

Checklist to get an airworthiness certificate for your Amateur Built Aircraft

At the time of application for your Airworthiness Certification –

- (a) The aircraft should be complete in every respect, and...
- (b) The Applicant must submit all required documentation.

The aircraft must be in a condition for safe operation for the issuance of an Airworthiness Certificate.

The following must have been done.

- [ ] Construction log for the project, photos taken during construction, and log entries describing inspections must be available. (FSDO will also want to see this to get your Repairman Certificate)
- [ ] Instrument markings and placards required by 91.9 are completed.
- [ ] Labels on fuel grade and QUANTITY at the fuel tanks, fuel selector labels, on / off electrical switches.
- [ ] The marking requirements of FAR Part 45 have been complied with, including permanent attached of a fireproof aircraft Identification (date) plate, permanent application of appropriate Registration marks, and the word EXPERIMENTAL near each entrance. [See FAR 45.22 (b)(1) for exemptions. Be prepared to SHOW for allowed deviation with copy of documentation.]
- [ ] Passenger Warning placard displayed in the cockpit in full view of all occupants (not required for single-place aircraft).  
**“PASSENGER WARNING – THIS AIRCRAFT IS AMATEUR BUILT AND DOES NOT COMPLY WITH THE FEDERAL SAFETY REGULATIONS FOR STANDARD AIRCRAFT”**
- [ ] TSO-C91A ELT installed 91.207 (except single seat)
- [ ] Pitot / Static Transponder test completed (91.413)
- [ ] Aircraft logbook, Engine logbook, and propeller logbook are available. (3 separate logbooks)
- [ ] A condition inspection in accordance with the scope and details of Appendix D of FAR 43 has been completed by the owner / builder and an entry made in the aircraft log recording the inspection with the following or similarly worded statement. “I certify this aircraft has had a condition inspection in accordance with the scope and details of Appendix D of FAR 43 and has been found in a condition for safe operation.” The entry will include the date, the aircraft total time in service, and the name, signature, and certificate type and number of the person performing the inspection. This condition inspection does not need to be done by an A&P. The Owner / Builder can do this inspection.
- [ ] If a 25 hour Phase I test period is desired, a certificated engine and prop combination must be used. The owner / builder must show and the FAA must find that the engine and prop meet their Type Certificate and all ADs are complied with. (Please include a copy of the compliance list to show compliance with Type Certificate.)

Required documentation:

- [ ] Original Application for Airworthiness Certificate FAA Form 8130-6, completed in sections I, II, and III. (Sign in blue ink)
- [ ] Original Eligibility Statement FAA Form 8130-12 completed in sections I, II, and III and notarized in section IV. (Sign in blue ink)
- [ ] Copy of a three-view drawing or photographs of the aircraft as required by FAR section 21.193.
- [ ] Copy of the Weight and Balance to include most forward, most aft, gross weight CG and first flight calculations.
- [ ] Copy of Registration AC Form 8050-3.
- [ ] Copy of flight test program to show compliance with 91.319(b). (Use AC90-89A as a guide)
- [ ] Program Letter (see sample program letter attached)

Send the Project Letter and the above-required documentation to:

FAA Los Angeles MIDO  
Attn: Bill Becker  
3960 Paramount Boulevard  
Lakewood, California 90712-4137  
(Phone, Copy, or email me when doing this so that I can follow up with the office.)