



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Small Airplane Directorate  
Manufacturing Inspection District Office  
5950 Hazeltine National Drive, Rm. 405  
Orlando, Florida 32822

Phone (407) 855-9050

Page 4 of 6

18. The pilot in command of this aircraft must hold a pilot certificate or an authorized instructor's logbook endorsement. The pilot in command must meet the requirements of 14 CFR §61.31(e), (f), (g), (h), (i) and j as appropriate.

19. After incorporating a major change as described in 14 CFR §21.93, the aircraft owner is required to re-establish compliance with 14 CFR §91.319 (b). And notify the geographically responsible FSDO of the location of the proposed test area. The aircraft owner must obtain concurrence from the FSDO as to the suitability of the proposed test area. If the major change includes installing a different type of engine (reciprocating to turbine) or a change of a fixed-pitch from or to a controllable propeller, the aircraft owner must fill out a revised Form 8130-6 to update the aircraft's file in the FAA Aircraft Registration Branch. All operations will be conducted under day VFR in a sparsely populated area. The aircraft must remain in flight test for a minimum of 5 hours. The FSDO may require additional time (more than 5 hours) depending on the extent of the modification. Person's non-essential to flight must not be carried. The aircraft owner must make a detailed aircraft log book and maintenance records entry describing the change before the test flight. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with 14 CFR §91.319 (b). Compliance with 14 CFR §91.319(b) must be recorded in the aircraft records with the following or a similarly wording statement: "I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing speeds  $V_{so}$  \_\_\_,  $V_x$  \_\_\_, and  $V_y$  \_\_\_, and the weight \_\_\_, and CG location \_\_\_ at which they were obtained."