

INSTRUCTIONS FOR COMPLETING FAA FORM 8130-15.

Only the light-sport aircraft (LSA) manufacturer or its' authorized agent complete and sign this form. Authorization for an agent's signature must be in writing from the manufacturer and the process must be specified within the manufacturer's quality assurance system procedures.

On the FAA Form 8130-15 where FAA-accepted consensus standards are to be identified, the FAA-accepted consensus standard applicable at the time the aircraft is manufactured must be listed. There is a period of time where previous revisions are acceptable. Either the previous revision or the latest revision may be used during this period of time that is contingent on the manufacturer's build (block 4.) date and, the "Not to Exceed Date" given in the Notice of Availability (NOA) published in the *Federal Register*.

A matrix of FAA-accepted consensus standards and NOA information is located on the FAA Web site under Aircraft, General Aviation & Recreational Aircraft, LSA, sub-category standards. Additionally, the same consensus standards can cover more than one topic and may be listed more than once on this form.

The following, section by section, instructions are for special LSA category and Kit LSA. All information listed below applies to both, unless otherwise indicated. Please refer to both SAMPLE 8130-15 forms in conjunction with these instructions.

(1) Section I. Aircraft Identification. This section must contain the manufacturer's name and address with the country of origin where the LSA is manufactured. This section must also contain the aircraft information as shown on the aircraft identification plate, and/or LSA or Kit LSA documentation and records. For Kit LSA, the date of manufacture is the date the Kit LSA was completed by the manufacturer. This section must also have the applicable items portion completed as appropriate for the LSA.

(2) Section II. Applicable User Manuals.

(a) Consensus Standard(s). The FAA-accepted consensus standard for the design and performance of the aircraft must be listed in this block. For example, the entry would be "ASTM F2245-09 (design and performance)." Any other applicable consensus standards not referenced elsewhere on this form also should be listed here. For example, if the LSA engine requires a standard, the entry would be "ASTM F2339-06 (design & manufacture of reciprocating spark ignition engines)." If an airframe emergency parachute is installed, the entry would be "ASTM F2316-08 (airframe emergency parachutes)." The title of the standard must also be included. For Kit LSA, this block also should contain the manufacturer-provided assembly instructions and the consensus standard for the design and performance and the assembly instructions.

NOTE: ASTM Consensus Standards do not have revision-level identifiers nor do they have "Valid Until" dates; "N/A" should be entered in those blocks when applicable.

(b) Aircraft Operating Instructions (AOI). This block must list the specific title or company identifier for the AOI (commonly known as the *pilot's operating handbook (POH)*) that is provided with the LSA or Kit LSA, including the revision level, if

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applicable. The block also should contain the FAA-accepted consensus adhered to for the aircraft's AOI/POH.

(c) Aircraft Maintenance and Inspection Procedures. This block must list the specific title or company identifier for the Aircraft Maintenance and Inspection Procedures provided with the LSA or Kit LSA, including the revision level, if applicable. The block also must contain the consensus standard adhered to for the aircraft's maintenance and inspection procedures.

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

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

(a) Comments. This block must provide any additional information not contained elsewhere on the form. It may be used to expand on the information in the Consensus Standard(s) block in Section II or to provide other information the manufacturer deems necessary. For all LSA SOC (except for first of make and model), this block should be used to provide evidence that an aircraft of the same make and model was issued a U.S. special airworthiness certificate in the light-sport category. When the LSA SOC is for the manufacturer's first of make and or model, omit providing evidence of previously issued U.S. special airworthiness certificate, noting with a statement "FIRST OF MAKE AND OR MODEL". First of make and or model statement is entered only into this block when applicable for that aircraft and for special light-sport category certification. For LSA Kit only, there must be the manufacturer's statement identifying the kit assembly instructions, including the revision level, that meet the applicable consensus standard.

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

(c) Manufacturer's Continued Airworthiness System. This block must provide the specific title or company identifier for the company's continued airworthiness system used by the company to support the aircraft, including the revision level, if applicable. The block also must contain the consensus standard adhered to for the aircraft's continued airworthiness system.

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(4) Section IV. Manufacturer's Certification.

(a) This section must list the LSA or Kit LSA serial number in the blank provided. For Kit LSA only, a pen & ink change to the certification statement must be made by lining through the word "aircraft" and adding the word "kit" above it. The locations of the word "aircraft" are in two places, before "serial number" in the first sentence and in the second sentence after the word "This". Additionally for Kit LSA only, the following words must be lined through: "~~(3) was ground and flight tested successfully and (4) is in a condition for safe operation.~~"

(b) The name and title of the manufacturer's chief executive officer or chief quality officer and or the manufacturer's authorized agent must complete and sign this form. Authorization for an agent's signature must be in writing from the manufacturer with all signatory names and titles specified within the manufacturer's quality system process documentation (quality manual).

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

Sample FAA Form 8130-15, Light-Sport Aircraft Statement of Compliance

 <small>U.S. Department of Transportation Federal Aviation Administration</small>	<h3 style="margin: 0;">Light-Sport Aircraft Statement of Compliance</h3>	INSTRUCTIONS - Print or type. Present original to an authorized FAA Representative. If additional space is required, use an attachment.			
I. Aircraft Identification	1. Manufacturer Name The ACME Company		2. Manufacturer Address (<i>street, city, zip</i>) 420 W Jackson, Mexico MO 65265		
	3. Aircraft Serial No. 00001	4. Date of Manufacture (<i>MM dd, yyyy</i>) 09/02/2005	5. Aircraft Make ACME		6. Aircraft Model Flyer I
	7. Maximum Take-off Weight 1,430 lb		8. Maximum Number Occupants 2	9. V _H 120 KCAS	10. V _{S1} 45 KCAS
	Class of light-sport aircraft: (<i>Check all applicable items</i>) X Operation on Water				
	<input checked="" type="checkbox"/> Airplane	<input type="checkbox"/> Powered Parachute	<input type="checkbox"/> Weight-Shift-Control	<input type="checkbox"/> Glider	<input type="checkbox"/> Lighter-Than-Air
II. Applicable User Manuals	Consensus Standard(s) (<i>list below or use attachment</i>) ASTM Standard F2245-04 (design and performance) ASTM Standard F2339-04 (engine) ASTM Standard F2316-054 (airframe emergency parachute)		Revision N/A	Valid Until N/A	
	Aircraft Operating Instructions (<i>list applicable items</i>) ACME-AOI-1 st Edition ASTM Standard F2245-04		Revision None Revision N/A	Date issued 08/01/2005 Date N/A	
	Aircraft Maintenance and Inspection Procedures (<i>list applicable items</i>) ACME-MM-1 st Edition ASTM Standard F2483-05		Revision Rev A Revision N/A	Date issued 08/15/2005 Date N/A	
	Aircraft Flight Training Supplement (<i>list applicable items</i>) ACME-FTSupp ASTM Standard F2245-04		Revision None Revision N/A	Date issued 08/01/2005 Date N/A	
III. Manufacturer's Process Documents	Comments (<i>any additional statements may be stated here or attached</i>) This aircraft flight test is recorded in the aircraft records per 14 CFR section 91.417, and an airframe time of 5 hours is attributed to flight testing. All applicable service directives to date have been incorporated and annotated in the aircraft records. FIRST OF MAKE AND/OR MODEL				
	Manufacturer's Quality Assurance System (<i>list applicable items</i>) ACME-QCS.001 ASTM Standard F2279-03		Revision Rev C Revision N/A	Date 07/23/2005	
	Manufacturer's Continued Airworthiness System (<i>list applicable items</i>) ACME-CAW.002 ASTM Standard F2295-03		Revision Rev A Revision N/A	Date 10/31/2004	
IV. Manufacturer's Certification	CERTIFICATION: I hereby certify that aircraft serial number <u>-00001</u> complies with the Consensus Standard(s) identified on this statement of compliance and that the Manufacturer's Continued Airworthiness System will be adhered to support the aircraft throughout its life. This aircraft (1) was manufactured following the consensus standard(s) procedures and Manufacturer's Quality Assurance System identified on this statement, (2) conforms to the manufacturer's design data, (3) was ground and flight tested successfully, and (4) is in a condition for safe operation. Additionally, at the request of the FAA, the manufacturer will provide unrestricted access to its facilities.				
	Name: Irving M. Himm		Signature: <i>IM Himm</i>		
	Title: President, General Manager			Date 9/7/2005	
	Name:				
Title:		Date			

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Sample FAA Form 8130-15, Light-Sport Aircraft Statement of Compliance

 U.S. Department of Transportation Federal Aviation Administration	Light-Sport Aircraft Statement of Compliance	INSTRUCTIONS - Print or type. Present original to an authorized FAA Representative. If additional space is required, use an attachment.			
I. Aircraft Identification	1. Manufacturer Name Express Aircraft		2. Manufacturer Address (<i>street, city, zip</i>) 1876 N. Parkview Drive, Chandler, OK 65432		
	3. Aircraft Serial No. K-00014	4. Date of Manufacture (<i>MM dd, yyyy</i>) Kit - 03/07/2006	5. Aircraft Make Express Flyer	6. Aircraft Model Silver One	
	7. Maximum Take-off Weight 1,320 lb	8. Maximum Number Occupants 2	9. V _H 120 KCAS	10. V _{S1} 45 KCAS	
	Class of light-sport aircraft: (<i>Check all applicable items</i>) Operation on Water				
	<input checked="" type="checkbox"/> Airplane	<input type="checkbox"/> Powered Parachute	<input type="checkbox"/> Weight-Shift-Control	<input type="checkbox"/> Glider	<input type="checkbox"/> Lighter-Than-Air
II. Applicable User Manuals	Consensus Standard(s) (<i>list below or use attachment</i>) Silver One Assembly Instructions, KFSO-1A ASTM Standard F2245-04 (design and performance) ASTM Standard F2563-06 (assembly instructions)		Revision Rev A N/A N/A	Valid Until N/A N/A N/A	
	Aircraft Operating Instructions (<i>list applicable items</i>) Silver One Operating Instructions, SO-OI-1 ASTM Standard F2245-04		Revision None Revision N/A	Date issued 12/11/2005 Date N/A	
	Aircraft Maintenance and Inspection Procedures (<i>list applicable items</i>) Silver One Maintenance Manual, SO-MM-1 ASTM Standard F2483-05		Revision Rev A Revision N/A	Date issued 11/30/2005 Date N/A	
	Aircraft Flight Training Supplement (<i>list applicable items</i>) Silver One Flight Training, SO-FT-1 ASTM Standard F2245-04		Revision None Revision N/A	Date issued 12/11/2005 Date N/A	
III. Manufacturer's Process Documents	Comments (<i>any additional statements may be stated here or attached</i>) Express Aircraft manufactured and assembled Express Flyer Silver One, serial number F-0002, N456EF, which was issued a special airworthiness certificate in the light-sport category on 12/01/2005. Express Aircraft Silver One Kit Assembly Instructions, Revision A, meets consensus standards requirements of ASTM F2563-06 and are provided with this Kit.				
	Manufacturer's Quality Assurance System (<i>list applicable items</i>) Express Aircraft QA Manual ASTM Standard F2279-03		Revision Rev C Revision N/A	Date 01/18/2006	
	Manufacturer's Continued Airworthiness System (<i>list applicable items</i>) Express Aircraft CAS documentation located in QA Manual ASTM Standard 2295-03		Revision Rev C Revision N/A	Date	
IV. Manufacturer's Certification	CERTIFICATION: I hereby certify that aircraft serial number K-00014 ^{kit} complies with the Consensus Standard(s) identified on this statement of compliance and that the Manufacturer's Continued Airworthiness System will be adhered to support the aircraft throughout its life. This aircraft ^{kit} (1) was manufactured following the consensus standard(s) procedures and Manufacturer's Quality Assurance System identified on this statement, (2) conforms to the manufacturer's design data, (3) was ground and flight tested successfully, and (4) is in a condition for safe operation. Additionally, at the request of the FAA, the manufacturer will provide unrestricted access to its facilities.				
	Name: Jacob Small		Signature: <i>Jacob Small</i>		
	Title: General Manager		Date 03/07/2006		
	Name:		Date		
Title:					