you want to make modifications, you should discuss the changes with the kit manufacturer or an equally knowledgeable person. You should record in your builder's log any modifications you make.

3.15.4 Buying an Aircraft Built From a Partially Completed Aircraft Kit. If you buy an aircraft built from a partially completed kit, you should obtain all fabrication and assembly records from the previous owner, such as receipts for materials, the builder's log, and aircraft, engine, and propeller logbooks, and any other available documentation available (see paragraph 2.10) from the previous owner. You should add the previous builders' construction efforts to your builder's log to show the construction history of

the kit. This information will help us to determine whether your completed aircraft is eligible for amateur-built certification.

CHAPTER 4. REGISTERING YOUR AMATEUR-BUILT AIRCRAFT

4.1 **Registering Your Amateur-Built Aircraft.** Pursuant to § 21.173, *Airworthiness Certificates: Eligibility*, all U.S. civil aircraft must be registered before being issued an airworthiness certificate. Part 47 of 14 CFR, *Aircraft Registration*, prescribes the regulatory requirements for registering civil aircraft. The procedures for registering an amateur-built aircraft are as follows.

4.1.1 When to Register. The FAA recommends that you apply for registration 60 to 120 days before you finish building your aircraft and before you submit FAA Form 8130-6, *Application for U.S. Airworthiness Certificate*. This should allow you to get your registration information before your FAA inspection.

4.1.2 How to Submit Your Application. Submit your application under § 47.33, *Aircraft not previously registered anywhere*, to the FAA Aircraft Registration Branch. Aircraft registration information, including how to apply and the required documentation that you must provide, is located on the FAA Aircraft Registration website.

CHAPTER 5. IDENTIFYING AND MARKING YOUR AMATEUR-BUILT AIRCRAFT

5.1 **When to Mark.** Mark your aircraft before you apply for an airworthiness certificate.

5.2 **Required Marks.** When you apply for an airworthiness certificate for an amateur-built aircraft, you are required to show compliance with § 21.182, *Aircraft identification*, and Part 45, *Identification and Registration Marking*. Part 45, subpart C, *Nationality and Registration Marks*, provides specific marking requirements for all aircraft. AC 45-2, *Identification and Registration Marking*, provides additional guidance. You should direct any questions to your geographically responsible FAA CM section or FSDO office.

5.3 **Identification Information.** If you built the aircraft from your own design, and the model designation and serial number are not used for any other aircraft, you may use whatever number you want. If you built the aircraft from a plan or a kit, use the identification information provided by the plan designer or kit manufacturer. Make sure the information is the same as you have shown on AC Form 8050-88.

5.4 **Nationality Designation and Registration Marks.** You must paint the N-number on the body of the aircraft or affix it in a manner that provides equal permanence. For example, only use paint that requires thinners or strippers for removal, or use decals. Do not use tape that peels off easily or water-soluble paint. For the appropriate location of the marks, refer to § 45.22 and 45.25 for fixed-wing aircraft and § 45.27 for non-fixed-wing aircraft.

5.5 **"Experimental" Aircraft Designation.** Follow the guidelines as described in AC 45-2 to determine whether you need an "experimental" aircraft designation.

CHAPTER 6. APPLYING FOR AN AIRWORTHINESS CERTIFICATE FOR YOUR AMATEUR-BUILT AIRCRAFT

6.1 **Submit the following documents and information to your geographically responsible FAA CM section or FSDO**. You can get all the forms you need from the geographically responsible FAA office or at FAA.gov. You can determine which FAA office to submit your application to by one of the following:

- CM section is responsible for original airworthiness certificates. An original special airworthiness certificate for the experimental purpose of operating amateur-built aircraft is issued for an aircraft that has never held a U.S. airworthiness certificate.
- FSDO is responsible for recurrent airworthiness certificates. A recurrent special airworthiness certificate for the experimental purpose of operating amateur-built aircraft is issued for an aircraft that has held a U.S. airworthiness certificate. Recurrent certification verifies that an aircraft has been properly maintained and altered while in service. See FAA Order 8130.2, *Airworthiness Certification of Aircraft*.

6.1.1 FAA Form 8130-6 and online airworthiness certification (AWC) tool. Information concerning submitting an application for an airworthiness certificate, using either FAA Form 8130-6 or AWC, is provided in AC 21-12, *Application for U.S. Airworthiness Certificate*. You may find this information on the FAA Airworthiness Certification of Aircraft website. The FAA encourages applicants to use the preferred AWC method to submit an application.

6.1.2 AC Form 8050-3. The FAA Aircraft Registration Branch will return this form to you Present this form to the FAA inspector at the time the aircraft is inspected.

6.1.3 FAA Form 8130-12. This notarized form certifies that the major portion of the aircraft was fabricated and assembled by you, as the builder, for your own education or recreation meeting the requirements of § 21.191(g). At the time the FAA inspects your aircraft, they may ask you for evidence, such as a builder's log or its equivalent, to support this statement.

6.1.4 Program letter. When you submit your application and provide the description of the purpose for which the aircraft is to used, as set forth in § 21.193, *Experimental certificates: General*, the FAA refers to this as a program letter. You should supplement the program letter with a description of the flight test program that addresses the requirements, goals, and objectives during flight testing.

CHAPTER 7. FAA INSPECTION OF YOUR AMATEUR-BUILT AIRCRAFT

7.1 **General Information about How We Conduct Inspections.**

7.1.1 When you submit an application for an airworthiness certificate, the FAA will inspect your aircraft for general airworthiness at a time you and the FAA have agreed to. As a matter of reference, the FAA follows the policy procedures in FAA Order 8130.2 for issuing airworthiness procedures. For an original airworthiness certificate, the FAA will not normally inspect your aircraft before you register it or during construction but may do so if you choose to use commercial assistance. However, the FAA will need to inspect your aircraft before issuing your airworthiness certificate. It is standard FAA policy to issue one airworthiness certificate for the aircraft; however, in some cases, a limited-duration airworthiness certificate may be issued, which would be valid only for flight testing (phase I) the aircraft. Upon successful completion of the flight test phase, a second airworthiness certificate is issued. When the FAA inspects your aircraft, it should be ready to fly, except for having the cowlings, fairings, and panels open for inspection.

7.1.2 The FAA's ability to inspect and certify aircraft is greatly enhanced by the use of FAA-designated airworthiness representatives (DAR) under 14 CFR Part 183, *Representatives of the Administrator*. You may contact your geographically responsible FAA CM section for an original airworthiness certificate or FSDO for a recurrent airworthiness certificate, to locate an authorized DAR. DARs are authorized to charge a fee for their services, which they set. The FAA does not govern this fee.

7.2 **Visual Inspection.** The FAA will conduct an on-site, visual, general airworthiness certification inspection of the aircraft, including reviewing the information provided in paragraph 7.3, before issuing a special airworthiness certificate with the appropriate operating limitations. The FAA will perform the visual inspection in accordance with FAA Order 8130.2.

7.3 **Paperwork Review.** At the time your aircraft is inspected, the FAA may review the following information as part of our inspection:

7.3.1 Evidence of inspections, such as builder's log entries, describing any inspections conducted during the construction. Those entries should indicate what was inspected and by whom (for example, certificated mechanics or other builders/commercial assistance providers), and the date of the inspection. Include photographs documenting construction details, if available.

7.3.2 Aircraft logbooks and maintenance records covering the aircraft, engine, and propeller or rotor blade(s). The FAA will use the builder's log entries to substantiate that your construction workmanship methods, techniques, and practices are acceptable, and to support your inspection and airworthiness statement on FAA Form 8130-6.

CHAPTER 8. ISSUING AN AIRWORTHINESS CERTIFICATE FOR YOUR AMATEUR-BUILT AIRCRAFT

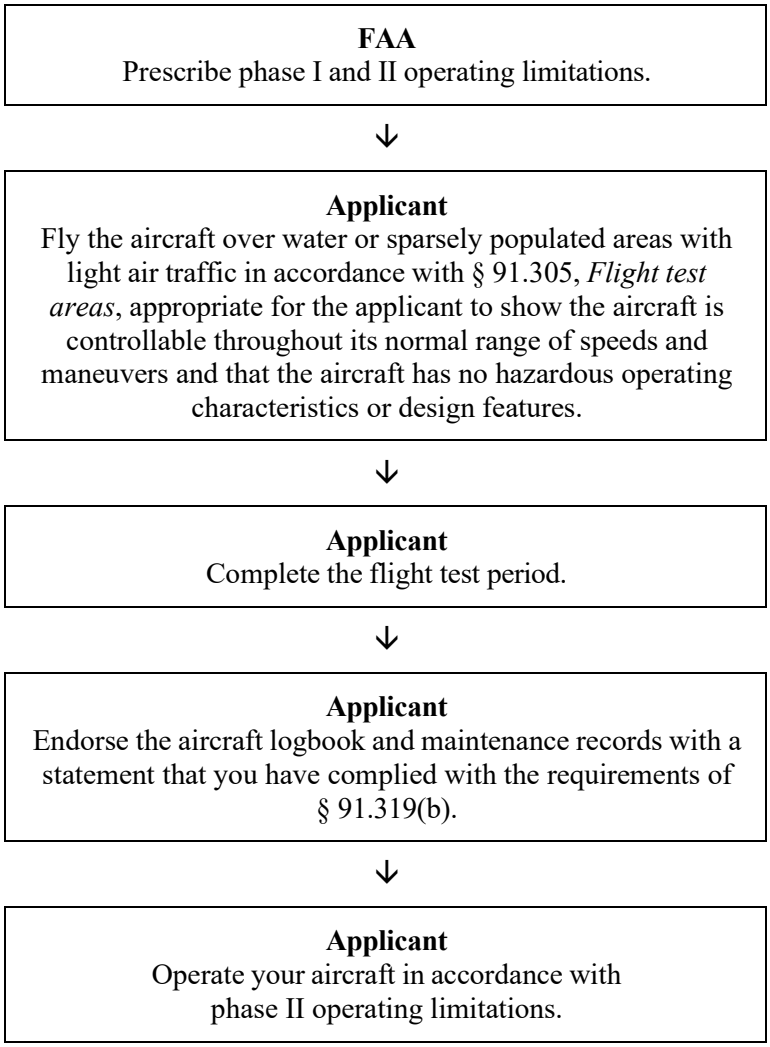
8.1 Issuance of a Special Airworthiness Certificate and Operating Limitations.

8.1.1 In addition to the requirements in 14 CFR § 91.319, *Aircraft having experimental certificates: Operating limitations*, the guidelines you use to operate and maintain your aircraft are included in your operating limitations, which become part of the special airworthiness certificate. The FAA may impose additional limitations to those listed in Order 8130.2 if necessary for safety. References in this AC to "phase I" mean those operating limitations that apply to the aircraft while it's undergoing initial flight tests. "Phase II" refers to those operating limitations that apply after you complete the initial flight tests. Phase I and phase II operating limitations are provided in Order 8130.2. The FAA will issue the special airworthiness certificate, but its validity will be subject to compliance with its operating limitations. Those limitations will provide for operation in an assigned flight test area for a certain number of hours (phase I) before the second part (phase II) of the limitations becomes effective, which releases the aircraft from the flight test area.

8.1.2 After the FAA inspects your aircraft and determines that it is in a condition for safe operation, the FAA will issue FAA Form 8130-7, *Special Airworthiness Certificate*, with the appropriate operating limitations in accordance with Order 8130.2 (see Figure 2).

8.1.3 In accordance with § 91.203(b), you are required to display the airworthiness certificate in the cabin or at the cockpit entrance so that it is legible to passengers or crew while the aircraft is being operated. The pilot is required to conduct all flights under the operating limitations and part 91. Details concerning flight test areas are provided in chapter 9 of this AC.

Figure 2. Issuing Phase I and II Operating Limitations



8.2 **Issuance of a Limited Duration Airworthiness Certificate and Operating Limitations.** Because of unique or special situations, the FAA may issue a limited duration airworthiness certificate, which is valid only for flight testing (phase I). When you satisfactorily complete all flight test maneuvers and required flight test hours, you may apply to the geographically responsible FAA CM section or FSDO for a new airworthiness certificate and revised operating limitations.

8.2.1 How to Apply. Submit another FAA Form 8130-6 and a letter requesting amendment of the airworthiness certificate and operating limitations.

8.2.2 Issuing the Amended Airworthiness Certificate and Operating Limitations. After you complete the phase I flight test period, the FAA will review the flight log to determine

whether you have taken corrective action on any problems found during flight testing and whether the aircraft's condition for safe operation has been established under § 91.319. The FAA may reinspect the aircraft before issuing the subsequent airworthiness certificate and phase II operating limitations.

CHAPTER 9. FLIGHT TESTING YOUR AMATEUR-BUILT AIRCRAFT

9.1 **Flight Tests.** Section 91.319(b) requires you to show that your aircraft is controllable at all its normal speeds during all the maneuvers you might expect to execute and that your aircraft has no hazardous operating characteristics or design features. Therefore, to show the aircraft will meet § 91.319(b), Phase I flight testing must be either (1) conducted in accordance with the task-based flight test program described in AC 90-89, or (2) operated as prescribed in the applicable operating limitations issued with the airworthiness certificate.

9.2 **Number of Flight Test Hours.** The number of flight test hours depends on your aircraft's characteristics or condition, as shown in Table 4. The number of flight test hours are part of your operating limitations issued with the airworthiness certificate to demonstrate compliance with 91.319(b). The FAA may determine you need a different number of hours of flight testing than those shown in Table 4.

Table 4. Aircraft Flight Test Requirements

Aircraft Characteristics or Condition	Flight Testing Hours
Unaltered type-certificated engine/propeller combination.	25 hours
Non-type-certificated engine, propeller, or engine/propeller combination.	40 hours
Type-certificated engine, propeller, or engine/propeller combination altered in a way that differs from the approved type design identified the type certificate data sheet.	40 hours
Gliders, balloons, and airships.	10 hours, including five takeoffs and five landings
After any major repair or alteration as defined in § 1.1.	5 hours

9.3 **Location.** You may suggest the location of a flight test area to the FAA. If the FAA approves your suggestion, they will specify it in your operating limitations. Usually, the flight test area should be within a 25-statute-mile radius from your aircraft's base of operation. Under § 91.305, the flight test is required to be over open water or sparsely populated areas with light air traffic, so it does not pose a hazard to persons or property on the ground. You can ask the FAA to help you pick a suitable area to ensure adequate airspace for flight testing.

9.4 **Procedures.** The FAA strongly recommends builders review AC-90-89, *Amateur-Built Aircraft and Ultralight Flight Testing Handbook*, for recommended flight testing procedures. The FAA suggests that readings and similar tasks be recorded using available recording technology, such as audio and video.

9.5 **Restrictions.**

9.5.1 Carrying Passengers. You may not carry passengers while you are restricted to the flight test area or during any portion of your phase I flight test program. If you need an additional crewmember for a particular flight test, specify that in your application program letter for the airworthiness certificate; this need will be listed in your operating limitations.

9.5.2 Additional Pilot Program (APP). Refer to AC 90-116, Additional Pilot Program for Phase I Flight Test, to determine eligibility for the APP.

9.5.3 Flight Instruction. You may not receive flight instruction during your flight test.

9.5.4 Operating Limitations. When the FAA issues an unlimited duration special airworthiness certificate, the operating limitations may be prescribed in accordance with Order 8130.2. The purpose of the operating limitations is for you to show and maintain compliance with § 91.319. The operating limitations include a requirement for you to endorse the aircraft logbook and maintenance records with a statement certifying the aircraft has been shown to comply with that section. The limitations may vary for some aircraft, and the FAA may issue additional limitations in unusual conditions in the interest of safety. These limitations will be reviewed with you to ensure you thoroughly understand each one.

CHAPTER 10. OPERATING YOUR AMATEUR-BUILT AIRCRAFT AFTER FLIGHT TESTING

10.1 After you complete all required flight tests, hours, and maneuvers, the aircraft is considered safe for continued flight. To continue operating your aircraft, you are required to follow the operating limitations issued with the special airworthiness certificate.

10.2 You may not operate your aircraft without the airworthiness certificate (including any operating limitations) displayed at the cabin or cockpit entrance, per § 91.203(b). If you lose the operating limitations or they are mutilated or no longer legible, you need to apply for a replacement airworthiness certificate. If you can document that the aircraft has completed the flight test requirements (through aircraft logbook and maintenance records entries), a replacement airworthiness certificate with operating limitations without initial flight test operating limitations may be issued.

10.3 You should be aware of the responsibilities for maintenance and recordkeeping as prescribed in your operating limitations.

CHAPTER 11. GENERAL SAFETY RECOMMENDATIONS

11.1 **Pilot Responsibilities.** As a pilot, you should:

11.1.1 Be thoroughly familiar with the aircraft, its engine and propeller operation, and ground handling characteristics, including operation of the brakes. You should test these operations by conducting taxi tests before attempting flight operations. You are not authorized to take off during taxi tests without an airworthiness certificate.

11.1.2 Take precautions to ensure emergency equipment and personnel are readily available in the event of an accident, before the first flight of an amateur-built aircraft.

11.1.3 Refrain from aerobatic maneuvers until you have enough flight experience to establish that the aircraft is satisfactorily controllable throughout its normal range of speeds and maneuvers. You should document all satisfactorily conducted maneuvers in the aircraft logbook, flight test program log, or equivalent document.

11.2 **Operating Limitations.**

11.2.1 The operating limitations require that you operate the aircraft under the applicable air traffic control and general operating rules of part 91. If you plan to operate under instrument flight rules (IFR), pay particular attention to the applicable requirements in part 91.

11.2.2 The operating limitations will authorize all operations to be conducted (visual flight rules, day/night, and IFR). These operating limitations may state that the instruments and equipment mandated by § 91.205(b), (c), and/or (d), *Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements*, need to be installed and operable. In addition, these operating limitations may identify flight test area as defined in § 91.305, *Flight test areas*.

11.3 **Equipment.**

11.3.1 Unless you received deviation authority from air traffic control under § 91.215(d), if your aircraft has a Mode C transponder, the aircraft also is required to have a calibrated airspeed/static pressure system to prevent an error in altitude reporting. You should have the transponder tested and inspected under § 91.413, *ATC transponder tests and inspections*.

11.3.2 Once your aircraft has been released from the flight test area, you are required to have an emergency locator transmitter aboard in accordance with § 91.207, *Emergency locator transmitters*. An aircraft with only one seat is exempt from this requirement according to § 91.207(f)(9).

11.4 **Rotorcraft.**

11.4.1 If you intend to fly an aircraft with a fully articulated rotor system, be particularly cautious of ground resonance. If you maintain or allow this condition of rotor imbalance to progress, it can be extremely dangerous and may result in structural failure.

11.4.2 As a rotorcraft pilot, you should complete tests showing that stability, vibration, and balance are satisfactory with the rotorcraft tied down before beginning hover, horizontal, or vertical flight operations.

APPENDIX A. DEFINITIONS RELEVANT TO THIS AC

A.1 **Amateur-Built Aircraft.** Section 21.191(g) defines an amateur-built aircraft (sometimes referred to as home-built aircraft) as an aircraft in which the major portion has been fabricated and assembled by a person(s) who undertook the construction project solely for their own education or recreation. Amateur-built aircraft may be constructed from an amateur builder's original design, from purchased plans, or from a kit.

A.2 **Amateur-Built Aircraft Fabrication and Assembly Checklist.** An aid used by the FAA in determining if a manufacturer's aircraft kit meets the major portion requirement of § 21.191(g).

A.3 **Builder.** The term builder means the person who fabricates and assembles the major portion of the aircraft. A person, as defined in § 1.1, includes an individual, firm, partnership, corporation, company, association, joint-stock association, or governmental entity, and includes a trustee, receiver, assignee, or similar representative thereof.

A.4 **Commercial Assistance.** To provide assistance with fabricating or assembling amateur-built aircraft for cash, services, or other tender. This does not include one builder helping another without compensation.

A.5 **Compensation.** Payment by the amateur builder applicant in cash, services, or other tender to any person who provides assistance for hire in the building of an aircraft.

A.6 **Designated Airworthiness Representative (DAR).** Within the context of this AC, a private person designated by the FAA to act on its behalf to inspect amateur-built aircraft and issue airworthiness certificates.

A.7 **Flight Advisor.** A flight Advisor can be from an established aviation association or other qualified resource experienced in amateur-built and experimental aircraft. A flight advisor may help you plan your first flight and determine if additional training is needed.

A.8 **Technical Counselor.** A technical counselor can be from an established aviation association or other qualified resource experienced in amateur-built and experimental aircraft. They can provide overall mechanical help and pre-cover guidance to owners and amateur builders.

A.9 **FAA Inspector.** Within the context of this AC, an aviation safety inspector or an authorized DAR.

A.10 **FAA CM section or FSDO Office.** Within the context of this AC, an FAA CM section issues original airworthiness certificates, and a FSDO with airworthiness certification authority issues recurrent airworthiness certificates. These offices may delegate the airworthiness inspection and certification of an amateur-built aircraft to a DAR.

A.11 **Fabricate.** To perform work on any material, part, or component, such as layout, bending, countersinking, straightening, cutting, sewing, gluing/bonding, layup, forming, shaping, trimming, drilling, deburring, machining, applying protective coatings, surface preparation and priming, riveting, welding or heat treating, and transforming the material, part, or component toward or into its finished state.

A.12 **Fireproof.** The capacity to withstand the heat associated with fire at least as well as steel.

A.13 **Letter of Eligibility.** A letter provided by the FAA to an aircraft kit manufacturer advising that the aircraft kit to be evaluated meets the major portion requirement of § 21.191(g).

A.14 **Major Portion.** The fabrication and assembly of more than 50 percent of the aircraft (also known as the "51-percent rule").

A.15 **National Kit Evaluation Team (NKET).** A team of FAA personnel with extensive experience in the evaluation and certification of amateur-built aircraft.

A.16 **NKET Evaluation.** A courtesy evaluation by the FAA's NKET for the purpose of determining if specific aircraft kits, as manufactured, allow an amateur builder to meet the major portion requirement of § 21.191(g).

A.17 **Person.** Section 1.1 of 14 CFR defines person as an individual, firm, partnership, corporation, company, association, joint-stock association, or governmental entity. It includes a trustee, receiver, assignee, or similar representative of any of them.

APPENDIX B. RELATED MATERIAL

B.1 Title 14, Code of Federal Regulations (14 CFR).

The following 14 CFR parts are related to this AC. You can download the full text of these regulations from the Federal Register website at eCFR and on DRS.

- Part 1, *Definitions and Abbreviations*. Part 1 defines the words and terms used in subchapters A through N of chapter 1 of 14 CFR.
- Part 21, *Certification Procedures for Products and Articles*. Part 21 sets forth rules for the issuance of and change to type certificates, and issuance of production certificates, airworthiness certificates, and export airworthiness approvals. It also sets forth the rules governing the holders of these certificates and the approval of certain materials, parts, processes, and appliances.
- Part 43, *Maintenance, Preventive Maintenance, Rebuilding, and Alteration*. Part 43 sets forth rules governing the maintenance, preventive maintenance, rebuilding, and alteration of aircraft having a U.S. airworthiness certificate, certain foreign-registered aircraft, and airframes, aircraft engines, propellers, appliances, and component parts of these aircraft.
- Part 45, *Identification and Registration Marking*. Part 45 sets forth rules for display of nationality and registration marks; display of special airworthiness classification marks; identification plates for aircraft, aircraft engines, and propellers; and identification of certain replacement and critical aircraft parts and components.
- Part 47, *Aircraft Registration*. Part 47 sets forth rules for registering an aircraft.
- Part 65, *Certification: Airmen Other Than Flight Crewmembers*. Part 65 sets forth rules for the issuance of certain certificates and associated ratings for airmen other than flight crewmembers and the general operating rules for the holders of those certificates.
- Part 91, *General Operating and Flight Rules*. Part 91 sets forth rules governing the operation of most aircraft within the United States.

B.2 FAA Advisory Circulars.

The following ACs are related to the guidance in this AC. The latest version of each AC referenced in this document is available on the FAA website at FAA Advisory Circulars and on DRS.

- AC 21-12, *Application for U.S. Airworthiness Certificate*. AC 21-12 provides instructions for preparing and submitting FAA Form 8130-6.
- AC 45-2, *Identification and Registration Marking*. AC 45-2 describes one way to comply with part 45.

- AC 65-23, *Certification of Repairmen (Experimental Aircraft Builders)*. AC 65-23 provides guidance to builders of experimental aircraft concerning certification as a repairman.
- AC 90-89, *Amateur-Built Aircraft and Ultralight Flight Testing Handbook*. AC 90-89 sets forth suggestions and safety-related recommendations to help amateur and ultralight builders in developing individualized aircraft flight test plans.

B.3 **FAA Orders.**

The following orders are related to the guidance in this AC. The latest version of each order referenced in this document is available on the FAA website at FAA Orders & Notices and on DRS.

- FAA Order 8130.2, *Airworthiness Certification of Aircraft*. Order 8130.2 establishes procedures for accomplishing original and recurrent airworthiness certification of aircraft and related products.
- FAA Order 8130.35, *Amateur-Built National Kit Evaluation Team*. Order 8130.35 defines the policy and procedures of the FAA Amateur-Built Aircraft National Kit Evaluation Team and establishes a standard methodology to evaluate amateur-built aircraft kits.

B.4 **FAA Forms and Other Related Material.**

The following forms are related to the guidance in this AC. They are available on the FAA website at Forms, DRS, or Airworthiness Certification of Aircraft.

- FAA Form 8130-6, *Application for U.S. Airworthiness Certificate*
- FAA Form 8130-12, *Eligibility Statement Amateur-Built Aircraft*
- AC Form 8050-1, *Aircraft Registration Application*
- AC Form 8050-2, *Aircraft Bill of Sale*
- AC Form 8050-3, *Certificate of Aircraft Registration*
- AC Form 8050-88, *Affidavit of Ownership for Amateur-Built Aircraft*
- Airworthiness Certification (AWC) tool.
- AWC Applicant Registration Guide and Application Process Overview.

OMB Control Number: 2120-0746
Expiration Date:12/31/2027

Advisory Circular Feedback Form

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If you find an error in this Advisory Circular, have recommendations for improving it, or have suggestions for new items/subjects to be added, you may let us know by emailing this form to_____or faxing it to the attention of _____ at _____.

Subject:_____ Date: _____

Please mark all appropriate line items:

☐ An error (procedural or typographical) has been noted in paragraph _____on page _____.

☐ Recommend paragraph _____ on page be changed as follows:

☐ In a future change to this AC, please cover the following subject:
(Briefly describe what you want added.)

☐ Other comments:

☐ I would like to discuss the above. Please contact me using the information below.

Submitted by:_____ Date: _____