

INSTRUCTIONS FOR COMPLETING FORM 8130-15.

This form is used for manufactured and kit light-sport aircraft. All information listed below applies to both, unless otherwise indicated. (Please refer to both LSA and KIT sample forms when reading instructions).

a. Light-Sport Statement of Compliance. The manufacturer or authorized agent must complete and sign this form. Authorization for an agent's signature must be either in writing from the manufacturer or as specified in the company's quality assurance program.

(1) Section I. Aircraft Identification. This section must contain the aircraft information as shown on the aircraft ID plate, and/or aircraft or kit documentation and records. For light-sport kit aircraft, the date of manufacture is the date the light-sport kit was completed by the manufacturer.

(2) Section II. Applicable User Manuals.

(a) Consensus Standard(s). The consensus standard for the design and performance of the aircraft must be listed in this block. For example, the entry would be "ASTM F2245-04 (design and performance)." Any other applicable consensus standards not referenced elsewhere on this form also must be listed here. For example, if the engine required a standard, the entry would be "ASTM F2339-04 (engine)." If an airframe emergency parachute is installed, the entry would be "ASTM F2316-03 (airframe emergency parachute)." The title of the standard also may be included. For kit-built aircraft, this block also must contain the manufacturer-provided assembly instructions and the consensus standard for the assembly instructions.

NOTE: On Form 8130-15 and all LSA documentation where consensus standards are identified, the standard applicable at the time the aircraft was manufactured/built will be listed. Some consensus standards can cover more than one topic and may be listed more than once. 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. This block must list the specific title or company identifier for the Aircraft Operating Instructions (AOI) provided with the light-sport kit or aircraft, including the revision level, if applicable. The block also must contain the consensus standard used to develop the AOI.

(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 light-sport kit or aircraft, including the revision level, if applicable. The block also must contain the consensus standard used to develop the 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 light-sport kit or aircraft, including the revision level, if applicable. The block also must contain the consensus standard used to develop the supplement. The manufacturer may choose to include the Aircraft Flight Training Supplement as a part of, or a section within, the AOI. If so, a statement to that effect 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 kit-built light-sport aircraft, it will be used to provide evidence that an aircraft of the same make and model was issued a special airworthiness certificate in the light-sport category.

(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 light-sport kit or aircraft, including the revision level, if applicable. The block also must contain the consensus standard used to develop the 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 used to develop the continued airworthiness system. This block is not applicable for kit-built light-sport aircraft; therefore, for a kit-built light-sport aircraft, the block must show "N/A."

(4) Section IV. Manufacturer's Certification.

(a) This section must list the—

1 Aircraft or kit serial number in the blank provided. For kit-built light-sport aircraft, the word "aircraft" (right before "serial number") must be lined through and the word "kit" should be inserted.

2 Name and title of the manufacturer or authorized agent signing the form, and the date the form was signed.

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.

(b) For a kit-built light-sport aircraft, the following words must be lined through: "and that the Manufacturer's Continued Airworthiness System will be adhered to support the aircraft throughout its life"; "Manufacturer's Quality Assurance System identified on this statement"; and "(3) was ground and flight tested successfully, and (4) is in a condition for safe operation." (See: Sample Form 8130-15, Light-Sport Kit-Built Aircraft Statement of Compliance.)