



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

*Superceded*

AC 20-5F  
Revised  
1986

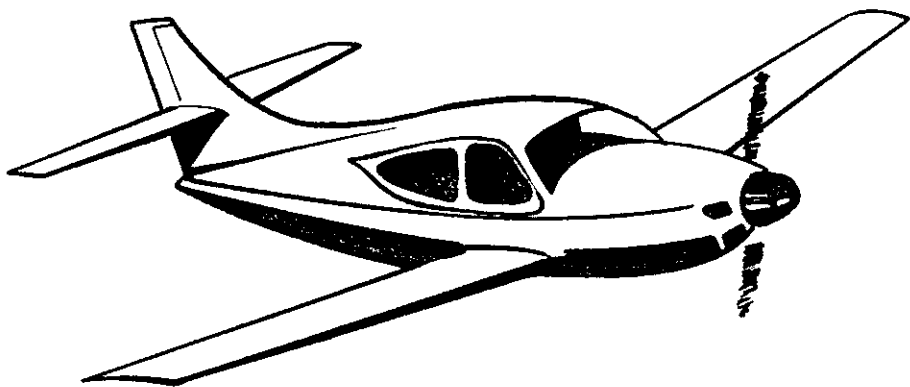
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# Plane Sense

**GENERAL AVIATION INFORMATION**



# **PLANE SENSE**

## **General Aviation Information**

*Revised*

*1986*

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Office of Flight Standards**

## **PREFACE**

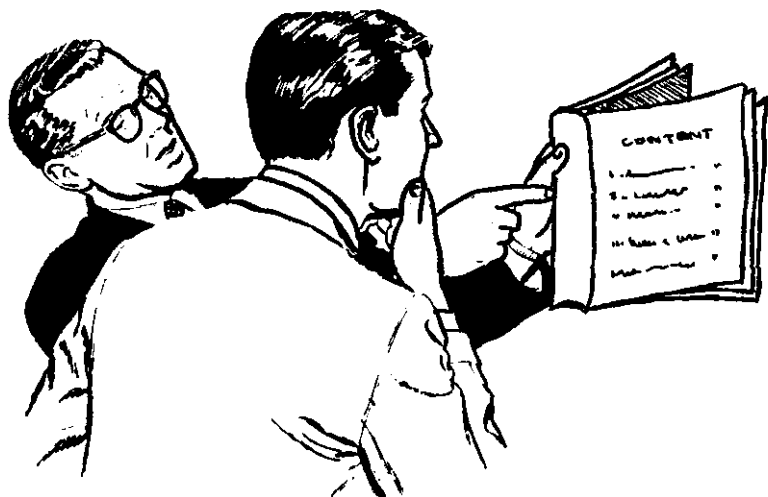
Plane Sense was prepared by the U.S. Department of Transportation, Federal Aviation Administration, Office of Flight Standards, to acquaint the prospective owner with some fundamental information on the requirements of owning and operating a private airplane.

Anyone who is seriously thinking of becoming an aircraft owner should become familiar with the Federal Aviation Regulations. Since the aviation picture is constantly changing, it is suggested that you contact your nearest FAA General Aviation or Flight Standards District Office, where the personnel will be glad to acquaint you with the latest requirements of private ownership.

Comments regarding this publication should be directed to:

U.S. Department of Transportation  
Federal Aviation Administration  
Aviation Standards National Field Office  
Examinations Standards Branch, AVN-130  
P.O. Box 25082  
Oklahoma City, OK 73125

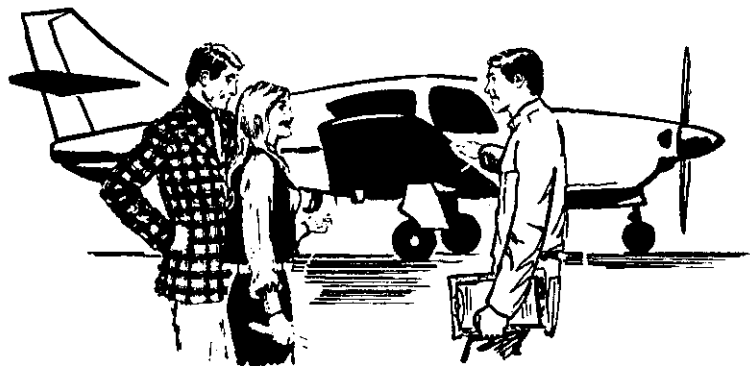
This advisory circular supersedes AC 20-5E, dated 1981.



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## BUYING AN AIRCRAFT

When buying a used aircraft, it is wise to have the selected aircraft inspected by a qualified person or facility before you buy. The condition of the aircraft and the state of its maintenance records can be determined by persons familiar with the particular make and model. These include an FAA certificated A & P (airframe and powerplant) mechanic or an approved repair station.

### **Q. What is meant by a *clear title*?**

A. A *clear title* is a term commonly used by aircraft title search companies to indicate there are no liens (chattel mortgage, security agreement, tax lien, artisan lien, etc.) in the FAA (Federal Aviation Administration) aircraft records. The FAA Aircraft Registry does not perform title searches for the aviation public; however, the aircraft record contains all of the ownership and security documents which have been filed with the FAA.

**Q. How can I be sure that the aircraft has a *clear title*?**

- A. Either search the aircraft records yourself, or have it done by an attorney or qualified aircraft title search company. A list of title search companies qualified in aircraft title and records search can be found on AC Form 8050-55, Title Search Companies.

You wouldn't think of purchasing a house until you had the records examined. You should do no less when purchasing an aircraft, which also represents a substantial investment. Even though you are planning to purchase the aircraft from an established dealer, it makes good sense to determine the true status of the aircraft records before you buy. **CAUTION:** FAA registration cannot be used in any civil proceedings to establish proof of ownership!

There is no substitute for examining the aircraft records to secure a history of the ownership of the aircraft and to determine if there are any outstanding liens or mortgages. This procedure will help avoid a delay in registering an aircraft and the headaches many have suffered because they failed to take this one important step before purchasing their aircraft.

**Q. Where do I go to search the records?**

- A. Aircraft records maintained by the FAA are on file at the Mike Monroney Aeronautical Center, Aviation Records Building, Aircraft Registry, AAC-250, 6500 South MacArthur Boulevard, P.O. Box 25504, Oklahoma City, OK 73125 (telephone (405) 686-2116). Records may be requested and reviewed at this address. There may be other records filed at state/local level which are not recorded with the FAA.

- Q. What documents may I expect to receive with my new or used aircraft?**
- A.**
- 1—Bill of sale or conditional sales contract.
  - 2—Either FAA Form 8100-2, Standard Airworthiness Certificate, or FAA Form 8130-7, Special Airworthiness Certificate.
  - 3—Maintenance records containing the following information:
    - (a) The total time in service of the airframe, each engine, and each propeller;
    - (b) The current status of life-limited parts of each airframe, engine, propeller, rotor, and appliance;
    - (c) The time since last overhaul of all items installed on the aircraft that are required to be overhauled on a specified time basis;
    - (d) The identification of the current inspection status of the aircraft, including the times since the last inspections required by the inspection program under which the aircraft and its appliances are maintained;
    - (e) The current status of applicable AD's (Airworthiness Directives) including, for each, the method of compliance, the AD number, and revision date. If the AD involves recurring action, the time and date when the next action is required; and
    - (f) A copy of current major alterations to each airframe, engine, propeller, rotor, and appliance.
  - 4—Equipment list and weight and balance data.
  - 5—Airplane Flight Manual or operating limitations.

**Q. What manuals should I receive with the aircraft?**

- A. The manufacturers produce owner's manuals, maintenance manuals, service letters and bulletins, and other technical data pertaining to their aircraft. These may be available from the previous owner, but are not part of the aircraft and are not required to be transferred to a new owner as are the aforementioned five items. If the service manuals are not available from the previous owner, they usually may be obtained from the aircraft manufacturer.

**Q. What is the meaning of *airworthy*?**

- A. Two conditions must be met for an aircraft to be considered *airworthy*. These conditions are:

- 1—The aircraft conforms to its type design (type certificate). Conformity to type design is considered attained when the required and proper components are installed and they are consistent with the drawings, specifications, and other data that are a part of the type certificate. Conformity would include applicable supplemental type certificates and field-approved alterations.
- 2—The aircraft is in condition for safe operation. This refers to the condition of the aircraft with relation to wear and deterioration.

**Q. Does a current 100-hour or annual inspection mean that the aircraft is in *first class* condition?**

- A. No. It indicates only that the aircraft was found to be in airworthy condition at the time of inspection.

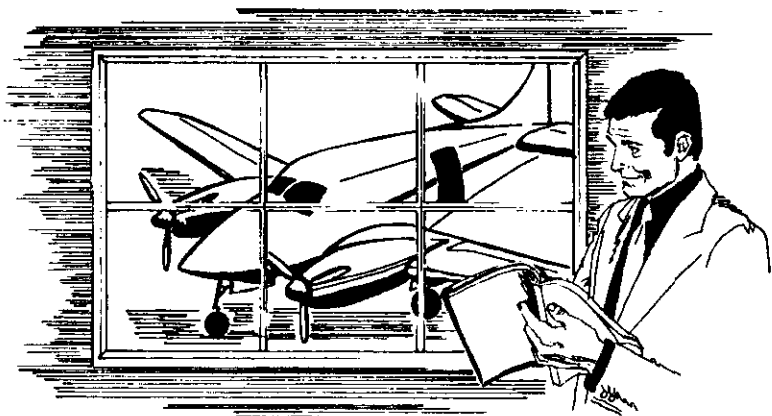


**Q. What should I do before buying an amateur-built or experimental aircraft?**

- A. 1—Examine the Airworthiness Certificate and its operating limitations.  
2—Contact the General Aviation or Flight Standards District Office serving your locale and ask to speak to an airworthiness inspector who will explain the requirements for experimental certification.

**Q. What should I consider when buying a surplus military aircraft?**

- A. Certain surplus military aircraft are not eligible for FAA certification in the STANDARD, RESTRICTED, or LIMITED classifications. Since no civil aircraft may be flown unless certificated, you should discuss this with the local FAA inspector, who will advise you of eligible aircraft and certification procedures.



## **AIRCRAFT OWNER RESPONSIBILITIES**

You, as an aircraft owner, will be assuming responsibilities similar to those you have if you own an automobile. Owning an automobile usually means that you must register it in your state of residence and obtain license plates. As the registered owner of an aircraft, you will be responsible for:

- 1—Having a current Airworthiness Certificate and Certificate of Aircraft Registration in your aircraft.
- 2—Maintaining your aircraft in an airworthy condition including compliance with all applicable AD's.
- 3—Assuring that maintenance is properly recorded.
- 4—Keeping abreast of current regulations concerning the operation and maintenance of your aircraft.
- 5—Notifying the FAA Aircraft Registry immediately of any change of permanent mailing address, of the sale or export of your aircraft, or of the loss of your eligibility to register an aircraft. (See FAR (Federal Aviation Regulation) Section 47.41.)

Some states require that your automobile be inspected periodically to assure that it is in safe operating condition. Your aircraft will have to be inspected in accordance with an annual inspection or with one of the inspection programs outlined in FAR Section 91.169, in order to maintain a current Airworthiness Certificate. As with your automobile, accidents involving your aircraft must also be reported.

Some similarities between automobile and aircraft responsibilities are shown in the following chart:

### **Automobile/Airplane Comparison Chart**

<i>Responsibility</i>	<i>Automobile Aircraft</i>	
Registration	Yes	Yes
Inspection	Yes	Yes
Compulsory insurance (most states)	Yes	No
Reporting of accidents	Yes	Yes
Required maintenance records	No	Yes
Maximum speed restrictions	Yes	Yes
Controlled maintenance	No	Yes

### ***How to Report A Stolen Aircraft***

- 1—Immediately notify the law enforcement agency having jurisdiction at the site of the theft, giving all available information. Request that such information be entered into the computer system of the National Crime Information Center of the FBI, and have the law officer taking the report notify the nearest FAA Flight Service Station. The Flight Service Station, in turn, will issue a nationwide stolen aircraft alert. NOTE: Flight Service Stations are prohibited from issuing stolen aircraft alerts based solely on notification of theft by the owner—the report must be made by the law enforcement officer handling the case.
- 2—Notify the International Aviation Theft Bureau—telephone (301) 654-0500; TELEX 89-8468; TWX 710-824-0095—giving all available information to activate the United States Customs Service and law enforcement alerting network of Mexico.
- 3—Notify your insurance company or agent, as appropriate.

Additionally, owners/operators are encouraged to keep separate records of engine and equipment serial numbers, and report these serial numbers at the same time the stolen aircraft is reported.



## **AIRCRAFT REGISTRATION**

### ***Eligible Registrants***

An aircraft is eligible for registration in the United States only if it is owned by:

- 1—A U.S. citizen (individual, partnership, or corporation);
- 2—A resident alien;
- 3—A corporation (other than one which is a U.S. citizen), lawfully organized and doing business under the laws of the United States or of any state thereof, if the aircraft is based and used primarily in the United States; or
- 4—A government entity (federal, state, or local).

The aircraft may not be registered in a foreign country during the period it is registered in the United States.

If you purchase an aircraft, you must apply for a Certificate of Aircraft Registration from the FAA Aircraft Registry before it may be operated. Do not depend on a bank, loan company, aircraft dealer, or anyone else to submit the application for registration. Do it yourself (in the name of the owner, not in the name of the bank or other mortgage holder).

## ***Aircraft Previously Registered in the United States***

You should immediately submit evidence of ownership, an Aircraft Registration Application, and a \$5 registration fee to the Federal Aviation Administration, Aircraft Registry, AAC-250, P.O. Box 25504, Oklahoma City, OK 73125. Fees required for aircraft registration may be paid by check or money order made payable to the Treasurer of the United States.

A bill of sale form that meets the FAA's requirements for evidence of ownership is AC Form 8050-2, Aircraft Bill of Sale, which may be obtained from the nearest FAA district office. The form includes an information and instruction sheet. If a conditional sales contract is the evidence of ownership, an additional \$5 fee is required for recording. For FAA registration, the bill of sale need not be notarized. (See Figure 1.)

The Aircraft Registration Application includes an information and instruction sheet. Submit the white and green copies to the FAA Aircraft Registry; keep the pink copy in your aircraft as evidence of application for registration until you receive your Certificate of Aircraft Registration. The pink copy is good for 90 days. Registration certificates are issued to the person whose name is on the application. (See Figure 2, page 12.)

If there is a break in the chain of ownership of the aircraft, i.e., if it is not being purchased from the last registered owner, you are required to submit conveyances to complete the chain of ownership, through all intervening owners, including yourself, to the FAA Aircraft Registry.

The Aircraft Registration Application may also be used to report a change of address by the aircraft owner. The FAA will issue a revised certificate at no charge.

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION

FORM APPROVED  
OMB No 2120-0029  
EXP DATE 10/31/84

AIRCRAFT BILL OF SALE

FOR AND IN CONSIDERATION OF \$ THE  
UNDERSIGNED OWNER(S) OF THE FULL LEGAL  
AND BENEFICIAL TITLE OF THE AIRCRAFT DES-  
CRIBED AS FOLLOWS:

UNITED STATES  
REGISTRATION NUMBER **N 123BJ**  
AIRCRAFT MANUFACTURER & MODEL  
**BIG DEAL BA-0H**  
AIRCRAFT SERIAL No.  
**00021**

DOES THIS **25th** DAY OF **July** **19 85**  
HEREBY SELL, GRANT, TRANSFER AND  
DELIVER ALL RIGHTS, TITLE, AND INTERESTS  
IN AND TO SUCH AIRCRAFT UNTO:

Do Not Write In This Block  
FOR FAA USE ONLY

NAME AND ADDRESS  
(IF INDIVIDUAL(S), GIVE LAST NAME, FIRST NAME, AND MIDDLE INITIAL.)  
**PURCHASER**  
**WILLIAMS, MARION W.**  
**1000 Whitehouse Road**  
**Oklahoma City, OK 73100**

DEALER CERTIFICATE NUMBER **D112762**

AND TO **HTS** EXECUTORS, ADMINISTRATORS, AND ASSIGNS TO HAVE AND TO HOLD  
SINGULARLY THE SAID AIRCRAFT FOREVER, AND WARRANTS THE TITLE THEREOF.

IN TESTIMONY WHEREOF I HAVE SET MY HAND AND SEAL THIS **25** DAY OF **July** **19 85**

	NAME (S) OF SELLER (TYPED OR PRINTED)	SIGNATURE (S) (IN INK) (IF EXECUTED FOR CO-OWNERSHIP, ALL MUST SIGN.)	TITLE (TYPED OR PRINTED)
<b>SELLER</b>	<b>JONES SAFETY CORPORATION</b>	<i>John B. Jones</i>	<b>JOHN B. JONES resident</b>

ACKNOWLEDGMENT (NOT REQUIRED FOR PURPOSES OF FAA RECORDING; HOWEVER, MAY BE REQUIRED  
BY LOCAL LAW FOR VALIDITY OF THE INSTRUMENT.)

ORIGINAL: TO FAA

AC FORM 8050-2 (9-82) (0052-00-629-0002)

Figure 1. AC Form 8050-2, Aircraft Bill of Sale

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION-MIKE MONROE AERONAUTICAL CENTER AIRCRAFT REGISTRATION APPLICATION			CERT. ISSUE DATE
UNITED STATES REGISTRATION NUMBER <b>N 123BJ</b>			FOR FAA USE ONLY
AIRCRAFT MANUFACTURER & MODEL <b>BIG DEAL BA-0H</b>			
AIRCRAFT SERIAL No <b>00021</b>			
TYPE OF REGISTRATION (Check one box)			
<input checked="" type="checkbox"/> 1 Individual <input type="checkbox"/> 2 Partnership <input type="checkbox"/> 3 Corporation <input type="checkbox"/> 4 Co-owner <input type="checkbox"/> 5 Gov't <input type="checkbox"/> 6 Foreign-owned Corporation			
NAME OF APPLICANT (Person(s) shown on evidence of ownership. If individual give last name, first name, and middle initial.)			
<b>WILLIAMS, MARION W.</b>			
TELEPHONE NUMBER ( ) ( ) ( )			
ADDRESS (Permanent mailing address for first applicant listed)			
Number and street <b>1000 Whitehouse Road</b>			
Rural Route		P.O. Box	
CITY	STATE	ZIP CODE	
<b>Oklahoma City</b>	<b>OK</b>	<b>73100</b>	
<input type="checkbox"/> <b>CHECK HERE IF YOU ARE ONLY REPORTING A CHANGE OF ADDRESS</b> <b>ATTENTION! Read the following statement before signing this application.</b> A false or dishonest answer to any question in this application may be grounds for punishment by fine and/or imprisonment (U.S. Code Title 18, Sec. 1001)			
<b><u>CERTIFICATION</u></b>			
I/WE CERTIFY:			
(1) That the above aircraft is owned by the undersigned applicant, who is a citizen (including corporations) of the United States			
(For voting trust, give name of trustee _____) or			
<b>CHECK ONE AS APPROPRIATE</b>			
a <input type="checkbox"/> A resident alien, with alien registration (Form 1-151 or Form 1-351) No _____			
b <input type="checkbox"/> A foreign owned corporation organized and doing business under the laws of (state or possession) _____, and said aircraft is based and primarily used in the United States. Records of flight hours are available for inspection at _____			
(2) That the aircraft is not registered under the laws of any foreign country; and			
(3) That legal evidence of ownership is attached or has been filed with the Federal Aviation Administration			
NOTE: If executed for co-ownership all applicants must sign. Use reverse side if necessary.			
TYPE OR PRINT NAME BELOW SIGNATURE			
EACH PART OF THIS APPLICATION MUST BE SIGNED IN INK	SIGNATURE	TITLE	DATE
	<i>Marion W. Williams</i>	Owner	7/25/85
	SIGNATURE	TITLE	DATE
SIGNATURE	TITLE	DATE	
NOTE: Pending receipt of the Certificate of Aircraft Registration, the aircraft may be operated for a period not in excess of 90 days, during which time the PINK copy of this application must be carried in the aircraft.			

AC FORM 8050-1 (1-83) (0052-00-628-900)

Figure 2. AC Form 8050-1, Aircraft Registration Application

If the certificate is lost, destroyed, or mutilated, a replacement may be obtained at the written or telegraphic request of the holder. Send the request and \$2 (check or money order payable to the Treasurer of the United States) to:

Federal Aviation Administration  
Aircraft Registry, AAC-250  
P.O. Box 25504  
Oklahoma City, OK 73125

The request should describe the aircraft by make, model, serial number, and registration number. If operation of the aircraft is necessary before receipt of the duplicate certificate, the FAA Aircraft Registry will, if requested, send telegraphic authority (collect) upon receipt of the \$2 duplicate certificate fee. Include in your request your full address and a telex number, if available, to which the telegram may be charged. A telephone number where you can be reached should be included.

### ***Aircraft Previously Registered in a Foreign Country***

If you are contemplating purchase of an aircraft registered in a foreign country, contact the local FAA district office for certification assistance and the FAA Aircraft Registry at (405) 686-2116 for registration assistance.

### ***Certificate of Aircraft Registration***

A Certificate of Aircraft Registration should be in the aircraft before an Airworthiness Certificate can be issued. The Certificate of Aircraft Registration will expire as described in FAR Section 47.41 when: (See Figure 3, page 14.)

- 1—The aircraft becomes registered under laws of a foreign country;
- 2—The registration of the aircraft is canceled at the written request of the holder of the certificate;
- 3—The aircraft is totally destroyed or scrapped;
- 4—The holder of the certificate loses his or her U.S. citizenship or status as an alien (without becoming a U.S. citizen);
- 5—The ownership of the aircraft is transferred; or
- 6—Thirty days have elapsed since the death of the holder of the certificate.



REGISTRATION NOT TRANSFERABLE			
UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION		This certificate is valid only if the aircraft is properly registered.	
REGISTRATION AND MODEL NUMBER: N 123BJ	AIRCRAFT SERIAL NO.: 00021		
MANUFACTURER AND MAKE/TYPE AND DESIGNATION OF AIRCRAFT:			
BIG DEAL		BA-08	
WILLIAMS MARION W 1000 WHITEHOUSE ROAD OKLAHOMA CITY OK 73100		THIS AIRCRAFT IS NOT FOR SALE FOR PURCHASE OR LEASE OR TO BE USED IN ANY MANNER THAT WOULD BE IN VIOLATION OF THE FEDERAL AVIATION ADMINISTRATION REGULATIONS (14 CFR 47.11)	
INDIVIDUAL			
DATE OF REGISTRATION: JULY 25, 1985		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	
AC Form 8050-3 (1-85)			

SETBACK THIS INFORMATION FOR FUTURE REFERENCE	
<p><b>CHANGES OF ADDRESS</b></p> <p>Registrants should notify the FAA of any change of address within 30 days of the change. Failure to do so may result in the certificate being suspended or revoked. The registrant is responsible for keeping the FAA informed of any change of address.</p> <p><b>REPLACEMENT OF CERTIFICATE</b></p> <p>If this certificate is lost, destroyed or mutilated a replacement may be obtained at the discretion of the FAA. A fee of \$10.00 must be paid for each replacement. The replacement certificate will be issued within 30 days of the request.</p> <p style="text-align: right;">FAA Aircraft Registry P.O. Box 36604 Oklahoma City, Oklahoma 73136</p>	<p><b>EFFECT OF REGISTRATION</b></p> <p>Registration does not constitute an endorsement of the aircraft or its equipment. It is not a guarantee of the safety of the aircraft or its equipment. The FAA does not warrant the accuracy of the information provided on this certificate. The registrant is responsible for the accuracy of the information provided.</p> <p><b>NOTES</b></p> <p>1. This certificate is valid only if the aircraft is properly registered.</p> <p>2. The certificate is not valid if the aircraft is not properly registered.</p> <p>3. The certificate is not valid if the aircraft is not properly registered.</p> <p>4. The certificate is not valid if the aircraft is not properly registered.</p> <p>5. The certificate is not valid if the aircraft is not properly registered.</p> <p>6. The certificate is not valid if the aircraft is not properly registered.</p> <p>7. The certificate is not valid if the aircraft is not properly registered.</p> <p>8. The certificate is not valid if the aircraft is not properly registered.</p> <p>9. The certificate is not valid if the aircraft is not properly registered.</p> <p>10. The certificate is not valid if the aircraft is not properly registered.</p>

Figure 3. AC Form 8050-3, Certificate of Aircraft Registration

When an aircraft is destroyed, scrapped, or sold, the owner shall notify the FAA by filling in the back of the Certificate of Aircraft Registration and mailing it to:

Federal Aviation Administration  
Aircraft Registry, AAC-250  
P.O. Box 25504  
Oklahoma City, OK 73125

The U.S. registration and nationality marking should be removed from an aircraft before it is delivered to a purchaser who is not eligible to register it in the United States. The endorsed Certificate of Aircraft Registration should be forwarded to the FAA Aircraft Registry.

A dealer's aircraft registration certificate is another form of registration. It is valid only for flights within the United States by the manufacturer or a dealer for flight testing or demonstration for sale. It should be removed by the dealer when the aircraft is sold.

The certificate of registration serves as conclusive evidence of nationality but is not a title and is not evidence of ownership in any proceeding in which ownership is in issue.

### ***Special Registration Number (N - Number)***

A U.S. identification number of your choice may be reserved, if available. This number may not exceed five characters in addition to the prefix letter "N," and may be one to five numbers (N11111), one to four numbers and one suffix letter (N1000A), or one to three numbers and two suffix letters (N100AA).

In your written request, list up to five numbers in order of preference in the event the first choice is not available; also include a \$10 fee. If your request is approved, you will be notified that the number has been reserved for 1 year. You will also be informed that this reservation may be extended on a yearly basis for a \$10 renewal fee.

When you are ready to place the number on your aircraft, you should request permission by forwarding a complete description of the aircraft to the FAA Aircraft Registry. Permission to place the special number on your aircraft will be given on AC Form 8050-64, Assignment of Special Registration Numbers. When the number is placed on your aircraft, sign and return the original to the FAA Aircraft Registry within 5 days. (See Figure 4.)

The duplicate of AC Form 8050-64, together with your Airworthiness Certificate, should then be presented to an FAA inspector, who will issue a revised Airworthiness Certificate showing the new N – Number. The old registration certificate and the duplicate AC Form 8050-64 should be carried in the aircraft until the new registration certificate is received.

### ***Registration of Amateur-Built Aircraft***

AC Form 8050-88, Identification Number Assignment and Registration of Amateur-Built Aircraft, is used by the FAA Aircraft Registry to notify you of action taken on your application for registration of amateur-built aircraft. The reverse side of AC Form 8050-88 is an Affidavit of Ownership for an amateur-built aircraft. It is completed when applying for registration of an amateur-built aircraft. (See Figures 5 and 6, pages 18 and 19.)

### ***Additional Information***

FAR Part 47 specifies the requirement for registering aircraft. For information concerning FAR Part 47 or any circumstances not discussed herein, contact the Federal Aviation Administration, Aircraft Registry, AAC-250, P.O. Box 25504, Oklahoma City, OK 73125. Telephone (405) 686-2116 for registration information and (405) 686-4206 for N – Number information.

State registration of aircraft is required in approximately 60 percent of the states. Check for your state's requirement.


 US Department of Transportation Federal Aviation Administration	<b>ASSIGNMENT OF SPECIAL REGISTRATION NUMBERS</b>		Special Registration Number N 7316
	Aircraft Make and Model BIG DEAL, BA-0H		Present Registration Number
	Serial Number 00021		N 123BJ
MARION W. WILLIAMS 1000 Whitehouse Road Oklahoma City, OK 73100		Issue Date July 31, 1985  This is your authority to change the United States registration number on the above described aircraft to the special registration number shown.  Carry duplicate of this form in the aircraft together with the old registration certificate as interim authority to operate the aircraft pending receipt of revised certificate of registration. Obtain a revised certificate of airworthiness from your nearest Flight Standards field office.  The latest FAA Form 8130-8 on file is dated _____  The aircraft's make, identification and category _____	
SIGN AND RETURN THE ORIGINAL of this form to the FAA Aircraft Registry, within 5 days after placing the special registration number on the aircraft. A revised certificate will then be issued. Unless this authority is used and this office so notified, the authority for use of the special number will expire on _____.			
CERTIFICATION: I certify that the special registration number was placed on the aircraft described above. Sign of Owner <i>Marion W. Williams</i> Title of Owner _____ Date Placed on Aircraft August 1, 1985		RETURN FORM TO FAA Aircraft Registry P.O. Box 95804 Oklahoma City, Oklahoma 73195	
BELOW THIS POINT FOR FAA USE ONLY			
<input type="checkbox"/> PP <input type="checkbox"/> NP NAME _____ ADDRESS _____ CITY _____ STATE _____ ZIP _____ PC _____ ZIP _____ EMP CODE _____ DATE _____			
AC Form 8050-64 (11-83)			

Figure 4. AC Form 8050-64, Assignment of Special Registration Numbers

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

DATE September 30, 1985

AERONAUTICAL CENTER  
P. O. BOX 25004  
OKLAHOMA CITY, OKLAHOMA 73125



MAILING REFERENCE TO AAC-250

SUBJECT Identification Number Assignment and Registration of  
Amateur-Built Aircraft; your letter of 9-25-85

FROM FAA Aircraft Registry

TO John B. Jones  
President, Jones Safety Corporation  
P.O. Box 61479  
Oklahoma City, OK 73100

Dear Mr. Jones:

- ☒ U.S. identification number N 2345K has been ASSIGNED.
- ☐ A U.S. identification number of our choice may be assigned, free of charge, to your amateur-built aircraft when you submit a complete description of the aircraft. The form on the back of this letter may be used, as it meets our requirements for both description and registration purposes. Authority to use a number assigned free of charge expires 90 days after the date it is issued unless the aircraft is registered within that period.
- ☐ U.S. identification number N \_\_\_\_\_ has been RESERVED.
- ☐ A U.S. identification number of your choice may be reserved, if available, for one year by sending a written request and a \$10 fee for each number to be reserved. Please list 5 numbers, in order of preference, in case your first choice is not available. If the number is not assigned to an aircraft prior to the end of the year, the reservation will expire, but may be renewed from year to year upon request and payment of a \$10 renewal fee.

NOTICE: This number may not be assigned or painted on an aircraft until approval is received from this office.

Your written request to assign the reserved number to a particular aircraft must include a complete description of the aircraft. The form on the back of this letter may be used.

- ☐ The items checked below are required to complete registration of your amateur-built aircraft:
- ☐ Completed and signed Aircraft Registration Application; form is enclosed.
  - ☐ Registration fee of \$5.
  - ☐ Affidavit of ownership, signed before a notary public, and showing a description of the aircraft. The form on the back of this letter meets our requirements and may be used if you wish. If the aircraft is built from a kit, a bill of sale from the kit manufacturer is also needed.
  - ☐ See items checked on the reverse side. These must be included on the enclosed affidavit.

Records Examiner

AC Form 8050-88 (9-75)(0052-00-559-0002) Supersedes previous edition

Figure 5. AC Form 8050-88, Identification Number Assignment and Registration of Amateur-Built Aircraft

AFFIDAVIT OF OWNERSHIP FOR AMATEUR-BUILT AIRCRAFT

U.S. Identification Number N2345X  
Builder's Name Charles E. Griffin  
Model CFG-1 Serial Number 00001  
Class (airplane, rotorcraft, glider, etc.) airplane  
Type of Engine Installed (reciprocating, turbopropeller, etc.)  
turbopropeller  
Number of Engines Installed 1  
Manufacturer, Model, and Serial Number of each Engine Installed  
Twister, PHP, 5064  
Built for Land or Water Operation land  
Number of Seats 1  
The above-described aircraft was built from parts by the undersigned and  
I am the owner.

Charles E. Griffin  
(Signature of Owner-BUILDER)

State of Oklahoma

County of Oklahoma

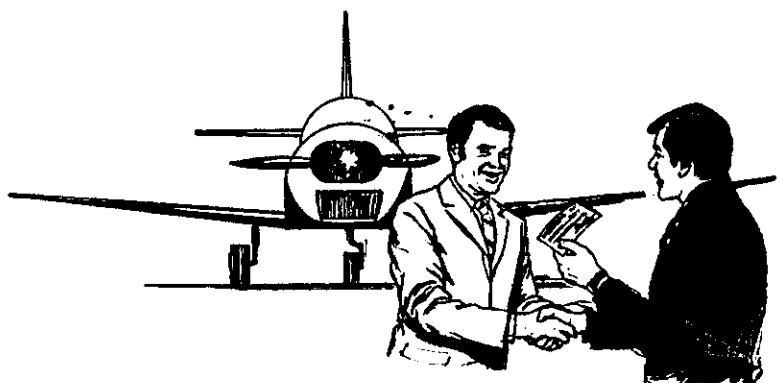
Subscribed and sworn to before me this 23 day of September, 19 85.

My commission expires 12/16/87.

A.B. Jackson  
(Signature of Notary Public)

AC Form 8050-88 (9-75) (0052-00-~~779~~-0002) Supersedes previous edition

Figure 6. AC Form 8050-88, Identification Number Assignment and Registration of Amateur-Built Aircraft, (reverse side) Affidavit of Ownership for Amateur-Built Aircraft



## AIRWORTHINESS CERTIFICATE

An Airworthiness Certificate is issued by a representative of the FAA after the aircraft has been inspected, is found to meet the requirements of the FAR's, and is in condition for safe operation. The certificate must be displayed in the aircraft so that it is legible to passengers or crew whenever the aircraft is operated. The Airworthiness Certificate is transferred with the aircraft, except when it is sold to a foreign purchaser.

The FAA Form 8100-2, Standard Airworthiness Certificate, is issued for aircraft type certificated in the normal, utility, acrobatic, and transport categories, or for manned free balloons. An explanation of each term in the certificate follows: (See Figure 7, page 23.)

Item 1. Nationality—The "N" indicates the aircraft is of U.S. registry. Registration Marks—the number, in this case 12345, is the registration number assigned to the aircraft.

Item 2. Indicates the make and model of the aircraft.

Item 3. Is the manufacturer's serial number assigned to the aircraft, as noted on the aircraft data plate.

Item 4. Indicates that the aircraft, in this case, must be operated in accordance with the limitations specified for the NORMAL category.

Item 5. Indicates the aircraft has been found to conform to its type certificate and is considered in condition for safe operation at the time of inspection and issuance of the certificate. Any exemptions from the applicable airworthiness standards are briefly noted here and the exemption number given. The word NONE will be entered if no exemption exists.

Item 6. Indicates the Airworthiness Certificate is in effect indefinitely, if the aircraft is maintained in accordance with FAR Parts 21, 43, and 91, and the aircraft is registered in the United States. Also included are the date the certificate was issued, the signature of the FAA representative, and his or her office identification.

A Standard Airworthiness Certificate remains in effect as long as the aircraft receives the required maintenance and is properly registered in the United States. Flight safety relies in part on the condition of the aircraft, which may be determined on inspection by mechanics, approved repair stations, or manufacturers who meet specific requirements of FAR Part 43.

The FAA Form 8130-7, Special Airworthiness Certificate, is issued for all aircraft certificated in other than the Standard classifications (Experimental, Restricted, Limited, and Provisional). (See Figure 8.)

If you are interested in purchasing an aircraft classed as other than Standard, it is suggested that you contact the local FAA General Aviation or Flight Standards District Office for an explanation of the pertinent airworthiness requirements and the limitations of such a certificate.

In summary, the FAA initially determines that your aircraft is in condition for safe operation and conforms to type design, then issues an Airworthiness Certificate.

Advisory Circular 21-12, Application for U.S. Airworthiness Certificate, (see Figure 9, page 24, FAA Form 8130-6) provides additional information if needed. (See page 41 for ordering instructions.)



UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS <b>N12345</b>	2. MANUFACTURER AND MODEL <b>Flitmore FT-3</b>	3. AIRCRAFT SERIAL NUMBER <b>6969</b>	4. CATEGORY <b>NORMAL</b>
5. AUTHORITY AND BASIS FOR ISSUANCE 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 therefor, 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. Exceptions:  <b>NONE</b>			
6. TERMS AND CONDITIONS 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. DATE OF ISSUANCE: <b>11/15/85</b> FAA REPRESENTATIVE: <i>Philippe Cordoba</i> DESIGNATION NUMBER: <b>AEA-GADO-03</b> 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. <b>FAA Form 8100-2 (6-82)</b> <span style="float: right;">GPO 692-804</span>			

Figure 7. FAA Form 8100-2, Standard Airworthiness Certificate

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE			
A	CATEGORY, DESIGNATION PURPOSE		
B	MANUFACTURER	NAME ADDRESS	
C	FLIGHT	FROM TO	
D	N- BUILDER	SERIAL NO. MODEL	
	DATE OF ISSUANCE	EXPIRY	
E	OPERATING LIMITATIONS DATA	ARE A PART OF THIS CERTIFICATE	
	SIGNATURE OF FAA REPRESENTATIVE	DESIGNATION OR OFFICE NO.	
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. <b>FAA FORM 8130-7 (10-82)</b> <span style="float: right;">SEE REVERSE SIDE</span>			

Figure 8. FAA Form 8130-7, Special Airworthiness Certificate (pink in color)

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		INSTRUCTIONS — Print or type. Do not write in shaded areas. There are no FAA fees until. Submit originals to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Section II and III or submit appropriate.			
<b>APPLICATION FOR AIRWORTHINESS CERTIFICATE</b>					
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK <b>N7316</b>	2. AIRCRAFT BUILDER'S NAME (Make) <b>Bfg Deal, Inc.</b>	3. AIRCRAFT MODEL DESIGNATION <b>BA-0H</b>	4. YEAR BUILT <b>1978</b>	5. FAA CODES
	6. AIRCRAFT SERIAL NO. <b>00021</b>	7. ENGINE BUILDER'S NAME (Make) <b>Twister Engine Corp.</b>	8. ENGINE MODEL DESIGNATION <b>PHP</b>		
	9. NUMBER OF ENGINES <b>2</b>	10. PROPELLER BUILDER'S NAME (Make) <b>Fan</b>	11. PROPELLER MODEL DESIGNATION <b>TOE1</b>	12. AIRCRAFT IS NEW <input checked="" type="checkbox"/> USED <input type="checkbox"/> IMPORT <input type="checkbox"/>	
APPLICATION IS HEREBY MADE FOR (Check appropriate items)					
<input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERTIFICATE (Indicate category) <input checked="" type="checkbox"/> NORMAL <input type="checkbox"/> UTILITY <input type="checkbox"/> AEROBATIC <input type="checkbox"/> TRANSPORT <input type="checkbox"/> GLIDER <input type="checkbox"/> BALLOON <input type="checkbox"/> SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate category)					
II. CERTIFICATION REQUESTED	A. LIMITED				
	B. PROVISIONAL (Indicate category)				
	C. RESTRICTED (Indicate operation to be conducted)				
	D. EXPERIMENTAL (Indicate operation to be conducted)				
	E. SPECIAL FLIGHT PERMIT (Indicate operation to be conducted)				
	1. CLASS				
	2. CLASS II				
	3. SPECIAL FLIGHT PERMIT CONTROL				
	4. FOREST FIRE FIGHTING				
	5. OTHER (Specify)				
6. RESEARCH AND DEVELOPMENT					
7. RACING					
8. TO SHOW COMPLIANCE WITH FAR					
9. EVALUATE FOR REPAIR, ALTERATIONS, MAINTENANCE OR STORAGE					
10. EVALUATE FROM AREA OF IMPENDING DANGER					
11. OPERATION INTERIOR OF MAXIMUM CERTIFICATED TAKE OFF WEIGHT					
12. DELIVERING OR EXPORT					
13. PRODUCTION FLIGHT TESTING					
C. MULTIPLE AIRWORTHINESS CERTIFICATE (Check above) (Indicate category and Standard or Limitation as applicable)					
D. REGISTERED OWNER (As shown on certificate of aircraft registration)					
NAME <b>MARION W. WILLIAMS</b>		ADDRESS <b>1000 Whitehouse Road, Oklahoma City, OK</b>			
III. OWNER'S CERTIFICATION	E. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)				
	1. AIRCRAFT SPECIFICATION TYPE CERTIFICATION DATA SHEET (Give for and Revision No.) <b>BD 4-713</b>				
	2. AIRCRAFT (List and Give serial number) <b>Page 382</b>				
	3. SUPPLEMENTAL TYPE CERTIFICATE (Give number of each STC incorporated)				
F. AIRCRAFT OPERATION AND MAINTENANCE RECORDS					
CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173		TOTAL AIRFRAME HOURS (Indicate for each aircraft) <b>100</b>		EXPERIMENTAL ONLY (Indicate hours flown since last certificate issued or amended)	
G. CERTIFICATION — I hereby certify that I am the owner for the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, 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 <b>8/6/85</b>		NAME AND TITLE of owner or agent <b>MARION W. WILLIAMS, Owner</b>		SIGNATURE <i>Marion W. Williams</i>	
H. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY (Complete this section only if FAR 21.303 is applicable)					
1. FAR PART 135 OR 137 CERTIFICATE HOLDER (Give Certificate No.)		2. CERTIFICATED MECHANIC (Give Certificate No.)		3. CERTIFICATED REPAIR STATION (Give Certificate No.) <b>0035-1</b>	
I. AIRCRAFT MANUFACTURER (Give name of firm)					
IV. INSPECTOR'S AGENCY CERTIFICATION	DATE <b>8/10/85</b>		TITLE <b>Supervisor, Maintenance Operations</b>		SIGNATURE <i>Charles E. Griffin</i> <b>CHARLES E. GRIFFIN</b>
V. FAA REPRESENTATIVE CERTIFICATION	A. (Check all applicable blocks in items B and D)				
	1. I find that the aircraft described in Section I of VII meets requirements for				
	B. Inspection for a special flight permit under section VII was conducted by				
DATE <b>8/13/85</b>		DISTRICT OFFICE <b>ASO GADO 9</b>		DESIGNEE'S SIGNATURE AND NO. <i>I.R. Inspector</i> <b>IA456551277</b>	
				THE CERTIFICATE REQUESTED AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE	
				FAA INSPECTOR	
				CERTIFICATE HOLDER UNDER	
				FAA AS	
				FAR 121 OR 127	
				FAR 136	
				FAA INSPECTOR'S SIGNATURE <i>m.e.g.</i> <b>M.E. TU, ASO GADO 9</b>	

FAA Form 8130-6 (4-80) SUPERSEDES PREVIOUS EDITION

Figure 9. FAA Form 8130-6, Application for Airworthiness Certificate



## **AIRCRAFT MAINTENANCE**

Maintenance means the preservation, inspection, overhaul, and repair of aircraft, including the replacement of parts. A PROPERLY MAINTAINED AIRCRAFT IS A SAFE AIRCRAFT.

The purpose of maintenance is to ensure that the aircraft remains airworthy throughout its operational life.

Although maintenance requirements will vary for different types of aircraft, experience shows that most aircraft will need some type of preventive maintenance every 25 hours or less of flying time, and minor maintenance at least every 100 hours. This is influenced by the kind of operation, climatic conditions, storage facilities, age, and construction of the aircraft. Most manufacturers supply service information which should be used in maintaining your aircraft.

### ***Inspections***

FAR Part 91 places primary responsibility on the owner or operator for maintaining an aircraft in an airworthy condition. Certain inspections must be performed on your aircraft, and you must maintain the airworthiness of the aircraft between required inspections by having any defects corrected.

FAR's require the inspection of all civil aircraft at specific intervals to determine the overall condition. The interval depends generally upon the type of operations in which the aircraft is engaged. Some aircraft need to be inspected at least once each 12 calendar months, while inspection is required for others after each 100 hours of operation. In other instances, an aircraft may be inspected in accordance with an inspection system set up to provide for total inspection of the aircraft on the basis of calendar time, time in service, number of system operations, or any combination of these.

To determine the specific inspection requirements and rules for the performance of inspections, refer to the FAR's which prescribe the requirements for various types of operations.

***Annual Inspection.*** Any reciprocating-engine powered or single-engine-turbojet/turbopropeller driven small aircraft (12,500 pounds and under) flown for pleasure is required to be inspected at least annually by an FAA certificated A & P mechanic holding an Inspection Authorization, or an FAA certificated repair station that is appropriately rated, or the manufacturer of the aircraft. The aircraft may not be operated unless the annual inspection has been performed within the preceding 12 calendar months. A period of 12 calendar months extends from any day of a month to the last day of the same month the following year. However, an aircraft with the annual inspection overdue may be operated under a special flight permit issued by the FAA for the purpose of flying the aircraft to a location where the annual inspection can be performed.

***100-Hour Inspection.*** Any reciprocating-engine powered or single-engine-turbojet/turbopropeller driven small aircraft (12,500 pounds and under) used to carry passengers or for flight instruction for hire, must be inspected within each 100 hours of time in service by an FAA certificated A & P mechanic, an FAA certificated repair station that is appropriately rated, or the aircraft manufacturer. An annual inspection is acceptable as a 100-hour inspection, but the reverse is not true.

***Other Inspection Programs.*** The annual and 100-hour inspection requirements do not apply to large (over 12,500 pounds) airplanes, turbojet, or turbopropeller-powered multiengine airplanes, or to airplanes for which the owner or operator complies with the progressive inspection requirements. Details of these requirements may be determined by reference to FAR Parts 43 and 91 and by inquiry at a local FAA General Aviation or Flight Standards District Office.

***Preflight Inspection.*** The FAR's require a pilot to conduct a thorough preflight inspection before every flight to assure that the aircraft is safe for flight.

## ***Preventive Maintenance***

The FAR's list approximately two dozen relatively uncomplicated repairs and procedures defined as *preventive maintenance*. Certificated pilots, excluding student pilots, may perform preventive maintenance on any aircraft owned or operated by them that are not used in air carrier service. These preventive maintenance operations are listed in FAR Part 43, Maintenance, Preventive Maintenance, Rebuilding, and Alteration. FAR Part 43 also contains other rules to be followed in the maintenance of aircraft.

## ***Repairs and Alterations***

All repairs and alterations are classed as either major or minor. Major repairs or major alterations must be approved for return to service by an appropriately rated certificated repair station, an FAA certificated A & P mechanic holding an Inspection Authorization, or a representative of the Administrator. Minor repairs and minor alterations may be approved for return to service by an FAA certificated A & P mechanic or an appropriately certificated repair station.



## **AIRCRAFT MAINTENANCE RECORDS**

(FAR Section 91.173)

The owner of an aircraft is required to keep aircraft maintenance records which contain a description of the work performed on the aircraft, the date the work was completed, and the signature and FAA certificate number of the person approving the aircraft for return to service. The owner's aircraft record must also contain additional information required by FAR Section 91.173.

Proper management of aircraft operations begins with a good system of maintenance records. A properly completed maintenance record provides the information needed by the owner/operator and maintenance personnel to determine when scheduled inspections and maintenance are to be performed.

- A. There must be records of maintenance and alterations and records of the 100-hour, annual, progressive, and other required or approved inspections for each aircraft, including the airframe, each engine, propeller, rotor, and appliance. These records may be discarded when the work is repeated or superseded by other work, or 1 year after the work is performed.

**B. There must also be records of:**

- (1) The total time in service of the airframe, each engine, and each propeller;
- (2) The current status of life-limited parts of each airframe, engine, propeller, rotor, and appliance;
- (3) The time since the last overhaul of all items installed on the aircraft which are required to be overhauled on a specified time basis;
- (4) The identification of the current inspection status of the aircraft including the time since the last inspection required by the inspection program under which the aircraft and its appliances are maintained;
- (5) The current status of applicable AD's including, for each, the method of compliance, the AD number, and revision date. If the AD involves recurring action, the time and date when the next action is required; and
- (6) A copy of the current major alterations to each airframe, engine, propeller, and appliance.

These records must be retained by the owner/operator and must be transferred with the aircraft if it is sold.

Keep in mind that as a result of repairs or alterations, amendments may be necessary to the weight and balance report, equipment list, flight manual, etc.

### ***Entries into the Aircraft Maintenance Records***

**A. FAR Section 43.9 entries.**

Any person who maintains, rebuilds, or alters an aircraft, airframe, aircraft engine, propeller, or appliance must make an entry containing:

- (1) A description of the work, or some reference to data acceptable to the FAA;

- (2) The date the work was completed;
- (3) The name of the person who performed the work; and
- (4) If the work is approved for return to service, the signature and certificate number of the person approving the aircraft for return to service.

**B. FAR Section 43.11 entries.**

When a mechanic approves or disapproves an aircraft for return to service after an annual, 100-hour, or progressive inspection, an entry must be made including:

- (1) Aircraft time in service;
- (2) The type of inspection;
- (3) The date of the inspection;
- (4) The certificate number of the person approving or disapproving the aircraft for return to service; and
- (5) A signed and dated listing of discrepancies and unairworthy items.

**C. FAR Section 91.169(e) — Airplanes.**

Inspection entries for FAR Section 91.169(e), Airplanes — those over 12,500 pounds, turbojet, or turbopropeller-powered multiengine airplanes are made according to FAR Section 43.9 and they must include:

- (1) The kind of inspection performed;
- (2) A statement by the mechanic that it was performed in accordance with the instructions and the procedures for the kind of inspection program selected by the owner; and
- (3) A statement that a signed and dated list of any defects found during the inspection was given to the owner, if the aircraft is not approved for return to service.



#### D. FAA Form 337, Major Repairs and Major Alterations.

A mechanic who performs a major repair or major alteration must record it on FAA Form 337 and have the work inspected and approved by a mechanic who holds an Inspection Authorization. A signed copy must be given to the owner and another copy sent to the local FAA Flight Standards district office within 48 hours after the aircraft has been approved for return to service. However, when a major repair is done by a certificated repair station, the customer's work order may be used and a release given as outlined in Appendix B of FAR Part 43.

#### E. FAR Section 91.171 entries.

FAR Section 91.171 requires that every airplane operated in controlled airspace under IFR conditions must have each static pressure system and each altimeter tested and inspected each 24 calendar months. The mechanic must enter into the records:

- (1) A description of the work;
- (2) The maximum altitude to which the altimeter was tested; and
- (3) The date and signature of the person approving the airplane for return to service.

### ***Additional Information on Aircraft Maintenance Records***

Additional information relating to aircraft maintenance records may be obtained from FAR Part 39—Airworthiness Directives; FAR Part 43—Maintenance, Preventive Maintenance and Alteration; FAR Part 91—General Operating and Flight Rules; and Advisory Circular 43-9 (latest revision), Maintenance Records: General Aviation Aircraft.

These publications are available for review at your local FAA Flight Standards district office where you can obtain assistance in establishing your aircraft maintenance program and the necessary maintenance records.



## **SPECIAL FLIGHT PERMITS**

(FAR Section 21.197)

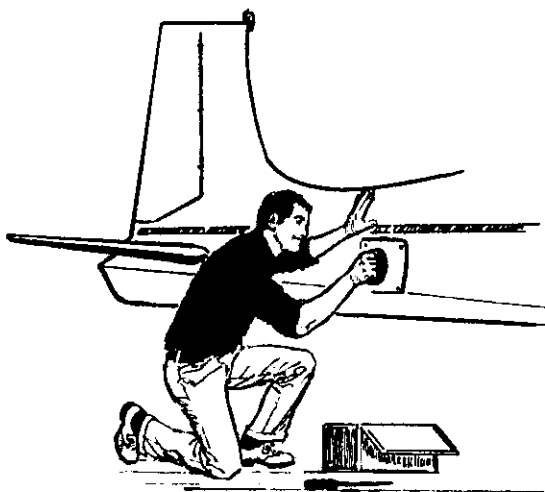
A special flight permit is a Special Airworthiness Certificate issued for an aircraft that may not currently meet applicable airworthiness requirements, but is safe for a specific flight. Before the permit is issued, an FAA inspector may personally inspect the aircraft or require it to be inspected by an FAA certificated A & P mechanic or repair station to determine its safety for the intended flight. The inspection must be recorded in the aircraft records.

Special flight permits are issued to allow the aircraft to be flown to a base where repairs, alterations, or maintenance can be performed; for delivering or exporting the aircraft; or, for evacuating an aircraft from an area of impending danger. They may also be issued to allow the operation of an overweight aircraft for flight beyond its normal range over water or land areas where adequate landing facilities or fuel are not available.

Should you have occasion to need a special flight permit, assistance and the necessary forms may be obtained from the local FAA Flight Standards or General Aviation District Office. (See Figure 10, for a sample of the special flight permit application form, reverse side of FAA Form 8130-6, Application for Airworthiness Certificate.)

V. PRODUCTION FLIGHT TESTING	A. MANUFACTURER	
	NAME	ADDRESS
	B. PRODUCTION BASIS (Check applicable item)	
	<input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number) <input type="checkbox"/> TYPE CERTIFICATE ONLY <input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM	
VI. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS	
	DATE OF APPLICATION	SIGNATURE
	NAME AND TITLE (Print or type)	
	A. DESCRIPTION OF AIRCRAFT	
	REGISTERED OWNER	ADDRESS
	MARION W. WILLIAMS	1000 Whitehouse Road, OKC, OK 73100
	BUILDER (Make)	MODEL
	Big Deal, Inc.	BA-0H
	SERIAL NUMBER	REGISTRATION MARK
	00021	N7316
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	B. DESCRIPTION OF FLIGHT	
	FROM	TO
	Oklahoma City, Oklahoma	Dublin, Ireland
	VIA	DEPARTURE DATE
	Reykjavik, Iceland	Sept. 9, 1985
		DURATION
		21 days
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT	
	<input checked="" type="checkbox"/> PILOT <input checked="" type="checkbox"/> COPILOT <input type="checkbox"/> NAVIGATOR <input type="checkbox"/> OTHER (Specify)	
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:	
Aircraft has auxiliary fuel tank (40 gallon capacity) installed to extend range for this special flight.		
VIII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (List attachment if necessary)	
	Make takeoff and landing from main fuel tank. Use auxiliary tank only in cruise.	
	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 Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.	
	DATE	SIGNATURE
	Aug 15 1985	MARION W. WILLIAMS, Owner
	IX. STATEMENT OF CONFORMITY, FAA Form 317 (Attach when required)	
	X. Foreign Airworthiness Certification for Import Aircraft (Attach when required)	
	XI. Previous Airworthiness Certificates issued in accordance with FAR _____ CAR _____ (Original attached)	
	XII. Current Airworthiness Certificate issued in accordance with FAR _____ (Copy attached)	
	XIII. This Inspection Recorded in Aircraft Records	

Figure 10. FAA Form 8130-6, Application for Airworthiness Certificate, (reverse side) Application for Special Flight Permit



## **AIRWORTHINESS DIRECTIVES**

(FAR Part 39)

A primary safety function of the FAA is to require correction of unsafe conditions found in an aircraft, aircraft engine, propeller, or appliance when such conditions exist or are likely to exist or develop in other products of the same design. The unsafe conditions may exist because of a design defect, maintenance, or other causes. FAR Part 39, Airworthiness Directives, defines the authority and responsibility of the Administrator for requiring the necessary corrective action. AD's are the media used to notify aircraft owners and other interested persons of unsafe conditions and to specify the conditions under which the product may continue to be operated.

AD's may be divided into two categories:

- 1—Those of an emergency nature requiring immediate compliance prior to further flight, and
- 2—Those of a less urgent nature requiring compliance within a relatively longer period of time.

AD's are FAR's and must be complied with, unless specific exemption is granted. It is the aircraft owner's or operator's responsibility to assure compliance with all pertinent AD's. This includes those AD's that require recurrent or continuing action. For example, an AD may require a repetitive inspection each 50 hours of operation, meaning the particular inspection shall be accomplished and recorded every 50 hours of time in service.

FAR's require a record to be maintained that shows the current status of applicable AD's, including the method of compliance, the AD number and revision date, and the signature and certificate number of the repair station or mechanic who performed the work. For ready reference, many aircraft owners have a chronological listing of the pertinent AD's in the back of their aircraft and engine records.

The Summary of Airworthiness Directives contains all the valid AD's previously published and biweekly supplements. The summary is divided into two volumes. Volume I includes directives applicable to small aircraft (12,500 pounds, or less, maximum certificated takeoff weight). Volume II includes directives applicable to large aircraft (over 12,500 pounds maximum certificated takeoff weight). Subscription service will consist of the summary and automatic biweekly updates to each summary for a 2-year period. The Summary of Airworthiness Directives, Volume I and Volume II, are sold and distributed for the Superintendent of Documents by the FAA from Oklahoma City and are available in either hard copy or microfiche. Requests for subscription service or pricing information to either of these publications should be sent to:

U.S. Department of Transportation  
Federal Aviation Administration  
Mike Monroney Aeronautical Center  
General Accounting Branch, AAC-23  
P.O. Box 25461  
Oklahoma City, OK 73125



## **THE SERVICE DIFFICULTY PROGRAM**

The Service Difficulty Program provides for the exchange of service experience with aircraft and aircraft products to aid in the detection of mechanical problems. The incentive for early detection is to get a jump on corrective actions and ultimate solutions, thereby minimizing the impact of equipment failure on safety.

Aircraft owners, pilots, and mechanics are urged to report promptly all service problems, using FAA Form 8010-4, Malfunction or Defect Report. Copies of these forms may be obtained free from any FAA Flight Standards or General Aviation District Office. No postage is required. (See Figure 11, page 38.)

Each problem reported contributes to the improvement of aviation safety through the identification of a potential problem area and the alerting of other persons to it. This focusing of attention on a problem has led to improvements in the design and maintainability of aircraft and aircraft products.

How does reporting a problem help you? By pooling everyone's knowledge about a situation, we can detect mechanical problems early enough to correct them before they might possibly result in accidents/incidents. This should make flying safer, more fun, and certainly less expensive.

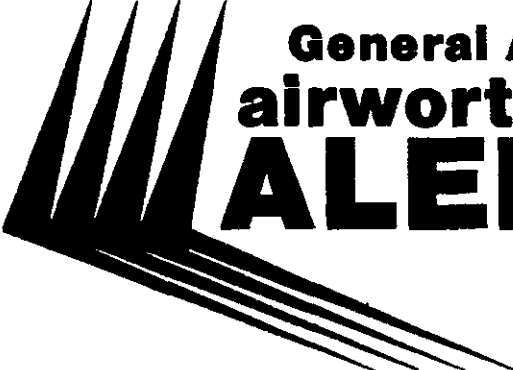
Advisory Circular 20-109, Service Difficulty Program (General Aviation), contains additional information on this program. (See page 41 for ordering instructions.)

1. REGISTRATION NO. N 1238J				DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MALFUNCTION OR DEFECT REPORT				2A. COMMENTS (Use separate sheets for malfunction or defect and for investigation notes as well as control. Show available data and recommendations to prevent recurrence.)				3. OTHER DATA DATE: 11-10-63 TIME: 15:31 PM FLIGHT: 1000 TYPE: 1000 CITY: 1000 STATE: 1000 COUNTRY: 1000 OTHER: 1000			
3. AIRCRAFT		A. NAME BIG DEAL		B. MODEL BA-0H		C. SERIAL NO. 00021		2B. COMMENTS (Use separate sheets for malfunction or defect and for investigation notes as well as control. Show available data and recommendations to prevent recurrence.)  DURING AEROBATIC MANEUVERS, LT SHAP ROLL, PILOT SEAT BACK, FOLDING FRAME TYPE, BROKE. PILOT FORCED INTO RECLINING POSITION. REAR CONTROL JAMMED NOSE UP.				3. OTHER DATA DATE: 11-10-63 TIME: 15:31 PM FLIGHT: 1000 TYPE: 1000 CITY: 1000 STATE: 1000 COUNTRY: 1000 OTHER: 1000			
4. POSITION/CASE		TWISTER		PHP		4312									
5. PROPPELLER		FAN		TOE1		1234									
6. APPLIANCE COMPONENT (See instructions page)															
A. NAME SEAT		B. MODEL BIG DEAL		C. SERIAL NO. BA-0H		D. SERIAL NO. SE21									
7. SPECIFIC PART (For component & assembly, include)															
A. NAME SEAT BACK		B. NUMBER BA 02364-1		C. PART OBJECT LOCATION HINGE POINT											
D. PART FT 12		E. PART TWO 12		F. PART CONDITION BROKEN		G. DATE REP 12									

FAA Form 8010-4 (Rev. 11-1-61) SUPERSEDES PREVIOUS EDITIONS

U.S. Department of Transportation Federal Aviation Administration		BUSINESS REPLY MAIL FIRST CLASS PERMIT NO. 12438 WASHINGTON, D.C.		NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES	
DO NOT USE THIS SPACE		OFFICIAL BUSINESS Penalty for Private Use \$300		POSTAGE WILL BE PAID BY FEDERAL AVIATION ADMINISTRATION	

Figure 11. FAA Form 8010-4, Malfunction or Defect Report



# **General Aviation airworthiness ALERTS**

## **AIRWORTHINESS ALERTS**

The FAA publishes Advisory Circular 43-16, General Aviation Airworthiness Alerts, monthly to provide the aviation community with a means for interchanging service difficulty information. The articles contained in the Alerts are derived from the Malfunction or Defect Reports submitted by aircraft owners, pilots, mechanics, repair stations, and air taxi operators. (See page 41 for instructions on obtaining advisory circulars.)

Maintenance and engineering specialists review the reports and select pertinent items for publication in the Alerts. The information is brief and advisory; compliance is not mandatory. It is, however, intended to alert you to service experience and, when pertinent, direct your attention to the manufacturer's recommended corrective action.

The Alerts are distributed automatically to personnel responsible for approving aircraft for return to service, such as certificated repair stations, mechanics holding an Inspection Authorization, etc. Limited copies of the Alerts may be available at local FAA district offices.



# **OBTAINING FAA PUBLICATIONS AND RECORDS**

## ***Advisory Circulars***

Advisory circulars are issued by the FAA to inform the aviation public, in a systematic way, of nonregulatory material of interest. The contents of advisory circulars are not binding on the public unless incorporated into a regulation by reference.

Advisory Circular 00-2, Advisory Circular Checklist, contains a list of current FAA advisory circulars and provides detailed instructions on how to obtain them. It also contains a list of U.S. Government Printing Office Bookstores located throughout the United States which stock many Government publications. This advisory circular may be obtained free upon request from the U.S. Department of Transportation, Subsequent Distribution Section, M-494.3, Washington, DC 20590.

## ***Federal Aviation Regulations***

The following regulations are those you may be most interested in reading. They pertain primarily to the operation and maintenance of the aircraft and to obtaining a pilot's certificate or an A & P mechanic certificate.

- Part 1 Definitions and Abbreviations
- Part 21 Certification Procedures for Products and Parts
- Part 23 Airworthiness Standards: Normal, Utility, and Acrobatic Category Aircraft
- Part 33 Airworthiness Standards: Aircraft Engines
- Part 35 Airworthiness Standards: Propellers
- Part 39 Airworthiness Directives
- Part 43 Maintenance, Preventive Maintenance, Rebuilding, and Alteration
- Part 45 Identification and Registration Marking
- Part 47 Aircraft Registration
- Part 49 Recording of Aircraft Titles and Security Documents

- Part 61 Certification: Pilots and Flight Instructors
- Part 65 Certification: Airmen Other Than Flight Crewmembers
- Part 91 General Operating and Flight Rules

Advisory Circular 00-44, Status of Federal Aviation Regulations, contains the current status of the FAR's including changes issued, price list, and ordering instructions. This advisory circular may be obtained free upon request from the U.S. Department of Transportation, Subsequent Distribution Section, M-494.3, Washington, DC 20590.

## ***Records***

If you become an aircraft owner, pilot, or certificated mechanic, you may, at some time, need to obtain copies of documents pertaining to your aircraft, airman, or medical certification. Aircraft records are available from the FAA Aircraft Registry, AAC-250, (405) 686-2116; airman records from Airmen Certification Branch, AAC-260; and medical records from Aeromedical Certification Branch, AAC-130. Fees for furnishing copies of paper records are: \$2 for search, \$0.25 for copy of first page, \$0.05 for second and each additional page; \$0.15 for each microfiche for microfiched records; \$3 for certification of copies as duplicates of the original records; \$2 for duplicate aircraft registration or airman certification or medical certificate; and \$5 for certification of diligent search (search of all possible sources of information).

Fees, which are subject to change, may be paid by check, draft, or postal money order, payable to the Treasurer of the United States. Send your request to the proper branch at the following address:

U.S. Department of Transportation  
Federal Aviation Administration  
Mike Monroney Aeronautical Center  
P.O. Box 25082  
(Insert proper branch name and routing symbol.)  
Oklahoma City, OK 73125

If a prospective owner has reason to believe that an aircraft has been previously destroyed or demolished and has been rebuilt or restored, the FAA Aircraft Registry, AAC-250, 6500 South MacArthur Boulevard, Oklahoma City, OK 73125, will have documentation if the aircraft was reported to the FAA as destroyed or demolished. The aircraft records may be requested and reviewed at the above address.

## **FAA DISTRICT OFFICES**

FAA GADO's (General Aviation District Offices) and FSDO's (Flight Standards District Offices) are listed by state wherein their area of responsibility is assigned. Any contacts with a district office should be made to the office nearest your residence. If the responsibility for your locality is not in that office, you will be advised which office to contact.

## **ALABAMA**

### **FSDO 67B**

Municipal Airport  
FSS/WB Building  
6500 43rd Avenue North  
Birmingham, AL 35206  
Phone: (205) 254-1557

## **ALASKA**

### **FSDO 61**

3788 University Avenue  
Fairbanks, AK 99701  
Phone: (907) 452-1276

### **FSDO 62**

A.I.R. Center Building  
9610 Shell Simmons Drive  
Juneau, AK 99803  
Phone: (907) 789-0231

### **FSDO 63**

6601 South Airpark Place  
Suite 216  
Anchorage, AK 99502  
Phone: (907) 243-1902

## **ARIZONA**

### **FSDO 7**

Scottsdale Municipal Airport  
15041 North Airport Drive  
Scottsdale, AZ 85260  
Phone: (602) 241-2561

## **ARKANSAS**

### **FSDO 65**

Adams Field  
FAA Building, Room 201  
Little Rock, AR 72202  
Phone: (501) 378-5565

## **CALIFORNIA**

### **FSDO 1**

Van Nuys Airport  
Suite 316  
7120 Hayvenhurst Avenue  
Van Nuys, CA 91406  
Phone: (818) 904-6291

### **FSDO 2**

San Jose Municipal Airport  
1387 Airport Boulevard  
San Jose, CA 95110  
Phone: (408) 291-7681

### **FSDO 4**

Fresno Air Terminal  
Suite 110  
4955 East Anderson  
Fresno, CA 93727  
Phone: (209) 487-5306

### **FSDO 5**

Long Beach Airport  
2815 East Spring Street  
Long Beach, CA 90806  
Phone: (213) 426-7134

### **FSDO 8**

Riverside Municipal Airport  
6961 Flight Road  
Riverside, CA 92504  
Phone: (714) 351-6701

### **FSDO 9**

Montgomery Field Airport  
Suite 110  
8665 Gibbs Drive  
San Diego, CA 92123  
Phone: (619) 293-5281

### **FSDO 10**

5885 West Imperial Highway  
Los Angeles, CA 90045  
Phone: (213) 215-2150

### **FSDO 12**

Sacramento Executive Airport  
6107 Freeport Boulevard  
Sacramento, CA 95822  
Phone: (916) 551-1721

### **FSDO 14**

Oakland International Airport  
Earhart Road, Building L-105  
P.O. Box 2397, Airport Station  
Oakland, CA 94614  
Phone: (415) 273-7155

## **COLORADO**

### **FSDO 60 (General Aviation)**

Jefferson County Airport  
FAA Building 1  
Broomfield, CO 80020  
Phone: (303) 466-7326

### **FSDO 60**

10455 East 25th Avenue  
Suite 202  
Aurora, CO 80010  
Phone: (303) 340-5400

## **CONNECTICUT**

**FSDO 63**  
Barnes Municipal Airport  
Administration Building, First Floor  
Westfield, MA 01085  
Phone: (413) 568-3121

## **DELAWARE**

**FSDO 63**  
Scott Plaza No. 2  
Fourth Floor  
Philadelphia, PA 19113  
Phone: (215) 596-0673

## **DISTRICT OF COLUMBIA**

**FSDO 62**  
Dulles International Airport  
600 West Service Road  
Chantilly, VA 20041  
Phone: (202) 557-5360

## **FLORIDA**

**FSDO 64**  
St. Petersburg-Clearwater Airport  
Terminal Building, West Wing  
Clearwater, FL 33520  
Phone: (813) 531-1434

**FSDO 65**  
Miami International Airport  
Perimeter Road and N.W. 20th Street  
FAA Building 3050  
P.O. Box 592015  
Miami, FL 33159  
Phone: (305) 526-2607

**FSDO 64J**  
Craig Municipal Airport  
FAA Building  
855 St. John's Bluff Road  
Jacksonville, FL 32211  
Phone: (904) 641-7311

## **GEORGIA**

**FSDO 67**  
3420 Norman Berry Drive  
Suite 430  
College Park, GA 30354  
Phone: (404) 763-7265

## **HAWAII**

**FSDO 13**  
Honolulu International Airport  
Air Service Corporation Building  
Room 215  
218 Lagoon Drive  
Honolulu, HI 96819  
Phone: (808) 836-0615

## **IDAHO**

**FSDO 67A**  
Boise Airport  
3975 Rickenbacker Street  
Boise, ID 83705  
Phone: (208) 334-1238

## **ILLINOIS**

**GADO 3**  
DuPage County Airport  
P.O. Box H  
West Chicago, IL 60185  
Phone: (312) 377-4516

**GADO 19**  
Capitol Airport  
No. 3 North Airport Drive  
North Quadrant  
Springfield, IL 62708  
Phone: (217) 492-4238

## **INDIANA**

**GADO 10**  
Indianapolis International Airport  
6801 Pierson Drive  
Indianapolis, IN 46241  
Phone: (317) 247-2491

**GADO 18**  
Michiana Regional Airport  
1843 Commerce Drive  
South Bend, IN 46628  
Phone: (219) 236-8480

## **IOWA**

**FSDO 61**  
3021 Army Post Road  
Des Moines, IA 50321  
Phone: (515) 285-9895

## **KANSAS**

### **FSDO 64**

Mid Continent Airport  
Flight Standards Building  
Wichita, KS 67209  
Phone: (316) 926-4462

## **KENTUCKY**

### **FSDO 63L**

Bowman Field  
FAA Building  
Louisville, KY 40205  
Phone: (502) 582-6116

## **LOUISIANA**

### **FSDO 62**

Ryan Airport  
9191 Plank Road  
Baton Rouge, LA 70811  
Phone: (504) 356-5701

## **MAINE**

### **FSDO 65**

Portland International Jetport  
General Aviation Terminal  
Portland, ME 04102  
Phone: (207) 774-4484

## **MARYLAND**

### **GADO 21**

Baltimore-Washington  
International Airport  
North Administration Building  
Elm Road  
Baltimore, MD 21240  
Phone: (301) 859-5780

## **MASSACHUSETTS**

### **FSDO 61**

Civil Air Terminal Building  
Second Floor  
Hanscomb Field  
Bedford, MA 01730  
Phone: (617) 273-7231

### **FSDO 63**

Barnes Municipal Airport  
Administration Building  
Westfield, MA 01085  
Phone: (413) 568-3121

## **MICHIGAN**

### **GADO 8**

Kent County International Airport  
5500 44th Street, S.E.  
Grand Rapids, MI 49508  
Phone: (616) 456-2427

### **FSDO 63**

Willow Run Airport  
8800 Beck Road  
Belleville, MI 48111  
Phone: (313) 485-2550

## **MINNESOTA**

### **GADO 14**

Minneapolis-St. Paul International Airport  
Room 201  
6201 34th Avenue South  
Minneapolis, MN 55450  
Phone: (612) 725-3341

## **MISSISSIPPI**

### **FSDO 63J**

Jackson Municipal Airport  
FAA Building  
P.O. Box 6273, Pearl Branch  
Jackson, MS 39208  
Phone: (601) 960-4633

## **MISSOURI**

### **FSDO 62**

FAA Building  
9275 Genaire Drive  
Berkeley, MO 63134  
Phone: (314) 425-7102

### **FSDO 63**

Kansas City International Airport  
525 Mexico City Avenue  
Kansas City, MO 64153  
Phone: (816) 243-3800

## **MONTANA**

### **FSDO 65**

Helena Airport  
FAA Building, Room 3  
Helena, MT 59601  
Phone: (406) 449-5270

### **FSDO 65A**

Billings Logan International Airport  
Administration Building, Room 216  
Billings, MT 59101  
Phone: (406) 245-6179

## **NEBRASKA**

### **FSDO 65**

Lincoln Municipal Airport  
General Aviation Building  
Lincoln, NE 68524  
Phone: (402) 471-5485

## **NEVADA**

### **FSDO 6**

241 East Reno Avenue  
Suite 200  
Las Vegas, NV 89119  
Phone: (702) 388-6482

### **FSDO 11**

601 South Rock Boulevard  
Suite 102  
Reno, NV 89502  
Phone: (702) 784-5321

## **NEW HAMPSHIRE**

### **FSDO 65**

Portland International Jetport  
General Aviation Terminal  
Portland, ME 04102  
Phone: (207) 774-4484

## **NEW JERSEY**

### **FSDO 61**

Teterboro Airport  
150 Riser Road  
Teterboro, NJ 07608  
Phone: (201) 288-1745

## **NEW MEXICO**

### **FSDO 61**

2402 Kirtland Drive, S.E.  
Albuquerque, NM 87106  
Phone: (505) 247-0156

## **NEW YORK**

### **GADO 1**

Albany County Airport  
CFR & M Building  
Albany, NY 12211  
Phone: (518) 869-8482

### **GADO 11**

Republic Airport  
Administration Building  
Farmingdale, NY 11735  
Phone: (516) 694-5530

### **GADO 17**

Rochester Monroe County Airport  
1295 Scottsville Road  
Rochester, NY 14624  
Phone: (716) 263-5880

## **NORTH CAROLINA**

### **FSDO 66**

Smith Reynolds Airport  
Terminal Building  
Second Floor  
Winston Salem, NC 27105  
Phone: (919) 761-3147

### **GADO 66C**

Douglas Municipal Airport  
FAA Building  
5318 Morris Field Drive  
Charlotte, NC 28208  
Phone: (704) 392-3214

### **FSDO 66R**

Raleigh-Durham Terminal B  
Route 1, Box 486A  
Morrisville, NC 27560  
Phone: (919) 755-4240

## **NORTH DAKOTA**

### **FSDO 64**

Hector Airport  
Administration Building, Room 216  
P.O. Box 5496  
Fargo, ND 58105  
Phone: (701) 232-8949

## **OHIO**

### **FSDO 65**

4242 Airport Road  
Lunken Airport Executive Building  
Cincinnati, OH 45226  
Phone: (513) 684-2183

### **FSDO 65**

Cleveland Hopkins International Airport  
Federal Facilities Office Building  
Cleveland, OH 44135  
Phone: (216) 267-0220

### **FSDO 65**

Port Columbus International Airport  
Lane Aviation Building, Room 234  
4393 East 17 Avenue  
Columbus, OH 43219  
Phone: (614) 469-7476



## **OKLAHOMA**

**FSDO 67**  
Wiley Post Airport  
FAA Building, Room 111  
Bethany, OK 73008  
Phone: (405) 789-5220

## **OREGON**

**FSDO 64**  
Portland-Hillsboro Airport  
3355 N.E. Cornell Road  
Hillsboro, OR 97124  
Phone: (503) 221-2104

**FSDO 64A**  
Mahlon-Sweet Airport  
90606 Greenhill Road  
Eugene, OR 97402  
Phone: (503) 688-9721

## **PENNSYLVANIA**

**GADO 3**  
Allentown-Bethlehem-Easton Airport  
RAS Aviation Center Building  
Allentown, PA 18103  
Phone: (215) 264-2888

**GADO 10**  
Capitol City Airport  
Administration Building  
Room 201  
New Cumberland, PA 17070  
Phone: (717) 782-4528

**GADO 14**  
Allegheny County Airport  
Administration Building  
Room 213  
West Mifflin, PA 15122  
Phone: (412) 462-5507

**FSDO 63**  
Scott Plaza No. 2  
Fourth Floor  
Philadelphia, PA 19113  
Phone: (215) 596-0673

## **PUERTO RICO**

**FSDO 61**  
Puerto Rico International Airport  
Room 203A  
San Juan, PR 00913  
Phone: (809) 791-5050

## **RHODE ISLAND**

**FSDO 63**  
Barnes Municipal Airport  
Administration Building  
Westfield, MA 01085  
Phone: (413) 568-3121

## **SOUTH CAROLINA**

**FSDO 67C**  
Columbia Metropolitan Airport  
2819 Aviation Way  
West Columbia, SC 29169  
Phone: (803) 765-5931

## **SOUTH DAKOTA**

**FSDO 66**  
Rapid City Regional Airport  
Rural Route 2, Box 4750  
Rapid City, SD 57701  
Phone: (605) 343-2403

## **TENNESSEE**

**FSDO 63**  
International Airport  
General Aviation Building, Room 137  
2488 Winchester Road  
Memphis, TN 38116  
Phone: (901) 521-3820

**FSDO 63N**  
Nashville Metropolitan Airport  
Room 101  
322 Knapp Boulevard  
Nashville, TN 37217  
Phone: (615) 251-5661

## **TEXAS**

**FSDO 63**  
Love Field Airport  
8032 Aviation Place  
Dallas, TX 75235  
Phone: (214) 357-0142

**FSDO 64**  
Hobby Airport  
Room 152  
8800 Paul B. Koonce Drive  
Houston, TX 77061  
Phone: (713) 643-6504

**FSDO 66**  
International Airport  
Route 3, Box 51  
Lubbock, TX 79401  
Phone: (806) 762-0335

**FSDO 68**  
International Airport  
Room 201  
1115 Paul Wilkins Road  
San Antonio, TX 78216  
Phone: (512) 824-9535

**FSDO 68SA**  
Miller International Airport  
Terminal Building  
2600 South Main Street  
McAllen, TX 78503  
Phone: (512) 682-4812

## **UTAH**

**FSDO 67**  
116 North 2400 West  
Salt Lake City, UT 84116  
Phone: (801) 524-4247

## **VERMONT**

**FSDO 65**  
Portland International Jetport  
General Aviation Terminal  
Portland, ME 04102  
Phone: (207) 774-4484

## **VIRGINIA**

**GADO 16**  
Byrd International Airport  
Terminal Building, Second Floor  
Sandston, VA 23150  
Phone: (804) 222-7494

## **VIRGIN ISLANDS**

**FSDO 61**  
Puerto Rico International Airport  
Room 203A  
San Juan, PR 00913  
Phone: (809) 791-5050

## **WASHINGTON**

**FSDO 61**  
7300 Perimeter Road South  
Seattle, WA 98108  
Phone: (206) 431-2742

**FSDO 61A**  
5620 East Rutter Avenue  
Spokane, WA 99206  
Phone: (509) 456-4618

## **WEST VIRGINIA**

**GADO 22**  
Kanawha Airport  
301 Eagle Mountain Road  
Charleston, WV 25311  
Phone: (304) 343-4689

## **WISCONSIN**

**FSDO 61**  
General Mitchell Field  
FAA/WB Building  
5300 South Howell Avenue  
Milwaukee, WI 53207  
Phone: (414) 747-5531

## **WYOMING**

**FSDO 60A**  
Natrona County International Airport  
FAA/WB Building  
Casper, WY 82601  
Phone: (307) 234-8959