

**ORDER**

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

8130.33

11/30/2004

**SUBJ: DESIGNATED AIRWORTHINESS REPRESENTATIVES: AMATEUR-BUILT AND LIGHT-SPORT AIRCRAFT CERTIFICATION FUNCTIONS**

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**1. PURPOSE.** This order provides policy and guidance that revises Designated Airworthiness Representative (DAR) qualification criteria for amateur-built aircraft, establishes new criteria for light-sport aircraft airworthiness certification activities, and;

**a.** Adds function code 47 for issuing experimental airworthiness certificates for operating light-sport aircraft and function code 48 for issuing special airworthiness certificates for light-sport category aircraft and special flight permits for production flight-test operations.

**b.** Defines new training requirements for DARs authorized light-sport aircraft certification function codes 47 and 48.

**c.** Clarifies existing policy for DARs with amateur-built aircraft certification function code 46.

**d.** Incorporates a revised selection and appointment process for those individuals seeking to become either a DAR with amateur-built and/or light-sport functions.

**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 and 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 Staff and Flight Standards Staff; to applicable representatives of the Administrator; and to all international field offices.

**3. CANCELLATION.** This order cancels FAA Order 8130.30, Amateur-Built Designated Airworthiness Representatives, dated September 30, 2002.

**4. BACKGROUND.** With the advent of the sport pilot and light-sport aircraft rule, there is a need to create new DAR function codes for the certification of light-sport aircraft. In addition, there is a large number (approximately 10, 000 to 15, 000) of existing non-certificated aircraft that do not meet the requirements of 14 CFR part 103, Ultralight Vehicles. All light-sport aircraft that have not been issued a U.S. or foreign airworthiness certificate and do not meet the provisions of §103.1, must obtain an experimental airworthiness certificate for operating light-sport aircraft before January 31, 2008. This new light-sport airworthiness certification will require a significant number of DARs to perform this

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**Initiated by:** AIR-200

activity. In order to implement this new rule and in concert with the one AVR philosophy, the National Examiner Board (NEB) will review all DAR applications that request amateur-built and light-sport functions. The NEB membership for considering DAR applications for amateur-built and light-sport functions will consist of both Flight Standards and Aircraft Certification Aviation Safety Inspectors (ASIs). The NEB process is being used to ensure uniform application of the new requirements for DARs with amateur-built and/or light-sport aircraft certification functions.

**5. FORMS.** Forms applicable to specific applications are found in appendices 1 and 2 of this order.

**6. REQUESTS FOR INFORMATION.** All public requests for information regarding DARs with amateur-built and/or light-sport functions will be processed in accordance with the Freedom of Information Act. Refer to FAA Order 1200.23, Public Availability of Information, to obtain information concerning release of information to the public. Any deficiencies found, clarifications needed, or improvements suggested regarding the content of this order should be forwarded (written or by e-mail) to the Aircraft Certification Service, Planning and Financial Resources Management Branch, AIR-530, Attention: Directives Management Officer, for consideration. A copy may be forwarded to the Production and Airworthiness Certification Division, AIR-200, Attention: Comments to Order 8130.33. For your convenience, FAA Form 1320-19, Directive Feedback Information, is located on the last page of this order. If an interpretation is urgently needed, you may contact the Production and Airworthiness Division (AIR-200); or for Flight Standards concerns, the Continuous Airworthiness Maintenance Division (AFS-300). Always use Form 1320-19 to follow up each verbal conversation.

**7. CHANGES TO THIS ORDER.** The issuance, revision, or cancellation of the material in this order is the responsibility of the AIR-200 in coordination with AFS-300. AIR-200 will accomplish all changes, as required, to carry out the agency's responsibility to provide for original and recurrent airworthiness certification for amateur-built and light-sport aircraft. This responsibility includes the oversight and management of the DAR program.

**8. 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 AFS-300. If a deviation becomes necessary, the FAA employee involved should ensure the deviation is substantiated, documented, and concurred with by the appropriate supervisor. A copy of the deviation must be submitted to AIR-200 for review and concurrence.

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

**10. RELATED FEDERAL REGULATIONS AND ORDERS.**

- a. Title 14 Code of Federal Regulations (14 CFR), part 183, Representatives of the Administrator.
- b. FAA Order 8100.8, Designee Management Handbook.
- c. AC 183-35, Airworthiness Designee Information.

d. AC 20-126, Aircraft Certification Service Field Office Listing.

**11. ACRONYMS.** The following acronyms are used in this order:

<b>A &amp; P</b>	airframe and powerplant
<b>DAR</b>	designated airworthiness representative
<b>DIN</b>	Designee Information Network
<b>DPC</b>	designee process coordinator
<b>EAA</b>	Experimental Aircraft Association
<b>FAA</b>	Federal Aviation Administration
<b>FSDO</b>	flight standards district office
<b>IA</b>	inspection authorization
<b>MIDO</b>	manufacturing inspection district office
<b>MIMT</b>	Manufacturing Inspection Management Team
<b>MIO</b>	manufacturing inspection office
<b>NAPPF</b>	North American Powered Parachute Federation
<b>NEB</b>	National Examiner Board
<b>RO</b>	regional office
<b>SSA</b>	Soaring Society of America
<b>TSI</b>	Transportation Safety Institute
<b>U.S.</b>	United States
<b>USUA</b>	United States Ultralight Association

**12. GENERAL.** The following paragraphs incorporate changes to the DAR function codes, qualification criteria, selection and appointment process, and training related to applicants seeking to become a DAR with amateur-built and/or light-sport functions. All other policy and processes delineated in Order 8100.8 must be followed.

**13. FUNCTION CODES.** This order creates two new function codes for light-sport airworthiness certification. Function code 47 authorizes a DAR to issue special airworthiness certificates, experimental, for the purpose of operating light-sport aircraft. Function code 48 authorizes a DAR to issue special airworthiness certificates for light-sport category aircraft and for the issuance of special flight permits for production flight-testing. This order retains function code 46 authorizing a DAR to issue special airworthiness certificates, experimental, for the purpose of operating amateur-built aircraft. The new function codes will allow the FAA to:

a. Appoint individuals specifically for performing experimental light-sport and light-sport category certification activity.

b. Track through the Designee Information Network (DIN) the actual number of DARs who are appointed and are active in the issuance of airworthiness certificates for experimental amateur-built and light-sport category aircraft certification activity.

**14. REVISED FUNCTION CODE LANGUAGE.** The following existing function code 46, and new function codes 47 and 48:

a. **Function Code 46.** Issue original/recurrent and replacement special airworthiness certificates, experimental, for the purpose of operating United States (U.S.) registered amateur-built aircraft.

**b. Function Code 47.** Issue recurrent/original and replacement special airworthiness certificates, experimental, for the purposes of operating U.S. registered light-sport aircraft.

**c. Function Code 48.** Issue recurrent/original and replacement special airworthiness certificates, for U.S. registered light-sport category aircraft and special flight permits for light-sport category aircraft production flight-test operations.

**15. LIMITATIONS.** DARs with amateur-built function codes 46 and light-sport function codes 47 and 48 must be limited by class (i.e., airplane, glider, weight-shift control, balloon, helicopter, powered parachute, powered lift, and seaplane) and complexity (metal, tube and fabric, composite, wood and tube and sail) on their Certificate of Authority and annotated in DIN. The limitations must be consistent with the experience outlined in their application. DARs previously given “type and complexity” may apply to have their limitations revised, otherwise the appointing office will review and update the limitations on renewal.

**16. NATIONAL EXAMINER BOARD.** NEB meetings consisting of membership from both flight standards and aircraft certification will determine the initial qualifications of DAR applicants for amateur-built and light-sport aircraft certification functions. Each NEB meeting considering DAR applications for amateur-built and light-sport aircraft certification functions must include one ASI each from a Manufacturing Inspection Office (MIO) and Manufacturing Inspection District Office (MIDO). The Manufacturing Inspection Management Team (MIMT) will determine MIO and MIDO representation at these NEB meetings.

**NOTE: Each MIO/MIDO that has accepted function code 46 DAR applications per Order 8130.30, dated 9/30/02 and not yet appointed those applicants, must forward those applications to the NEB for review and possible inclusion in the national designee candidate pool.**

**a. The National Designee Candidate Pool.** The NEB is responsible for creating and maintaining a national designee candidate pool, which contains the application files of all DAR applicants who meet applicable requirements for the designation sought. Applicants assigned to the national designee candidate pool will be categorized by the geographic area in which the applicant can serve and by the type of functions they seek to perform.

**b. Application Procedures.** All initial DAR applicants for function codes 46, 47, and/or 48 must complete and submit the following to the NEB:

- (1) FAA Form 8110-14, Statement of Qualifications (see appendix 1, figure 1).
- (2) Amateur-Built and Light-Sport Qualification Supplement (see appendix 1, figure 2).
- (3) Recommending organization letter (see appendix 1, figure 2).
- (4) Three verifiable character references (see appendix 1, figure 2).
- (5) Three verifiable technical references (see appendix 1, figure 2).

**NOTE: Technical references may be the same person(s) used for character references.**

**c. Application Submittal:** Applications will be submitted to the following address:

Federal Aviation Administration  
Designee Standardization Branch, AFS-640  
ATTN: National Examiner Board  
P.O. Box 25082  
Oklahoma City, OK 73125-0082

**d. Expanded Authority.**

**(1) Adding a Function.** Existing DARs that have an FAA need to add function codes 46, 47, and/or 48, must meet the qualification and training requirements outlined in this order. In addition, their application (Form 8110-14) must be submitted to the NEB for review and, if found qualified, the board will notify the designee's managing office. The managing office may then add the additional function(s) to the DARs Certificate of Authority (COA). Applicants found not qualified for the additional functions will be notified directly by the NEB.

**(2) Changes to Limitations.** Existing DARs that have an FAA need to add class and complexity within their authorized function codes to their COA may do so through equivalent training or experience as determined by their managing office.

**NOTE: Examples: A DAR with function code 46, airplane, metal/composite may add airplane, metal/composite/tube & fabric to their COA after receiving the appropriate training or experience per paragraph 17d(2). Likewise, a DAR with function code 47, weight-shift-control, tube and sail may add powered parachute, tube and sail to their COA after receiving the appropriate training or experience per paragraph 17d(2). The method of appropriate training or experience to be received will be determined by the DARs managing FSDO/MIDO (i.e., repairman maintenance training, EAA workshops, etc.).**

## **17. SELECTION AND APPOINTMENT PROCESS.**

**a. Referral of Applicants.** The regional office (RO)/FSDO or MIO/MIDO will determine if a need exists for a DAR with amateur-built or light-sport category functions. If the RO/FSDO or MIO/MIDO determines that a need exists; they will request a list of qualified candidates from the NEB. The NEB will send the requesting office copies of applicant file(s) for the three most highly qualified DAR candidates appropriate for the designation needed and geographic area to be served.

**b. Working with the NEB.**

**(1)** The managing office may accept or decline any applicant referred by the NEB, except in cases where fewer than three applicants are referred by the NEB. A managing office that declines all of the applicants referred by the NEB may not request further referral for a period of six months.

(2) If fewer than three appropriate applicants are available, the managing office may maintain an open request for files of all additional applicants that become available through the national candidate pool until such time that the NEB is able to refer three applicants.

(3) If a managing office requests applicants and there are no applicants in the national pool available to provide service in that managing office's geographical area, the NEB will immediately advise the managing office that no applicants are available. If the managing office deems the need of a designee to be time critical, the managing office may encourage a suitable applicant to apply and forward the person's application to the NEB with a request for priority processing. The NEB will convene within 10 days and approve or disapprove the application. The NEB will advise the managing office and the applicant by the most expeditious means of the approval/disapproval of that application and continue to give priority handling to the managing office's request until the critical shortage is filled.

(4) If a managing office that has declined all applicants referred by the NEB requests new referrals after a lapse of 6 months, the NEB will again refer the three most highly qualified applicants currently in the national pool, appropriate to the designations needed and the geographic area to be served. Whether the applicants are the same or different from those previously referred shall have no bearing on current or subsequent referrals.

**c. Enforcement History.** At the time of the initial evaluation, the NEB will review the enforcement history of individuals who will perform functions 46, 47 and 48; however, the NEB will not maintain a record of an applicant's enforcement history. The requesting managing office will again review the enforcement history, when the NEB forwards the applicant's files to the managing office. The review must be accomplished before the managing office selects a applicant.

**d. Applicants found not qualified.**

(1) The NEB and the managing office will determine if the enforcement history is grounds for denial.

(2) Within 30 days, applicants found not qualified will be notified by the NEB by letter listing the reason(s) for denial.

(3) When an application is denied the applicant may appeal to the NEB the decision in accordance with the appropriate chapter and paragraph in FAA Order 8100.8.

**e. Application Evaluation.** The RO/FSDO will complete the selection process in accordance with Chapter 14 of Order 8100.8. The MIDO/MIO will form an evaluation panel (EP) to review each application package sent by the NEB to consider the NEB's recommendation. The EP will compare all the applicant's qualifications, interview (or document why an interview was not necessary) and decline or appoint as appropriate. The office manager will select a MINIMUM of two persons to be on the EP who are knowledgeable in the selection, orientation, and appointment process. Whenever possible, the EP should include the proposed applicant's advisor. EP members should meet in person but may participate by teleconference if necessary. The Designee Process Coordinator (DPC) (other than the manufacturing aviation assistant) may chair and/or facilitate the consensus process of each EP. Appeals under this process are sent to the NEB; therefore, managers may serve on the EP.

**f. Evaluation Panel Review of the Application.** The EP's evaluation is limited to those delegations or limitations recommended by the NEB. The NEB may be contacted to explain the recommendation(s) and answer questions as needed. The EP is not authorized to appoint a designee when the NEB's recommendation is for candidacy only. The EP may downgrade the NEB's recommendation for appointment to candidacy, reduce delegations, or deny appointment. The EP can further limit the recommendation of the NEB, but cannot expand on it. The EP should determine what questions would be asked before meeting with the applicant. The EP will sign the applicable documentation of all their activities in the same manner as for other DARs:

(1) The Designee Appointment Tracking Document (see Order 8100.8, appendix 3, figure 1) items 11 through 17 will be completed and signed by each member of the EP supporting its decision for appointment, identification as a candidate, or denial.

(2) The EP must document the rationale for denied appointments by stating the specific reasons for the denial, criteria not met, or any delegations that were not granted but were recommended by the NEB. If delegations are reduced, the decision should be forwarded to the advisor and the office manager to concur that there still is an FAA need.

**g. Administrative Requirements.** The EP will give the completed documentation to the DPC for retention in the applicant's file. If the EP finds the applicant qualified for appointment, the DPC will update the DIN and obtain the designee's number. The designee's authorization number will be as defined in Order 8100.8. The DPC will also prepare and coordinate a letter of notification of appointment in accordance with Order 8100.8, which will serve as the designee's Certificate of Authority. The notification of appointment will include the authorized functions and limitations. The DPC also will prepare a full-size version of FAA Form 8000-5, Certificate of Designation, for display purposes and may prepare a wallet-sized reproduction for identification purposes, and send to the designee. The DPC also should schedule, with the advisor, the designee's orientation session in accordance with chapter 7, of Order 8100.8. Order 8100.8 will be followed for supervision, oversight, renewal and termination responsibilities.

**18. RECOMMENDING ORGANIZATIONS.** Recommending organizations are member-based organizations or manufacturers involved in amateur-built and/or light-sport aircraft activities. These organizations, such as the United States Ultralight Association (USUA), Experimental Aircraft Association (EAA), North American Powered Parachute Federation (NAPPF), Soaring Society of America (SSA), kit manufacturers, light-sport manufacturers, etc., provide technical assistance or training to owners and operators of amateur-built and/or light-sport aircraft.

**a.** Accountable individuals (i.e., Director, Executive Vice President, Government Director, etc.) at the national or corporate level must have sufficient knowledge of the individual's qualifications before recommending the individual for appointment as a DAR with amateur-built and/or light-sport aircraft functions.

**b.** The details of this knowledge must be included in the letter of recommendation to the NEB. The NEB may accept the letter of recommendation as submitted or contact the recommending organization if further information or clarification is needed. A letter of recommendation from a recommending organization in no way guarantees an applicant will be appointed as a DAR. As stated in Order 8100.8, designations are a privilege, not a right, and not every qualified applicant will be granted a designation.

c. Exceptions to having a recommending organization letter may be made if the NEB makes the determination that the individuals qualifications meets the minimum qualification criteria and it is in the best interest of the FAA for the appointment. If a letter is received from an organization not on the following list, the NEB must contact AIR-200 to determine the organizations eligibility. Any other deviations must be processed in accordance with paragraph 9 of this order.

(1) Amateur-built recommending organizations include:

(a) The Experimental Aircraft Association.

(b) The Soaring Society of America.

(c) Kit manufacturers on the FAA amateur-built kit listing having at least 10 customer-built aircraft flying in the U.S.

**NOTE: The amateur-built kit listing can be found on the aircraft certification web page at <http://www.faa.gov/certification/aircraft/av-info/dst/amateur/default.htm>.**

(2) Light-Sport aircraft recommending organizations include:

(a) The Experimental Aircraft Association.

(b) United States Ultralight Association.

(c) Aero Sports Connection.

(d) The Soaring Society of America.

(e) Light-sport aircraft manufacturers.

(f) North American Powered Parachute Federation

**19. QUALIFICATION CRITERIA.** Each applicant must possess appropriate technical knowledge and meet the applicable specialized experience requirements for amateur-built and/or light-sport aircraft. Verifiable technical references from three individuals or organizations are required to validate that the applicant possesses the required technical expertise for the functions sought. The technical references must come from persons working in aviation (e.g., mechanic with a inspection authorization (IA), EAA technical counselors, etc.) or aviation organizations (e.g., former aviation employers, aircraft manufacturers, recommending organizations, fixed based operators, repair stations, etc.). These references may be the same persons or organizations used for character references.

**NOTE: When a candidate is sponsored by a recommending organization, one of the three technical references must be from the recommending organizations.**

**a. Amateur-Built Specialized Experience.** For the issuance of special airworthiness certificates, experimental, for the purpose of operating amateur-built aircraft, the applicant must possess current



knowledge relating to the fabrication, assembly, and operating characteristics of amateur-built aircraft and meet one or more of the following criteria:

(1) Holds a current mechanic certificate with airframe and powerplant (A&P) ratings and has performed a minimum of three condition inspections on amateur-built aircraft of the same class and complexity as those for which authorization is sought. The individual must have also built and received certification on at least one amateur-built aircraft and that aircraft must have operated for a minimum of 100 hours, or;

(2) A minimum of five years experience as a field technical representative employed by a manufacturer who built aircraft kits that meet the definition of amateur-built aircraft. The individual's responsibilities must have included aircraft inspection and providing technical assistance to builders on the assembly and testing of their aircraft of the same class and complexity as those for which authorization is sought, or;

(3) Experience as a FAA inspector (manufacturing or airworthiness) who has issued at least three original airworthiness certificates for amateur-built aircraft, in the same class and complexity for the authorization sought.

**b. Experimental Light-Sport Specialized Experience.** For the issuance of special airworthiness certificates, experimental, for the purpose of operating light-sport aircraft, the applicant must possess current knowledge relating to the fabrication, assembly, and operating characteristics of light-sport aircraft and meet one or more of the following criteria:

(1) Holds a current mechanic certificate with A & P ratings. Has built and received certification of an amateur-built aircraft and that aircraft must have operated for a minimum of 100 hours. As an A&P, the individual must have performed a minimum of 3 condition inspections on amateur-built aircraft, light-sport aircraft, or two-place ultralight training vehicle of the same class and complexity for which authorization is sought, or;

(2) Holds a light-sport aircraft repairman certificate – maintenance rating and has performed a minimum of five condition inspections on light-sport aircraft or two-place ultralight training vehicle of the same class and complexity of aircraft for which authorization is sought or;

(3) A minimum of five years experience as a field technical representative whose responsibilities must have included aircraft inspection and providing technical assistance to builders on the assembly and testing of their aircraft that are of the same class and complexity of aircraft for which authorization is sought, or;

(4) A minimum of five years experience as a quality assurance inspector employed by an ultralight or light-sport aircraft manufacturer, whose responsibilities included aircraft inspection on the same class and complexity of aircraft for which authorization is sought or;

(5) Experience as a FAA inspector (manufacturing or airworthiness) who has issued at least three original airworthiness certificates on amateur-built or experimental light-sport aircraft, in the same class and complexity of aircraft for which authorization is sought.

**c. Light-Sport Category specialized experience.** For the issuance of special airworthiness certificates in the light-sport category, the applicant must possess current knowledge relating to the fabrication, assembly, and operating characteristics of light-sport category aircraft and meet one or more of the following criteria:

(1) Holds a current mechanic certificate with A & P ratings or a light-sport aircraft repairman certificate – maintenance rating and meets the requirements of Title 14, Code of Federal Regulations (14 CFR) part 65, Certification: Airmen other than Flight Crewmembers, section 65.83, Recent experience requirements. The individual must also have a minimum of five years experience maintaining the same class and complexity of aircraft for which authorization is sought or;

(2) A minimum of five years experience as a field technical representative or a quality assurance inspector employed by an ultralight or light-sport category aircraft manufacturer, whose responsibilities included aircraft inspection and/or providing technical assistance to builders on the assembly and testing of their aircraft of the same class and complexity of aircraft for which authorization is sought or;

(3) Experience as a FAA inspector (manufacturing or airworthiness) who has issued at least three special airworthiness certificates (i.e., limited, restricted, experimental, primary category or light-sport category), of the same class and complexity for which authorization is sought.

**d. Interface.**

(1) The applicant must have a good command of the English language (read, write, speak and understand), sufficient to allow them to perform the functions sought.

(2) Three verifiable character references are required to substantiate the applicant possesses integrity and sound judgment. These may be the same persons or organizations used for technical references.

(3) The applicant must possess a high degree of integrity, sound judgment and a cooperative attitude. Also, the applicant must be sufficiently knowledgeable in technical and administrative functions associated with the appointment and must satisfactorily demonstrate this to the FAA prior to appointment.

(4) The applicant must have the ability to maintain the highest degree of objectivity while performing authorized functions on behalf of the FAA.

**NOTE: A significant number of candidates applying for function code(s) 47 and 48 are from the existing ultralight industry and have had very limited direct experience with the FAA and its functions. RO/FSDO and MIO/MIDO personnel must be aware of this and tailor their initial candidate interviews and office orientation accordingly. The combination of office interviews and orientations, plus the light-sport aircraft DAR initial standardization course will allow these applicants to meet the “knowledgeable in...administrative functions associated with the appointment...” requirement.**

**e. Standardization.** This criteria verifies that the applicant possesses knowledge of the designee program, pertinent regulations, directives and related guidance material by completing the FAA designee knowledge-based test (see appendix 1).

**20. TRAINING REQUIREMENTS.** Applicants seeking amateur-built and/or light-sport functions must understand that the designee program is of mutual benefit to the FAA and the DAR. The DAR must perform their certification responsibilities in the same manner as if a FAA inspector were performing the function. It is mandatory that the applicant attends the FAA initial standardization training (tailored to amateur-built or light-sport certification, as appropriate) and FAA recurrent seminars as required. Completion of required courses will ensure a proper understanding of FAA expectations, regulations, policy, procedures, forms, records, and any issues unique to amateur-built and/or light-sport aircraft.

**a. DAR attendance.** Existing DARs or new applicants requesting amateur-built and/or light-sport functions may NOT perform any certification activity unless the required initial training has been completed. Failure to attend the recurrent seminars as required may be cause for termination.

**b. FAA Attendance.** Depending on individual office workload and budget, FAA Advisors responsible for DARs with amateur-built and/or light-sport functions should attend the FAA standardization seminars with the DAR to foster standardization.

**c. FAA Initial Standardization Seminars.** The initial DAR standardization seminars tailored to amateur-built and light-sport functions consists of FAA training with support from the Transportation Safety Institute (TSI). TSI is a major training and technical assistance organization for the Department of Transportation. These courses are delivered at the Mike Monroney Aeronautical Center in Oklahoma City, Oklahoma. The curriculum consists of:

- (1) DAR Program (Orders 8100.8 and 8130.33). (FAA Staff)
- (2) Amateur-Built and Light-Sport Certification Procedures. (Order 8130.2). (FAA Staff)
- (3) Classes of Aircraft and Construction Methods. (TSI/Subject Matter Experts)
- (4) Common Issues/Problems. (TSI/Subject Matter Experts)
- (5) Flight Safety Issues. (TSI/Subject Matter Experts)
- (6) Introduction to Certification Project (including sample aircraft inspection). (FAA Staff)

**d. FAA Recurrent Standardization Seminars.** Recurrent seminars provide updated information and technical or procedural guidance appropriate to individual technical specialties and are to be attended in accordance with Order 8100.8. Recurrent standardization seminars are presented as needed by the FAA's Regulatory Support Division (AFS-600) in conjunction with certain sport aviation events such as EAA's AirVenture and Sun 'N Fun.

**e. Equivalent Training (reference Order 8100.8, Chapter 8).** Equivalent training provided by managing offices may NOT be substituted for attendance at either the initial or recurrent required

training. If there is any unique training required by the managing office, it may be conducted during designee orientation as additional training.

**f. Training documentation.** At the conclusion of the seminar(s), attendance will be entered into DIN by AFS-600 for those DAR applicants that are already in the DIN system. Attendees who have not as yet been entered into DIN will be provided a seminar attendance certificate to mark completion of the seminar. The managing office should access DIN to determine when designees need to be scheduled for recurrent seminars to maintain their designation.

**21. DAR GEOGRAPHIC RESTRICTIONS.** It is the FAA's intention that all DARs perform their authorized function(s) within the managing offices geographic boundaries. However, to facilitate the availability of DARs performing amateur-built and/or light-sport aircraft certifications, the following policy may be used in lieu of the policy contained in Order 8100.8:

**a.** The designee will submit FAA Form 8130-13, Designee Geographic Expansion Authorization, to the FAA managing office for authorization to work outside the assigned geographic area (see Order 8100.8). The managing office may accept or deny the request. If they accept, the managing office must coordinate with the geographic office to determine if that office will accept or deny the request. The geographic office should only deny the request if there are FAA training needs to be met. If both offices agree to the expansion, the managing office may then approve the request. The managing office will then:

(1) Sign the Form 8130-13.

(2) FAX a copy of the signed 8130-13 to the geographic office.

**b.** The two offices will then determine the necessity of performing designee supervision for the requested activity, and if required, the geographic office will witness the activity in accordance with Order 8100.8. Any discrepancies noted will be documented and provided to the managing office for the designee's file or appropriate action. The routing of aircraft certification files will be returned to the managing office in accordance with the procedures in FAA Order 8130.2, Airworthiness Certification of Aircraft and Related Products.

**c.** Prior to travel, the DAR's must contact the geographic office to coordinate the certification activity. The DAR will be instructed to maintain a copy of the approved Form 8130-13 while performing the authorized function(s). Within seven days after the airworthiness certificate has been issued, the DAR must provide the managing office all certification documentation for forwarding to AFS-750.

**d.** If two managing/geographic offices have an ongoing need for a particular DAR to perform amateur-built or light-sport aircraft certification activity across geographic boundaries, the two offices may establish a written agreement to allow the DAR to work between geographic offices without processing the Form 8130-13. This agreement should be re-evaluated annually and extended or terminated based on the individual office's needs and the level of certification activity. The method of conducting supervision shall be defined in the agreement and appropriate records kept by the managing office in the designee's file in accordance with Order 8100.8.

**22. DURATION, RENEWAL, AND CHANGES TO CERTIFICATES.** Order 8100.8 allows for the issuance of DAR certificates from one to five years at the discretion of the appointing office. However, for DARs with amateur-built and light-sport functions only, the duration shall be limited to one year until the working relationship between the DAR and the managing office has developed enough confidence to extend the renewal period.

**NOTE: Because the existing “fat ultralights“ will not be issued an experimental airworthiness certificate for the purpose of operating U.S. registered light-sport aircraft after January 31, 2008; the need for DARs with function code 47 is expected to decrease after that date. Therefore, the FAA managing office must determine if a need still exists to renew those DARs with function code 47 after the January 31, 2008 date. Experimental light-sport aircraft airworthiness certificates will continue to be issued after January 31, 2008 for § 21.191(i)(2) aircraft.**

**23. MAINTENANCE OF FILES.** Managing offices shall establish and maintain a file for each DAR in accordance with the provisions in Order 8100.8. In addition to the files required to be kept by Order 8100.8, a copy of the letter of recommendation from the recommending organization (if provided) and documentation of TSI training must be maintained in the designees file.

/S/

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



## APPENDIX 1. APPLICATION PACKAGE

### FIGURE 1. SAMPLE FAA FORM 8110-14, STATEMENT OF QUALIFICATIONS (REDUCED SIZE)

Organizations complete only the applicable blocks and attach separate resumes with the names, signatures, titles, and qualifications of those persons who would actually perform the authorized functions.

<b>STATEMENT OF QUALIFICATIONS (DAR-ODAR-DMIR-DER)</b>		Form Approved OMB-2120-0033 <b>3. U.S. CITIZEN</b>  <input type="checkbox"/> Yes <input type="checkbox"/> No	
US Department of Transportation Federal Aviation Administration			
<b>INSTRUCTIONS:</b> <i>Print or type all entries except signatures</i>			
<b>1. NAME (Last, first, middle) OR ORGANIZATION</b>		<b>4. SOCIAL SECURITY NO.</b>	
<b>2. BUSINESS OR COMPANY ADDRESS (Number, street, city, state, and ZIP code)</b>		<b>5. DATE OF BIRTH</b>	
<b>6. BUSINESS PHONE NUMBER</b>	<b>7. BUSINESS FAX NUMBER</b>	<b>8. EMAIL ADDRESS</b>	
<b>9. DESIGNATION SOUGHT</b>			
<input type="checkbox"/> Designated Engineering Representative (DER) <input type="checkbox"/> Company <input type="checkbox"/> Consultant		<input type="checkbox"/> Structural Engineering <input type="checkbox"/> Powerplant Engineering <input type="checkbox"/> Systems and Equipment Engineering <input type="checkbox"/> Acoustical Engineering	
		<input type="checkbox"/> Engine Engineering <input type="checkbox"/> Propeller Engineering <input type="checkbox"/> Flight Analyst <input type="checkbox"/> Flight Test Pilot	
<input type="checkbox"/> Manufacturing Function(s) <input type="checkbox"/> Designated Airworthiness Representative (DAR) <input type="checkbox"/> Organizational Designated Airworthiness Representative (ODAR) <input type="checkbox"/> Designated Manufacturing Inspection Representative (DMIR)		<b>NOTE:</b> A separate application must be submitted for each discipline, i.e., Manufacturing or Engineering.	
Applicants shall identify specific function(s) for which appointment is sought:			
<b>10. EXPERIENCE RESUME FOR NUMBER OF YEARS, AS APPROPRIATE, PERTINENT TO DESIGNATION SOUGHT. (Use additional sheets if necessary)</b>			
Dates		Employer's Name	
From	To	Position Title and Duties	
<b>11. EDUCATION AND TRAINING HIGH SCHOOL LEVEL AND ABOVE PERTINENT TO DESIGNATION SOUGHT.</b>			
Dates		Name of School	
From	To	Curriculum or Study Program	Degrees Received
<b>12. FAA CERTIFICATES NOW HELD PERTINENT TO DESIGNATION SOUGHT.</b>			
Type	Certificate No.	Rating	Date Each Rating Issued
<b>13. EMPLOYER'S RECOMMENDATION:</b>			
I recommend the person identified above be appointed as:			
<input type="checkbox"/> Designated Engineering Representative		<input type="checkbox"/> Designated Manufacturing Inspection Representative	
		<input type="checkbox"/> Organizational Designated Airworthiness Representative	
<b>Date</b>	<b>Primary Business</b>	<b>Signature</b>	
<b>14. LOCATION WHERE DESIGNEE FUNCTIONS WILL BE PERFORMED IF DIFFERENT THAN BLOCK 2.</b>			
Address		Telephone Number	EMAIL Address (Optional)
<b>15. CERTIFICATION: I certify that the above statements are true to the best of my knowledge and that I am familiar with the Federal Aviation Regulations pertinent to the designation sought.</b>			
Date		Signature	

**APPENDIX 1. APPLICATION PACKAGE (CONTINUED)**  
**FIGURE 2. EXPERIMENTAL AMATEUR-BUILT/LIGHT-SPORT AIRCRAFT DAR**  
**APPLICATION PACKAGE**

**Applicant's Name** \_\_\_\_\_

**Amateur-Built/Light-Sport DAR Application Evaluation**

**Authorized Functions and Technical Experience Criteria**

**Instructions:** Applicant indicates below, the function code for which authorization is sought, including the specialized technical expertise and experience required. The experience indicated must be substantiated by information submitted with the application package. The National Examiner Board (NEB) evaluates the requested function and experience, then recommends the authorized function, class, and complexity by marking the "NEB" column (Y=Yes, N=No) and provides rationale. The Evaluation Panel evaluates the function, class, and complexity recommended by the NEB and marks the "EP" column (Y=Yes, N=No) and provides rationale.

**Authorized Amateur-Built/Light-Sport/Light-Sport DAR Class of Aircraft Authorizations:**

<input type="checkbox"/> airplane	<input type="checkbox"/> glider	<input type="checkbox"/> weight-shift control	<input type="checkbox"/> balloon	<input type="checkbox"/> helicopter	<input type="checkbox"/> powered-parachute	<input type="checkbox"/> powered-lift	<input type="checkbox"/> gyroplane	<input type="checkbox"/> sea
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**Authorized Amateur-Built/Light-Sport DAR Aircraft Complexity Authorizations:**

<input type="checkbox"/> metal	<input type="checkbox"/> tube and fabric	<input type="checkbox"/> composite	<input type="checkbox"/> wood	<input type="checkbox"/> tube and sail
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A FAA designee (DAR) shall not be authorized to perform evaluation, surveillance, or investigations for which they are not qualified to perform. Authorized functions, class, and complexity must appear on the designee's certificate of authority. Each designee shall be carefully evaluated to ensure that they are issued appropriate limitations for the functions they perform.

**Amateur-Built/Light-Sport/Light-Sport DAR Authority:**

- Function Code 46:** Issue original/recurrent and replacement special airworthiness certificates, experimental, for the purpose of operating United States (U.S.) registered amateur-built aircraft.
- Function Code 47:** Issue recurrent/original and replacement special airworthiness certificates, experimental, for the purposes of operating U.S. registered light-sport aircraft.
- Function Code 48:** Issue recurrent/original and replacement special airworthiness certificates, for U.S. registered light-sport category aircraft and special flight permits for production flight-test operations.





**APPENDIX 1. APPLICATION PACKAGE (CONTINUED)  
 FIGURE 2. EXPERIMENTAL AMATEUR-BUILT/LIGHT-SPORT AIRCRAFT DAR  
 APPLICATION PACKAGE**

**Applicant's Name** \_\_\_\_\_

**General Regulatory Criteria  
 Regulatory Experience and Expertise (continued)**

Indicate applicable regulatory/certification expertise, experience and knowledge you possess by placing an "X" in the left column of the below table.

<b>Applicant Information</b>		<b>FAA USE ONLY</b>	
<b>General Experience Description: Regulatory/Certification Expertise and Experience</b>		<b>NEB</b>	<b>EP</b>
	14 CFR Part 21: 21.93(a), Subpart H		
	14 CFR Part 39		
	14 CFR Part 43: 43.1(b) and Appendix A, B, D and E		
	14 CFR Part 45:		
	14 CFR Part 47		
	14 CFR Part 183		
	FAA Order 8100.8 ( <i>Designee Management Handbook</i> )		
	FAA Order 8130.33 ( <i>Designated Airworthiness Representatives: Amateur-Built And Light-Sport Aircraft Certification Functions</i> )		
	FAA Order 8130.2 ( <i>Airworthiness Certification of Aircraft and Related Parts</i> )		
	FAA Advisory Circular 20-27 ( <i>Certification and Operation of Amateur-Built Aircraft</i> )		
	FAA Advisory Circular 20-126 ( <i>Aircraft Certification Service Field Office Listing</i> )		
	FAA Advisory Circular 20-139 ( <i>Commercial Assistance During Construction of Amateur-Built Aircraft</i> )		
	FAA Advisory Circular 21-12 ( <i>Application for U.S. Airworthiness Certificate, FAA Form 8130-6</i> )		
	FAA Advisory Circular 39-7 ( <i>Airworthiness Directives</i> )		
	FAA Advisory Circular 65-23 ( <i>Certification of Repairmen (Experimental Aircraft Builders)</i> )		
	FAA Advisory Circular 90-89 ( <i>Amateur-Built Aircraft and Ultralight Flight Testing Handbook</i> )		
	FAA Advisory Circular 183-35 ( <i>Airworthiness Designee Information</i> )		



**APPENDIX 1. APPLICATION PACKAGE (CONTINUED)  
 FIGURE 2. EXPERIMENTAL AMATEUR-BUILT/LIGHT-SPORT AIRCRAFT DAR  
 APPLICATION PACKAGE**

Applicant's Name \_\_\_\_\_

**General Technical Criteria  
 Technical Experience and Expertise (continued)**

Indicate applicable technical expertise and experience you possess by placing an "X" in the left column of the below table and next to the appropriate class and complexity technical experience you possess.

<b>Applicant Information</b>		<b>FAA USE ONLY</b>	
<b>General Experience Description: Technical Expertise and Experience</b>		<b>NEB</b>	<b>EP</b>
	Each applicant must possess current technical knowledge and expertise in conjunction with the building of the same class (airplane, glider, weight-shift control, balloon, helicopter, powered parachute, etc.) and complexity (e.g., metal, tube and fabric, composite, wood, tube and sail, etc.) for the functions sought.		
	<input type="checkbox"/> airplane <input type="checkbox"/> glider <input type="checkbox"/> weight-shift control, <input type="checkbox"/> balloon, <input type="checkbox"/> helicopter <input type="checkbox"/> powered-parachute, <input type="checkbox"/> powered-lift, <input type="checkbox"/> gyroplane, <input type="checkbox"/> sea		
	Complexity: <input type="checkbox"/> metal, <input type="checkbox"/> tube and fabric, <input type="checkbox"/> composite, <input type="checkbox"/> wood, <input type="checkbox"/> tube and sail		
	<p>Minimum of three (3) verifiable technical references from a cross section of persons and/or organizations are required to substantiate the applicant possess the required technical experience and expertise for the designation sought. These references (listed below) may be the same persons or organizations used for character references. If the applicant is sponsored by a FAA recognized recommending organization, then one of the three (3) technical references must be from the recommending organization. Typical technical references include, but are not limited to: A&amp;P, A&amp;P IA, LSA Repairman – maintenance rating, EAA Technical Counselor, former employers who can verify technical experience &amp; expertise, recommending organizations, etc.</p> <p>▶ _____                      Name Phone Number Designation Held</p> <p>▶ _____                      Name Phone Number Designation Held</p> <p>▶ _____                      Name Phone Number Designation Held</p>		
	Each individual acting as a technical reference must complete the technical reference form, or equivalent. The completed form must be attached to the DAR's application packet.		

**APPENDIX 1. APPLICATION PACKAGE (CONTINUED)  
 FIGURE 2. EXPERIMENTAL AMATEUR-BUILT/LIGHT-SPORT AIRCRAFT DAR  
 APPLICATION PACKAGE**

Applicant's Name \_\_\_\_\_

**Specific Qualification Requirements**

<b>Applicant Information</b>		<b>FAA USE ONLY</b>	
<b>Specific Requirements</b>		<b>NEB</b>	<b>EP</b>
	A & P Certificate No.		
	LSA Repairman – maintenance rating Certificate No.		
	Ultralight Instructor w/ FAA CFI certificate		
	Ultralight Pilot Examiner		
	Amateur-built/light-sport Aircraft built and received an airworthiness certificate for: N _____, total operating hours _____  N _____, total operating hours _____  N _____, total operating hours _____		
	Performed the following amateur-built/light-sport/ultralight annual condition inspections on aircraft. Minimum 3 required for each class and complexity rating sought. N _____, date of inspection _____  N _____, date of inspection _____  N _____, date of inspection _____  N _____, date of inspection _____  N _____, date of inspection _____		

**APPENDIX 1. APPLICATION PACKAGE (CONTINUED)  
 FIGURE 2. EXPERIMENTAL AMATEUR-BUILT/LIGHT-SPORT AIRCRAFT DAR  
 APPLICATION PACKAGE**

Applicant's Name \_\_\_\_\_

**Specific Qualification Requirements (continued)**

Applicant Information		FAA USE ONLY	
Specific Requirements		NEB	EP
<b>Manufacturer Field Technical Representative</b>			
<b>Quality Assurance Inspector</b>			
Minimum of three (3) years experience, who's responsibilities on aircraft of the same class and complexity for the ratings sought, include: <input type="checkbox"/> aircraft inspection; and <input type="checkbox"/> providing technical assistance to builders on the assembly and testing of their aircraft			
Experience: ► Company _____ Position _____ Years of employment _____ Phone _____ ► Company _____ Position _____ Years of employment _____ Phone _____ ► Company _____ Position _____ Years of employment _____ Phone _____ ► Company _____ Position _____ Years of employment _____ Phone _____ ► Company _____ Position _____ Years of employment _____ Phone _____			

**APPENDIX 1. APPLICATION PACKAGE (CONTINUED)  
 FIGURE 2. EXPERIMENTAL AMATEUR-BUILT/LIGHT-SPORT AIRCRAFT DAR  
 APPLICATION PACKAGE**

Applicant's Name \_\_\_\_\_

**Specific Qualification Requirements (continued)**

<b>Applicant Information</b>		<b>FAA USE ONLY</b>	
<b>Previous FAA Inspector Specific Requirements</b>		<b>NEB</b>	<b>EP</b>
	Class: <input type="checkbox"/> airplane, <input type="checkbox"/> glider, <input type="checkbox"/> weight-shift-control, <input type="checkbox"/> balloon, <input type="checkbox"/> helicopter <input type="checkbox"/> powered parachute, <input type="checkbox"/> powered-lift, <input type="checkbox"/> gyroplane <input type="checkbox"/> sea		
	Complexity: <input type="checkbox"/> metal, <input type="checkbox"/> tube and fabric, <input type="checkbox"/> composite, <input type="checkbox"/> wood, <input type="checkbox"/> tube and sail		
	Performed the following amateur-built/light-sport aircraft original airworthiness inspections. Minimum 3 required for each class and complexity rating sought. N _____, inspection date _____  N _____, inspection date _____  N _____, inspection date _____  N _____, inspection date _____  N _____, inspection date _____  N _____, inspection date _____		





**APPENDIX 1. APPLICATION PACKAGE (CONTINUED)**  
**FIGURE 2. EXPERIMENTAL AMATEUR-BUILT/LIGHT-SPORT AIRCRAFT DAR**  
**APPLICATION PACKAGE**

**Applicant's Name** \_\_\_\_\_

**General Interface Criteria**  
**Direct Interface with FAA Personnel and Procedures**

**Direct Interface with FAA Personnel and Procedures Explained:**

This form documents your character references and your direct interface with FAA personnel and procedures. List at least three references and include a telephone number where they may be contacted during normal office hours Monday through Friday. These may be the same individuals or organizations used for the technical references. These references should be able to verify your integrity, ethics, and interpersonal skills.

DAR applicants must include documentation showing experience working with the FAA. This documentation should be in the format of: projects worked, dates of work, activity involved, and point of contact within the FAA. Work with a recommending organization, if applicable, should be included. An example might look as follows:

“Completed building amateur-built/light-sport (or kit-built) aircraft N1234G on November 19, 2000, coordinated with Memphis FSDO (Randy Smith) and FAA DAR (Earl Jones) for airworthiness certification inspection, operating limitations, and test flight area. Volunteered with EAA as a Technical Counselor from April 1993 to present, conducting pre-cover inspections of 16 amateur-built/light-sport aircraft in preparation of their certification inspections. All 16 aircraft passed their airworthiness certification inspections on the first attempt. The Memphis FSDO was the certifying FAA office for all these aircraft.”

Supplementary Documentation (attach additional sheets as necessary).

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**APPENDIX 1. APPLICATION PACKAGE (CONTINUED)  
 FIGURE 2. EXPERIMENTAL AMATEUR-BUILT/LIGHT-SPORT AIRCRAFT DAR  
 APPLICATION PACKAGE**

Applicant's Name \_\_\_\_\_

**Enter the verifiable character references you will use for this application.**

<b>Applicant Information</b>	
<b>General Experience Description: Interface Criteria</b>	
<p>Three verifiable character references are required to substantiate the applicant possess integrity and sound judgment. These references (listed below) may be the same persons or organizations used for the technical references.</p> <p>▶ _____                      Name Phone Number</p> <p>▶ _____                      Name Phone Number</p> <p>▶ _____                      Name Phone Number</p> <p>▶ _____                      Name Phone Number</p>	
Each individual acting as a character reference must complete the character reference form, or equivalent. The completed form must be attached to the DARs application packet.	
Applicant has the ability to maintain the highest degree of objectivity while performing authorized functions on behalf of the FAA.	
Applicant has a good command of the English language, both oral and written.	
Applicant must be sufficiently knowledgeable in technical and administrative functions associated with the appointment and must satisfactorily demonstrate this to the FAA prior to appointment.	
Applicant possesses a high degree of integrity, sound judgment, and cooperative attitude.	

<b>FAA USE ONLY</b>	
<b>NEB</b>	<b>EP</b>



**APPENDIX 1. APPLICATION PACKAGE (CONTINUED)**  
**FIGURE 2. EXPERIMENTAL AMATEUR-BUILT/LIGHT-SPORT AIRCRAFT DAR**  
**APPLICATION PACKAGE**

Applicant's Name \_\_\_\_\_

**General Standardization**  
**Knowledge of the Standardized FAA Designee System**

**Knowledge of the Standardized FAA Designee System Explained:**

This form documents your knowledge of FAA Airworthiness Approval and Certification process responsibilities, authority, limitations, activities, and procedures while serving as an amateur-built/light-sport aircraft designated airworthiness representative of the FAA Administrator in the FAA certification process. This test contains the designee knowledge-based functions. Complete the test, affirm with your signature, and return it with the rest of the application package. The Applicant may gain this knowledge through experience, attending FAA DAR Standardization Seminars, or directed self-study.

<b>DAR Application Information</b>
<b>Criterion Description:</b>
Applicant completes knowledge-based test

<b>FAA USE ONLY</b>		
<b>NEB</b>		<b>EP</b>
	Review completed Test	

**Knowledge-Based Test**

Answer the following questions by darkening in the circle preceding the correct answer:

1. What regulation describes the requirements for designating private persons to act as representatives of the FAA?
  - 14 CFR part 43
  - 14 CFR part 21
  - 14 CFR part 183
  
2. Which FAA publication is used to check the currency of orders and notices?
  - AC 00-2
  - AC 00-44
  - AC 21-7
  - Order WA 0000.5
  
3. Which FAA publication is used to check the currency of Title 14 CFR?
  - AC 00-2
  - AC 21-7
  - AC 21-23
  - AC 00-44

**APPENDIX 1. APPLICATION PACKAGE (CONTINUED)**  
**FIGURE 2. EXPERIMENTAL AMATEUR-BUILT/LIGHT-SPORT AIRCRAFT DAR**  
**APPLICATION PACKAGE**

**Applicant's Name** \_\_\_\_\_

**General Standardization (Continued)**

4. Which FAA publication is used to check the currency of Advisory Circulars (AC's)?
  - AC 00-44
  - AC 00-2
  - AC 00-11
  - Order WA 0000.4
  
5. Title 14 of the Code of Federal Regulations (14 CFR) refers to:
  - The President
  - Wildlife and Fisheries
  - Agriculture
  - Aeronautics and Space
  
6. The word "Chapter" when used in 14 CFR § 21.17 refers to:
  - Chapter 14
  - Chapter 1
  - Chapter 21
  - Chapter 17
  
7. Special Federal Aviation Regulations (SFAR) are:
  - Equivalent to a CFR
  - Issued for a specified period
  - Issued for a specific purpose
  - All of the above
  
8. The designee's signature must be in "permanent type" ink on the following form.
  - Form 8100-2, Standard Airworthiness Certificate
  - Form 8130-7, Special Airworthiness Certificate
  - Form 8130-6, Application for Airworthiness Certificate
  - All of the above
  
9. Typing errors may not be corrected on the following form.
  - Any Airworthiness Application
  - "E" Card
  - Standard or Special Airworthiness Certificates
  - All of the above

**APPENDIX 1. APPLICATION PACKAGE (CONTINUED)**  
**FIGURE 2. EXPERIMENTAL AMATEUR-BUILT/LIGHT-SPORT AIRCRAFT DAR APPLICATION PACKAGE**

**Applicant's Name** \_\_\_\_\_

**General Standardization (Continued)**

10. A representative's designation may be terminated upon a finding by the FAA that the designee did not properly perform their authorized duties.

- True
- False

11. On what FAA form are the majority of a designee's inspections documented?

- FAA Form 8100-1
- FAA Form 8130-6
- FAA Form 8110-12

12. Who should the designee contact for information and answers relative to their duties as a designee? Use your own words.

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13. The airworthiness certificate issued for an amateur-built/light-sport aircraft is effective for?

- Indefinite Period of Time
- Five Years
- Three Years

14. Type Certificates are issued for aircraft, aircraft engines, and propellers.

- True
- False

15. When the owner of an amateur-built aircraft requests to have his operating limitations updated to including wording in the current version of FAA Order 8130.2, is a new aircraft certification inspection required for this request?

- Yes
- No
- No, except as outlined in paragraph 136 of FAA Order 8130.2

**APPENDIX 1. APPLICATION PACKAGE (CONTINUED)**  
**FIGURE 2. EXPERIMENTAL AMATEUR-BUILT/LIGHT-SPORT AIRCRAFT DAR**  
**APPLICATION PACKAGE**

**Applicant's Name** \_\_\_\_\_

**General Standardization (Continued)**

16. Definitions for specific words and phrases used throughout the Code of Federal Regulations may be found in:
- 14 CFR part 21
  - 14 CFR part 199
  - 14 CFR part 1
17. The Code of Federal Regulations (CFR) is divided into:
- 100 Titles
  - 50 Titles
  - 10 Titles
18. What FAA order contains Airworthiness Inspection Procedures?
- Order 8130.2
  - Order 8120.2
  - Order 8110.4
19. Amateur-built/light-sport aircraft Designees may be authorized to perform evaluation or surveillance functions of their firm's quality control system on behalf of the FAA.
- True
  - False
20. What AC contains information concerning the application requirements to apply for an experimental amateur-built repairman's certificate?
- AC 103-7
  - AC 65-23A
  - AC 21-7
21. What document is required to amend or modify an Airworthiness Certificate or Operating Limitations?
- An amended Type Certificate
  - An application for Airworthiness Certificate
  - A Special Flight Authorization
22. U. S. aircraft registration requirements are located in:
- 14 CFR part 45
  - 14 CFR part 21
  - 14 CFR part 47

**APPENDIX 1. APPLICATION PACKAGE (CONTINUED)**  
**FIGURE 2. EXPERIMENTAL AMATEUR-BUILT/LIGHT-SPORT AIRCRAFT DAR**  
**APPLICATION PACKAGE**

**Applicant's Name** \_\_\_\_\_

**General Standardization (Continued)**

23. What AC contains information concerning the application requirements to apply for an light-sport aircraft repairman's certificate – inspection and maintenance ratings?

- AC 240-16
- AC 65.23A
- None of the above

24. Initial amateur-built/light-sport DAR Designations are effective for:

- Indefinite Period of Time
- 12 Months
- 5 years

25. What regulation defines the airworthiness standards the owner of an amateur-built/light-sport aircraft has to meet?

- 14 CFR part 21.323
- 14 CFR part 21.125
- 14 CFR part 91.319

26. What Advisory Circular contains information on certification and operation of amateur-built/light-sport aircraft?

- AC 103-7
- AC 20-27
- AC 21-18

27. What Advisory Circular contains information on amount of commercial assistance the builder of an amateur-built/light-sport aircraft may receive?

- AC 20-27
- AC 21-2
- AC 20-139

28. What Advisory Circular contains amateur-built/light-sport aircraft test flight procedures?

- AC 183-35
- AC 20-126
- AC 90-89



**APPENDIX 1. APPLICATION PACKAGE (CONTINUED)**  
**FIGURE 2. EXPERIMENTAL AMATEUR-BUILT/LIGHT-SPORT AIRCRAFT DAR**  
**APPLICATION PACKAGE**

**Applicant's Name** \_\_\_\_\_

**General Standardization (Continued)**

29. What Advisory Circular contains information concerning the completion of FAA Form 8130-6, Application for U.S. Airworthiness Certificate?

- AC 21-12
- AC 21-2
- AC 21-16

30. What FAA Order contains information concerning the operating limitations issued to amateur-built/light-sport aircraft?

- Order 8130.AB
- Order 8130.2
- Order 8100.8

31. Oral applications may be made by anyone desiring to certify an amateur-built/light-sport aircraft?

- True
- False

32. U. S. aircraft Nationality and Registration Marks requirements are located in:

- 14 CFR part 45
- 14 CFR part 21
- 14 CFR part 47

I hereby affirm that I completed this designee test.

\_\_\_\_\_  
**Signature**

\_\_\_\_\_  
**Date**





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: Order 8130.33, Designated Airworthiness Representatives: Amateur-Built and Light-Sport Aircraft Certification Functions

To: Directive Management Officer, AIR-530

*(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: \_\_\_\_\_