

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

8130.32

9/30/2003

**SUBJ: Airworthiness Certification Requirements for Certain Aircraft Operated in
the State of Alaska**

1. PURPOSE.

a. This order provides guidance for amending the FAA Form 8100-2, Standard Airworthiness Certificate for certain aircraft operated in the State of Alaska that may undergo major alterations approved under the FAA's field approval process. The FAA has determined that some of these altered aircraft may need to be limited to operating only within the boundaries of the State of Alaska.

b. This order also provides guidance for FAA Flight Standards aviation safety inspectors (ASI) to determine which aircraft are affected by these requirements and how to amend the standard airworthiness certificate for each of those aircraft. Aircraft currently operating in the State of Alaska that had major alterations incorporated before the effective date of this order and aircraft operating in States other than Alaska are not affected by this order.

NOTE: The issuance of an amended Form 8100-2 (either an initial amendment or any subsequent amendment) is considered a "recurrent certification," as defined in FAA Order 8130.2, Airworthiness Certification of Aircraft and Related Products, with primary responsibility assigned to FAA Flight Standards ASIs.

2. DISTRIBUTION. This order is distributed to the Washington headquarters branch levels of the Aircraft Certification Service, Flight Standards Service, and the Regulatory Support Division; to the Aviation System Standards office; to the branch level in the Aircraft Certification Service directorates and regional Flight Standards Service divisions; to all aircraft certification offices; to all manufacturing inspection district offices and manufacturing inspection satellite offices; to all flight standards district offices; to the Aircraft Certification Branch and Flight Standards Branch at the FAA Academy; to the Brussels Aircraft Certification Division and Flight Standards staff; to applicable representatives of the Administrator; and to all international field offices.

3. RELATED PUBLICATIONS.

a. Advisory Circular (AC) 21-12, Application for U.S. Airworthiness Certificate, FAA Form 8130-6.

b. FAA Order 8130.2, Airworthiness Certification of Aircraft and Related Products.

c. FAA Order 8300.10, Airworthiness Inspector's Handbook.

4. RELATION TO OTHER DIRECTIVES. Orders or ACs referenced in this directive list only the basic number. It is the responsibility of the user to establish that the latest revision/changes are used. This order supersedes any previous guidance on this subject. If there is a conflict with the guidance in this order and any current local or national guidance, the guidance in this order takes precedence.

5. EFFECTIVE DATE. This directive becomes effective 45 days from the publication date.

6. RECORDS MANAGEMENT. Refer to FAA Orders 0000.1, FAA Standard Subject Classification System; 1350.14, Records Management; and 1350.15, Records, Organization, Transfer, and Destruction Standards, or see your office Records Management Officer/Directives Management Officer for guidance regarding retention or disposition of records.

7. BACKGROUND. The FAA's office of Regulation and Certification (AVR) recently conducted a random review of aircraft operating in the State of Alaska that had incorporated alterations to their type design approved under the FAA's field approval process. The review revealed that in some instances the alterations approved as minor should have been classified as major changes to the type design and processed as a supplemental type certificate (STC) or as an amendment to the original type certificate (TC). Processing major alterations as an STC or an amended TC ensures a complete FAA engineering review and analysis, and meets the requirements of §§ 21.93 and 21.113 of Title 14, Code of Federal Regulations. The AVR review did not determine that specific alterations were unsafe; however, it did determine that the approval process did not function as expected. In light of these findings, both the Aircraft Certification Service (AIR) and Flight Standards Service (AFS) directed that Order 8300.10, volume 2, chapter 1, be revised to terminate the incorporation of any major changes to type design through the field approval process. An engineering review will now be required to ensure the design integrity and operational safety of aircraft undergoing any alterations classified as major changes to their type design. Existing aircraft with major changes to type design previously incorporated through the field approval process are not subject to the requirements of this order.

8. DISCUSSION.

a. FAA Order 8300.10 has terminated the processing of any alterations classified as major changes to an aircraft's FAA-approved type design through a field approval. Such alterations may be incorporated on the aircraft only through an FAA-approved STC or amended TC. The field approval process for minor changes to aircraft has not changed. Minor changes to aircraft, such as installations of nonessential (not required) instruments, do not require the use of FAA-approved data and may continue to be approved through the field approval process. For Alaska owner/operators, legacy alterations may continue to be approved through the field approval process until May 21, 2005, for aircraft operating exclusively within the State of Alaska. Legacy alterations are defined as *those alterations that are not allowed by current guidance and that can be shown to have been repeatedly approved through field approval before October 1, 2003, even if those alterations may have been beyond the scope of the field approval process.* These aircraft alterations are eligible if either the applicant or the FAA can show that these types of alterations are commonly performed on the same make/model aircraft. To show eligibility, an applicant can provide a copy of an FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance), that has block 3 approvals, or copies of aircraft records or any other method that shows a history of FAA approvals. However, this does not mean that every alteration should be given a field approval. If an alteration is unsafe or makes the aircraft unairworthy, the ASI should not approve it.

b. This order provides a transition period to Order 8300.10, change 16 for owners of aircraft in the State of Alaska wishing to make alterations to their aircraft in the near future. This order is based on the FAA Administrator's regulatory discretion in the application of certain regulations to the State of Alaska (reference § 40113(f) of Title 49 of the United States Code). Because of the unique environment and operation of aircraft in the State of Alaska, the FAA will permit a transition period to fully implement these new requirements of Order 8300.10 during a two-phase program, which is described in the following table:

Phase	Definition	How to incorporate alterations
One	The transition period beginning October 1, 2003, and terminating May 21, 2005, during which Alaskan aircraft owners and operators may incorporate legacy alterations to their aircraft (classified as major changes to type design).	<p>(1) Through the FAA's previous field approval process (without need of an FAA-approved STC or amended TC) with an operating limitation placed on the aircraft to be operated only in the State of Alaska. This limitation will be in effect until the alteration is either removed or an FAA-approved STC or amended TC is issued, at which point the limitation will be rescinded; or</p> <p>(2) Through an FAA-approved STC or amended TC with no operating limitation placed on the aircraft.</p>
Two	The period beginning May 21, 2005, after which Alaskan aircraft owners and operators must incorporate any new alterations to their aircraft classified as major changes to type design.	Through an FAA-approved STC or amended TC in accordance with Order 8300.10.

9. PROCEDURAL REQUIREMENTS. In regards to Phase One, all ASIs in the State of Alaska who are authorized to perform field approvals appropriate to the alteration may perform approvals of legacy alterations (designees will not perform this procedure). FAA ASIs involved in the initial incorporation of alterations on aircraft operated in the State of Alaska should first determine whether the alteration would be classified as a minor or major change to the aircraft's type design (see Order 8300.10 for guidance). Alterations classified as minor changes to type design may be approved directly by the ASI using current guidance and procedures. Alterations classified as major changes to type design and that meet the legacy requirements should be processed as follows during Phase One of the above transition period of October 1, 2003, to May 21, 2005:

a. The owner/operator will be informed that the alteration has been reviewed and is classified by the FAA as a major change to the aircraft's type design and meets the definition of a legacy alteration.

b. The owner/operator will then be informed that they may elect to—

(1) Have the major alteration approved under the previous process defined in FAA Order 8300.10 before change 16 (that is, without a full FAA engineering review and analysis), with the stipulation that the aircraft will be permitted to operate only within the boundaries of the State of Alaska; or

(2) Have the major alteration approved under the FAA's STC or amended TC process with no associated operating limitations.

c. If the owner/operator elects to process the major alteration for approval under the procedural requirements of Order 8300.10 before change 16 dated May 21, 2003, they must be clearly informed that the standard airworthiness certificate of the aircraft will be surrendered to the FAA to be amended with an operating limitation for future operation of the aircraft only within the boundaries of the State of Alaska. This operating limitation will transfer with the aircraft upon any future sale of the aircraft to a new owner/operator. If (1) or (2) below is chosen as a means to remove the operating limitations, then the owner/operator must submit an application to amend the current standard airworthiness certificate. (Refer to Order 8130.2 for further guidance.) The operating limitation will be imposed until—

(1) The owner/operator resubmits the major alteration for approval as an STC or amended TC (with full FAA engineering review and analysis), and the STC or amended TC is approved by the FAA; or

(2) The major alteration is removed and the aircraft is returned to an acceptable FAA-approved type design configuration.

d. If the owner elects to continue with the major alteration approval with an associated operating limitation, they will surrender the aircraft's standard airworthiness certificate to the FAA ASI. The ASI will then complete the review and approval of the alteration. After these items are completed, the ASI will amend the current standard airworthiness certificate, as follows:

(1) Assist the owner/operator with completing an FAA Form 8130-6, Application for Airworthiness Certificate (see sample in appendix 1).

(2) Issue the owner/operator an amended Form 8100-2, per the procedural requirements of Order 8130.2, with the following entries:

(a) In block No. 5 and on the reverse side of Form 8100-2, type, stamp, or print the following information (see sample Form 8100-2 in appendix 2):

Block No. 5

Operating Limitation: This aircraft will be operated only within the territorial boundaries defining the State of Alaska. (See reverse side.)

Reverse Side

This aircraft has incorporated a major alteration to its Federal Aviation Administration (FAA)-approved type design while owned and/or operated in Alaska. The major alteration was approved under the FAA's field approval process without undergoing a complete FAA engineering review and analysis. Therefore, this standard airworthiness certificate is valid only when the aircraft is operated within the territorial boundaries of the State of Alaska. This operating limitation will remain in effect (and will transfer with any future sale of the aircraft to a new owner/operator) until such time as the major alteration is (a) approved under the FAA's supplemental or amended type certificate process, or (b) removed and the aircraft has been returned to an FAA-approved type design configuration. A new standard airworthiness certificate will be issued to rescind this operating limitation if (a) or (b) above has been completed.

-----END-----

(b) The date entry on Form 8100-2 should be preceded by the capital letter "A," followed by the date on which the amended standard airworthiness certificate is actually issued (not the date of the previous Form 8100-2).

(3) Complete Form 8130-6 and all associated documentation as required by Order 8130.2, for forwarding to the FAA's Aircraft Registry.

10. ADMINISTRATIVE APPLICATION. All FAA ASIs implementing this order should be aware that these requirements have been established for aircraft owned and operated in the State of Alaska. However, if the owner/operator of an aircraft from another State should choose to implement a major change to their aircraft's type design in the State of Alaska through a field approval during Phase One, that aircraft will also be subject to operating only within the boundaries of the State of Alaska.

11. QUESTIONS. Any questions regarding the information or procedures contained in this order should be directed to the FAA Production and Airworthiness Division, AIR-200.

12. AUTHORITY TO CHANGE THIS ORDER. The issuance, revision, or cancellation of the material in this order is the responsibility of AIR-200. This division will accomplish all changes, as required, to carry out the agency's responsibility to provide guidance related to the amendment of Form 8100-2 for certain Alaskan aircraft undergoing major alteration through the field approval process.

13. DEVIATIONS. Adherence to the procedures in this order is necessary for uniform administration of this directive material. Any deviations from this guidance material must be coordinated and approved by AIR-200, in coordination with the Continuous Airworthiness Maintenance Division, AFS-300. If a deviation becomes necessary, the FAA employee involved should ensure the deviations are substantiated, documented, and concurred with by the appropriate supervisor. The deviation must be submitted to AIR-200 for review and approval. The limits of Federal protection for FAA employees are defined by § 2679 of Title 28 of the United States Code.

14. ACTION TO BE TAKEN. The contents of this order may be reviewed for incorporation into other directive material.

15. DIRECTIVE FEEDBACK. Any deficiencies found, clarifications needed, or improvements suggested regarding the content of this order will be forwarded (written or electronically) for consideration to the Aircraft Certification Service, Planning and Financial Resources Management Branch, AIR-530, Attention: Directives Management Officer. FAA Form 1320-19, Directive Feedback Information, is located on the last page of this order for your convenience. A copy may be forwarded to the Production and Airworthiness Division, AIR-200, Attention: Comments to Order 8130.32. If an interpretation is urgently needed, you may contact AIR-200 at 202-267-8361. Always use Form 1320-19 to follow up each verbal conversation.

/S/

Frank P. Paskiewicz
Manager, Production and
Airworthiness Division, AIR-200

APPENDIX 1. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE (FRONT SIDE)

U.S. Department of Transportation Federal Aviation Administration		APPLICATION FOR AIRWORTHINESS CERTIFICATE			INSTRUCTIONS – Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI, and VII as applicable.																																																																																																																																																																					
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK N137NM		2. AIRCRAFT BUILDER'S NAME (Make) Cessna		3. AIRCRAFT MODEL DESIGNATION 182D		4. YR. MFR. 1962	FAA CODING																																																																																																																																																																		
	5. AIRCRAFT SERIAL NO. 18253416		6. ENGINE BUILDER'S NAME (Make) Continental		7. ENGINE MODEL DESIGNATION O-470-L																																																																																																																																																																					
	8. NUMBER OF ENGINES 1		9. PROPELLER BUILDER'S NAME (Make) Hartzell		10. PROPELLER MODEL DESIGNATION HC82XF-1		11. AIRCRAFT IS (Check if applicable) IMPORT																																																																																																																																																																			
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A. REGISTERED OWNER (As shown on certificate of aircraft registration)					IF DEALER, CHECK HERE <input type="checkbox"/>																																																																																																																																																																					
NAME Howard Compton					ADDRESS 43 Pacific View Drive Anchorage, AK 99534																																																																																																																																																																					
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D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.																																																																																																																																																																										
DATE OF APPLICATION June 30, 2003			NAME AND TITLE (Print or type) Howard Compton (Owner)			SIGNATURE <i>Howard Compton</i>																																																																																																																																																																				
IV. INSPECTION AGENCY VERIFICATION																																																																																																																																																																										
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5	AIRCRAFT MANUFACTURER (Give name or firm)																																																																																																																																																																									
DATE June 30, 2003			TITLE Johnathan Jones			SIGNATURE <i>Johnathan Jones</i>																																																																																																																																																																				
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A. I find that the aircraft described in Section I or VII meets requirements for				4	<input checked="" type="checkbox"/>	THE CERTIFICATE REQUESTED AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE																																																																																																																																																																				
B. Inspection for a special flight permit under Section VII was conducted by:				FAA INSPECTOR		FAA DESIGNEE																																																																																																																																																																				
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DATE July 1, 2003		DISTRICT OFFICE FSDO-AK	4	DESIGNEE'S SIGNATURE AND NO.			FAA INSPECTOR'S SIGNATURE <i>Charles R. Smith</i> Charles R. Smith																																																																																																																																																																			

APPENDIX 1. SAMPLE FAA FORM 8130-6, APPLICATION FOR AIRWORTHINESS CERTIFICATE (REVERSE SIDE)

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER		→					
	NAME		ADDRESS					
	B. PRODUCTION BASIS <i>(Check applicable item)</i>							
	<input type="checkbox"/> PRODUCTION CERTIFICATE <i>(Give production certificate number)</i>							
	<input type="checkbox"/> TYPE CERTIFICATE ONLY							
<input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM								
C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS								
DATE OF APPLICATION		NAME AND TITLE <i>(Print or type)</i>		SIGNATURE				
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	A. DESCRIPTION OF AIRCRAFT							
	REGISTERED OWNER		ADDRESS					
	BUILDER (Make)		MODEL					
	SERIAL NUMBER		REGISTRATION MARK					
	B. DESCRIPTION OF FLIGHT							
	<input type="checkbox"/>		CUSTOMER DEMONSTRATION FLIGHTS					
	<i>(Check if applicable)</i>							
	FROM		TO					
	VIA		DEPARTURE DATE	DURATION				
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT							
	<input type="checkbox"/>	PILOT	<input type="checkbox"/>	CO-PILOT	<input type="checkbox"/>	FLIGHT ENGINEER	<input type="checkbox"/>	OTHER <i>(Specify)</i>
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:							
E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: <i>(Use attachment if necessary)</i>								
F. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.								
DATE		NAME AND TITLE <i>(Print or type)</i>		SIGNATURE				
VIII. AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only)	A. Operating Limitations and Markings in Compliance with 14 CFR section 91.9, as Applicable		G. Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>					
	<input checked="" type="checkbox"/>	B. Current Operating Limitations Attached	H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>					
	<input type="checkbox"/>	C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i>	X	I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section <u>21.183(a)</u> CAR _____ <i>(Original attached)</i>				
	<input checked="" type="checkbox"/>	D. Current Weight and Balance Information Available in Aircraft		J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section <u>21.183(d)</u> _____ <i>Copy attached</i>				
	<input checked="" type="checkbox"/>	E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>	X					
	<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records						

APPENDIX 2. SAMPLE FAA FORM 8100-2, STANDARD AIRWORTHINESS CERTIFICATE

This illustrates a standard airworthiness certificate for aircraft incorporating a major change to type design in the State of Alaska via field approval during Phase One (October 1, 2003, to May 21, 2005).

FRONT SIDE

UNITED STATES OF AMERICA
 DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS N137NM	2 MANUFACTURER AND MODEL Cessna 182D	3 AIRCRAFT SERIAL NUMBER 18253416	4 CATEGORY Normal
5 AUTHORITY AND BASIS FOR ISSUANCE <small>This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefore, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.</small> Exceptions : Operating Limitation: This aircraft will be operated only within the territorial boundaries defining the State of Alaska. (See reverse side.)			
6 TERMS AND CONDITIONS <small>Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.</small>			
DATE OF ISSUANCE A July 1, 2003	FAA REPRESENTATIVE <i>Charles R. Smith</i>	DESIGNATION NUMBER FSDO-ANC	
<small>Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.</small>			

FAA Form 8100-2 (8-82)

REVERSE SIDE

This aircraft has incorporated a major alteration to its Federal Aviation Administration (FAA)-approved type design while owned and/or operated in Alaska. The major alteration was approved under the FAA's field approval process without undergoing a complete FAA engineering review and analysis. Therefore, this standard airworthiness certificate is valid only when the aircraft is operated within the territorial boundaries of the State of Alaska. This operating limitation will remain in effect (and will transfer with any future sale of the aircraft to a new owner/operator) until such time as the major alteration is (a) approved under the FAA's supplemental or amended type certificate process, or (b) removed and the aircraft has been returned to an FAA-approved type design configuration. A new standard airworthiness certificate will be issued to rescind this operating limitation if (a) or (b) above has been completed.

----- END -----



U.S. Department
of Transportation

**Federal Aviation
Administration**

Directive Feedback Information

Please submit any written comments or recommendations for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: FAA Order 8130.32, Airworthiness Certification Requirements for Certain Aircraft Operated in the State of Alaska

To: Directives Management Officer, AIR-530
Fax Number: 202-385-4559

(Please check all appropriate line items)

- An error (procedural or typographical) has been noted in paragraph _____ on page _____.
- Recommend paragraph _____ on page _____ be changed as follows:
(attach separate sheet if necessary)

- In a future change to this directive, please include coverage on the following subject:
(briefly describe what you want added)

Other comments:

I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

FTS Telephone Number: _____ Routing Symbol: _____