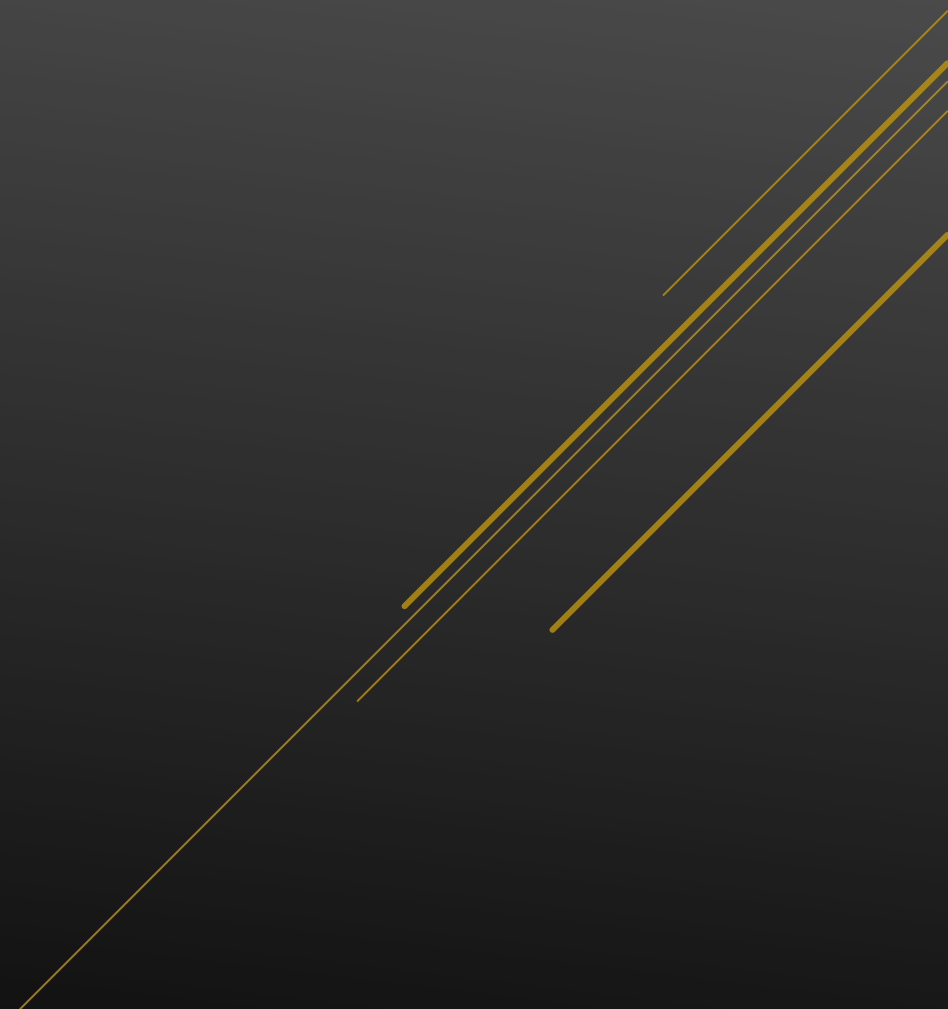


VFR AIRWORTHINESS REQUIREMENTS



LESSON OUTLINE

LESSON OBJECTIVE

To determine that the student exhibits proficient knowledge of the elements related to required airworthiness by describing the elements on the following slide.

LESSON SOURCE(S)

Federal Aviation Regulations

Pilot Operating Handbook



LESSON OUTLINE

LESSON ELEMENTS

Required Instruments for Day and Night
VFR Operations
Determining Airworthiness with and
without an MEL
Special Flight Permits
Airworthiness Directives and Inspection
Requirements

TIMEFRAME

40 Minutes

approximately

Discuss Objectives
Present and Review Material
Student Questions
Conclusion and Quiz

EQUIPMENT/TOOLS

Lesson Presentation
Whiteboard and Markers
FAA Sources and References

LESSON OUTLINE

INSTRUCTOR ACTIONS

Present Objectives and Standards
Teach Lesson from Presentation
Ask and Answer Student Questions
Assign Homework
Check Student's Post Lesson Quiz

STUDENT ACTIONS

Participate in Lesson
Take Notes
Ask and Respond to Questions
Pass the Post Lesson Quiz

COMPLETION STANDARDS

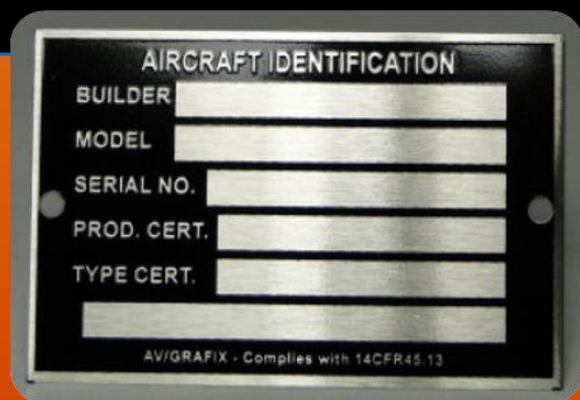
Student is able to understand and differentiate between the different lesson elements. Student is further able to apply this acquired knowledge in flight training/flight operation scenarios effectively and appropriately.

AIRCRAFT DOCUMENTS

The airplane must have the following documents on-board for any and all flight operations.

External Data Plate

Must be a fireproof plate. Must be in a place where it is not likely to be destroyed or lost in an aircraft accident. Must be on the rear most entrance door or fuselage near the tail surface. Contains the aircraft's serial number.



Airworthiness Certificate

Must contain the aircraft's serial number. Does not expire as long as the aircraft is maintained in an airworthy condition. Must be in view for all passengers and crew.

A photograph of a "STANDARD AIRWORTHINESS CERTIFICATE" form. The form is titled "UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION". It contains the following information:

1. NATIONALITY AND REGISTRATION MARKS NZ631A	2. MANUFACTURER AND MODEL PIPER PA-22-135	3. AIRCRAFT SERIAL NUMBER 22-903	4. CATEGORY NORMAL
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 thereon, 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 B to the Convention on International Civil Aviation, except as noted herein. NONE			
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, preventive maintenance, and alterations are performed in accordance with FAR 23, 25, and 29 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE 08-10-95	FAA REPRESENTATIVE MARION W. WILLIAMS	DESIGNATION NUMBER SW-FSDO-OKC	

At the bottom, it says "FAA Form 8100-2 (8-82) GPO: 492-804".

Registration Certificate

Identifies the owner of the aircraft. Used to be valid for 3 years. Recently updated to 7 years.

A photograph of a "REGISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION" form. The form is titled "UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION". It contains the following information:

NATIONALITY AND REGISTRATION MARKS N 12345		AIRCRAFT SERIAL NO. 6969
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT CESSNA C-150L		
ICAO Aircraft Address Code: U S R E D		
OWNER'S NAME AND ADDRESS ROBERT E. BARO 300 MOERKLE ST ANYTOWN, OHIO 12345		
DATE OF ISSUE February 15, 1996		
ADMINISTRATOR David Hinson		

At the bottom, it says "AC Form 8050-3(11/93) Supersedes previous editions".

AIRCRAFT DOCUMENTS

The airplane must have the following documents on-board for any and all flight operations.

Radio Station License

Only required for International Flights. Both the PIC and aircraft must have this license. They are issued by the FCC.

Federal Communications Commission
Wireless Telecommunications Bureau

RADIO STATION AUTHORIZATION

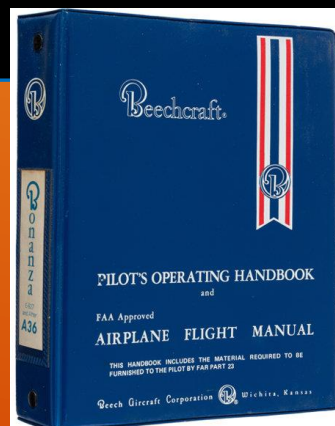
LICENSEE: YOUR, NAME
NAME, YOUR
1357 PRIME WAY
BOATING CITY, FL 35711

FCC Registration Number (FRN): 1357111317

Radio Service		Official Ship Number
SA - Ship Recreational or Voluntarily		135711
FCC Call Sign	File Number	Type of License
WXY1357		Regular
Radio Req/Category	INMARSAT No.	Station Identity/MMSI
		367135711

Operating Handbook (POH)

Must be on the aircraft for any flight operations. Must be current and FAA approved. Cannot be missing pages.



Weight and Balance

Typically found in the POH. Must be current. Weight and Balance sheets may change with changes in equipment.

DATE (MM/DD)		ITEM NUMBER	DESCRIPTION OF ARTICLE OR MODIFICATION	WEIGHT CHANGE			CURRENT TOTAL		
		IN	OUT	WEIGHT	ARM	MOMENT	WEIGHT	ARM	MOMENT
09/10/12			DELIVERY				23621	31610	465
02/01/05		B-41	PISTON PROCEEDS	5	302	2.1			
		B-42	WPT/VHF RADIO BY 125/ARC-192 (FAIRCHILD)	9	322	3.0			
		B-35	HORN WITH AWO-25	30	309	9.3			
		B-47	WPT/VHF RADIO - ARC-399	12	322	3.9			
		X	AEC-501 STANBOLIM REMOVED	550	452	241.1	452	348	140.1
		X	STANBOLIM Added						
TOTALS				432	434	214.3	418	347	145.2
Calculated Basic							23975	31139	457
Actual Basic (05 Jan 1990)							23818	31337	467

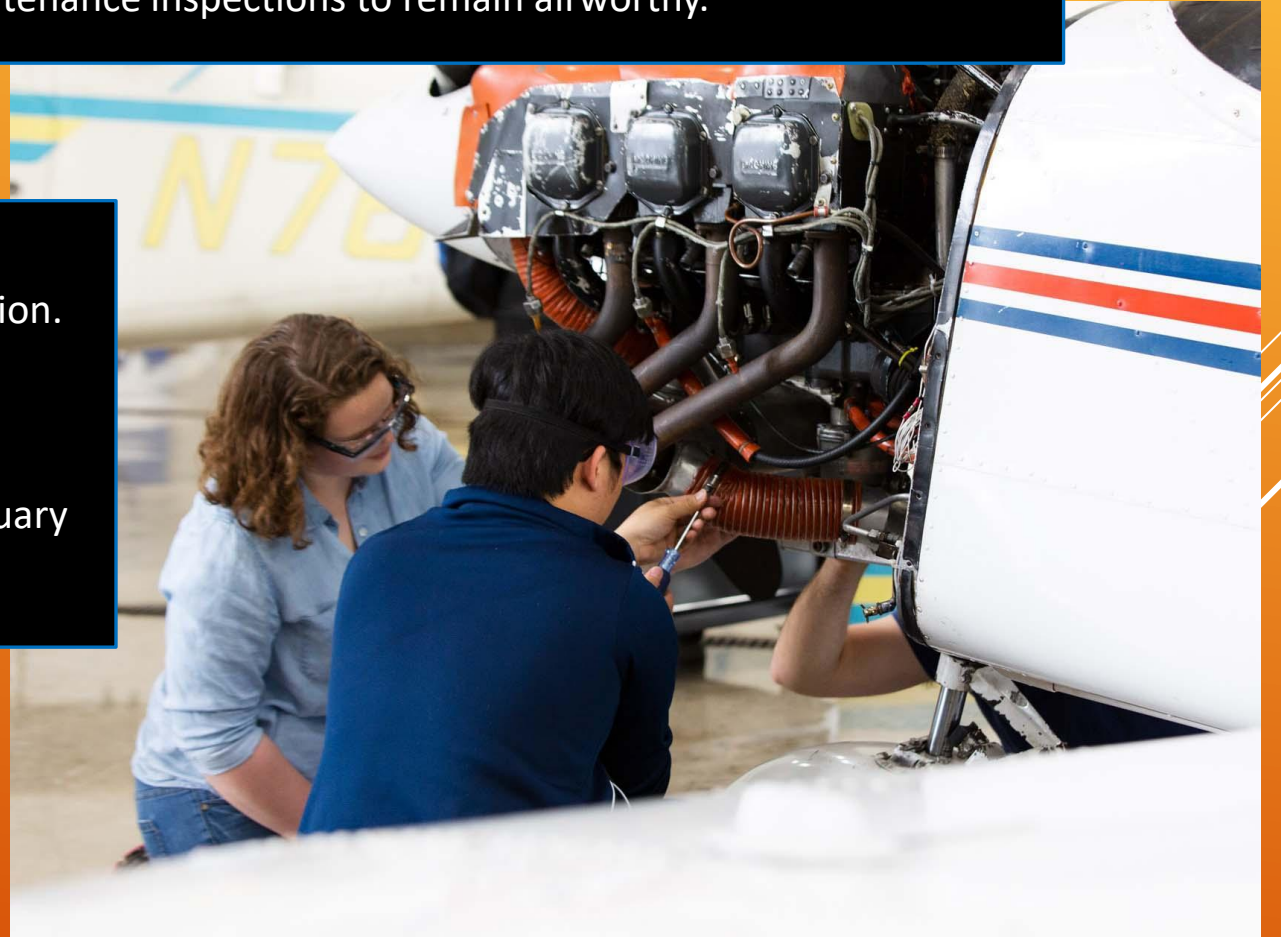
AIRCRAFT INSPECTIONS

Aircraft are required to undergo the following routine maintenance inspections to remain airworthy.

Annual Inspection

Required every 12 calendar months for all aircraft. Must be signed off by an IA mechanic. Can replace a 100 HR Inspection. Cannot be overflowed.

Example: If an airplane had its last Annual Inspection 2/26/2021, the next one would be due the last day of February in 2022.



AIRCRAFT INSPECTIONS

Aircraft are required to undergo the following routine maintenance inspections to remain airworthy.

VOR Inspection

Only required for IFR Flight Operations. These can be signed off by a pilot. They are due every 30 days for IFR Flight. The pilot that signs off the inspection must annotate: their signature, the location of the check, the error amount noted, and the date.



AIRCRAFT INSPECTIONS

Aircraft are required to undergo the following routine maintenance inspections to remain airworthy.

100 Hour Inspection

Required for all aircraft that are “for hire.” Cannot be substituted for an Annual Inspection. Can be signed off by an A&P or IA Mechanic. May be overflowed by up to 10 hours if:

- The aircraft is in transit to get the 100 HR Inspection done and any time over 100 hrs must be subtracted from the next 100 HR Inspection.

Example

- The aircraft’s last 100 HR Inspection was done at 4228.0 Tach Time. The previous 100 HR Inspection was done at 4124.0 Tach Time. This means the next inspection would be due at a tach time of 4324.0.



AIRCRAFT INSPECTIONS

Aircraft are required to undergo the following routine maintenance inspections to remain airworthy.

Altimeter Inspection

Due every 24 calendar months. Only required for IFR operations.

Example: If an airplane's altimeter was last inspected on 2/26/2021, the next inspection would be due the last day of February in 2023.



AIRCRAFT INSPECTIONS

Transponder Airspace

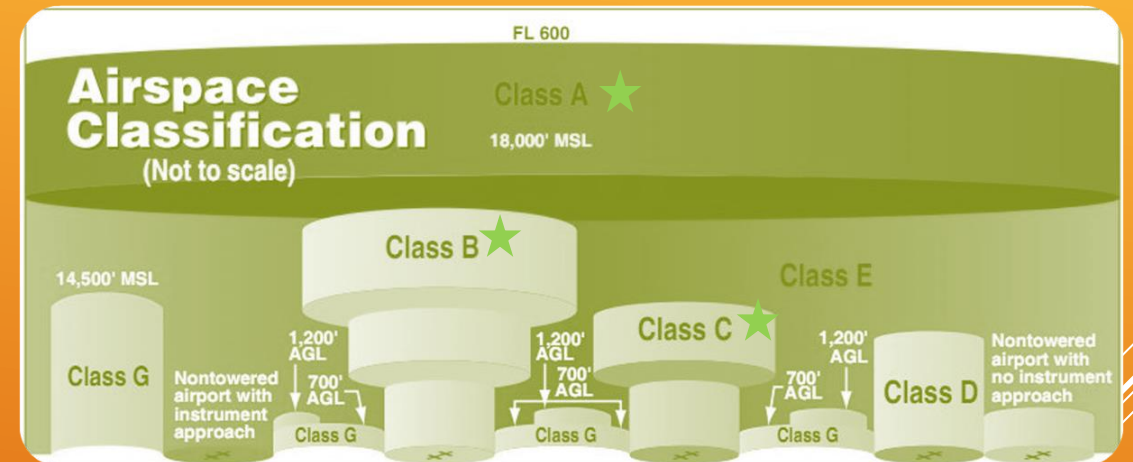
The transponder is the airborne portion of the secondary surveillance radar system and a system with which a pilot should be familiar. A transponder is also required to operate in certain controlled airspace.

Mode A

Only transmits a four-digit squawk code. Useful for identifying an aircraft and its position, but not much else.

Mode C

Provides information on the aircraft's pressure altitude. ATC can receive unique squawk codes, position, and altitude.



Transponder Required Airspace: A, B, C, Mode C Veil,
Above 10,000' (see previous slide)

Mode S

Short for "Mode Select," offers more advanced communication capabilities than mode A or mode C transponders.

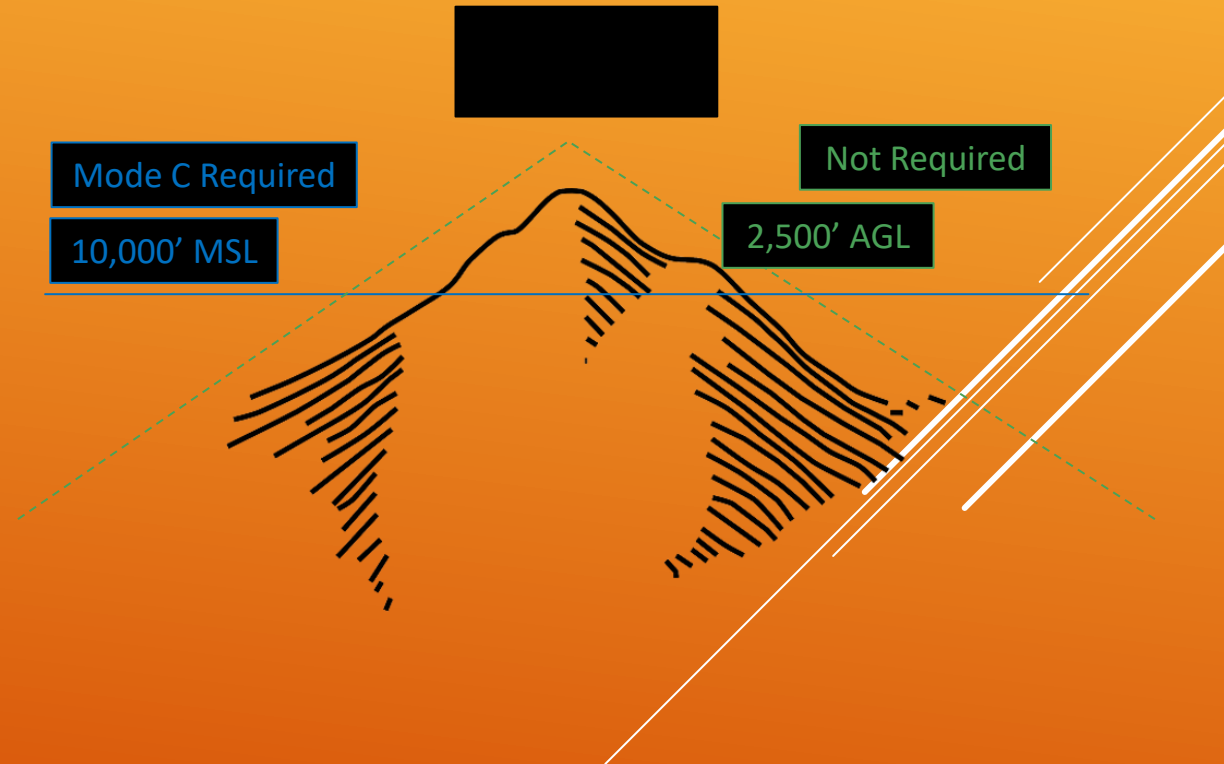
AIRCRAFT INSPECTIONS

Aircraft are required to undergo the following routine maintenance inspections to remain airworthy.

Transponder Inspection

Due every 24 calendar months. Required for the aircraft to fly in Transponder Airspace.

- Class A Airspace
- Class B Airspace
- Class C Airspace
- Mode C Veil Around Class B Airspace
- Above 10,000' MSL
- Except when Below 2,500' AGL



AIRCRAFT INSPECTIONS

Aircraft are required to undergo the following routine maintenance inspections to remain airworthy.

ELT Functional and Battery Checks

ELT Stands for “Emergency Locator Transmitter” and is used to locate aircraft in emergency situations. The ELT Functional Check is due every 12 calendar months and is usually accomplished in conjunction with the Annual Inspection. The ELT Battery must be replaced according to the expiration date on the ELT. It must also be replaced if the ELT has been in use for more than 1 cumulative hour or if the battery is at 50% charge or less.



AIRCRAFT INSPECTIONS

Aircraft are required to undergo the following routine maintenance inspections to remain airworthy.

Static and Encoder Inspection

These inspections are due every 24 calendar months and are required for IFR Operations only.



AIRCRAFT INSPECTIONS

Aircraft are required to undergo the following routine maintenance inspections to remain airworthy.

Annual

12 Months

***VOR**

30 Days

100 Hour

Aircraft For Hire

***Altimeter**

24 Months

Transponder

24 Months

ELT

12 Months

***Static/Encoder**

24 Months

*** = IFR Ops Only**

ADS-B

What is ADS-B?

Automatic Dependent Surveillance–Broadcast (ADS-B) is a surveillance technology being deployed throughout the NAS to facilitate improvements needed to increase the capacity and efficiency of the NAS, while maintaining safety.

ADS-B supports these improvements by providing a higher update rate and enhanced accuracy of surveillance information over the current radar-based surveillance system. In addition, ADS-B enables the expansion of air traffic control (ATC) surveillance services into areas where none existed previously.

Airspace	Altitude
Class A	All
Class B	Generally, from surface to 10,000 feet mean sea level (MSL) including the airspace from portions of Class Bravo that extend beyond the Mode C Veil up to 10,000 feet MSL
Class C	Generally, from surface up to 4,000 feet MSL including the airspace above the horizontal boundary up to 10,000 feet MSL
Class E	At and above 10,000 feet MSL over the 48 states and DC, excluding airspace at and below 2,500 feet AGL
Mode C Veil	Airspace within a 30 NM radius of any airport listed in Appendix D, Section 1 of Part 91 from the surface up to 10,000 feet MSL
Other	Any airspace that requires the use of a Transponder, described in 14 CFR 91.215, also requires aircraft to be equipped with a Version 2 ADS-B Out system.

FORM 337S

These forms accompany major alterations or repairs made to an aircraft.

Form 337

Qualifying alterations or repairs (those that are not listed on the aircraft's TCDS) must be accompanied with the form seen on this slide. The description of the work performed, the alteration or repair, is found on the back side of the sheet (typically).

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2100-0000 11/05/00 For FAA Use Only Electronic Tracking Number

US Department of Transportation Federal Aviation Administration

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §44701(a))

1. Aircraft
Nationally and Registration Mark: _____ Serial No.: _____
Make: _____ Model: _____ Series: _____

2. Owner
Name (As shown on registration certificate): _____ Address (As shown on registration certificate): _____
City: _____ State: _____
Zip: _____ Country: _____

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	_____	_____	_____
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER	_____	_____	_____
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type: _____ Manufacturer: _____	_____	_____

6. Conformity Statement

A. Agency's Name and Address: _____
Address: _____ City: _____ State: _____ Zip: _____ Country: _____

B. Kind of Agency: _____
U. S. Certified Mechanic: _____ Manufacturer: _____
Foreign Certified Mechanic: _____ C. Certificate No.: _____
Certified Repair Station: _____
Certified Maintenance Organization: _____

D. I certify that the repair and/or alteration made to the unit(s) identified in Item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B Signature/Date of Authorized Individual: _____

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in Item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Flight Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	FAA Designee	Repair Station	Inspection Authorization	Other (Specify): _____

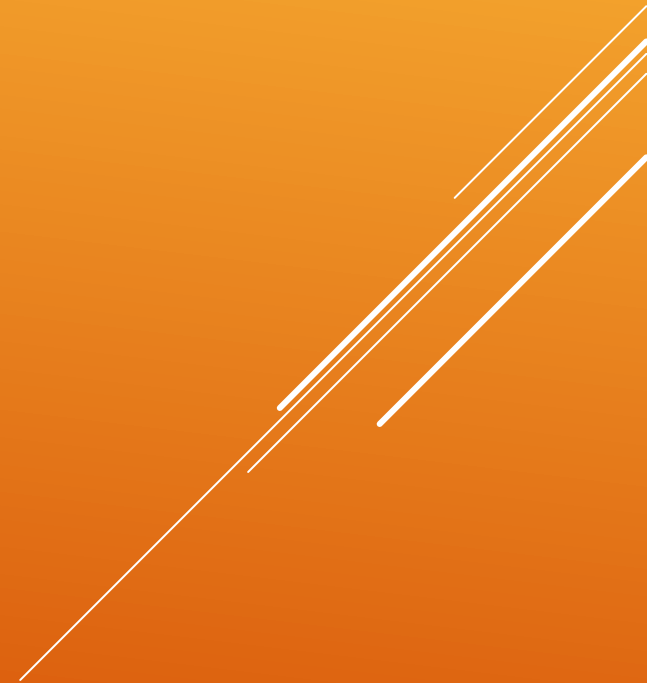
Certificate or Designation No.: _____ Signature/Date of Authorized Individual: _____

FAA Form 337 (10-06)

Figure 12-19. FAA Form 337, Major Repair and Alteration.

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REQUIRED VFR DAY EQUIPMENT



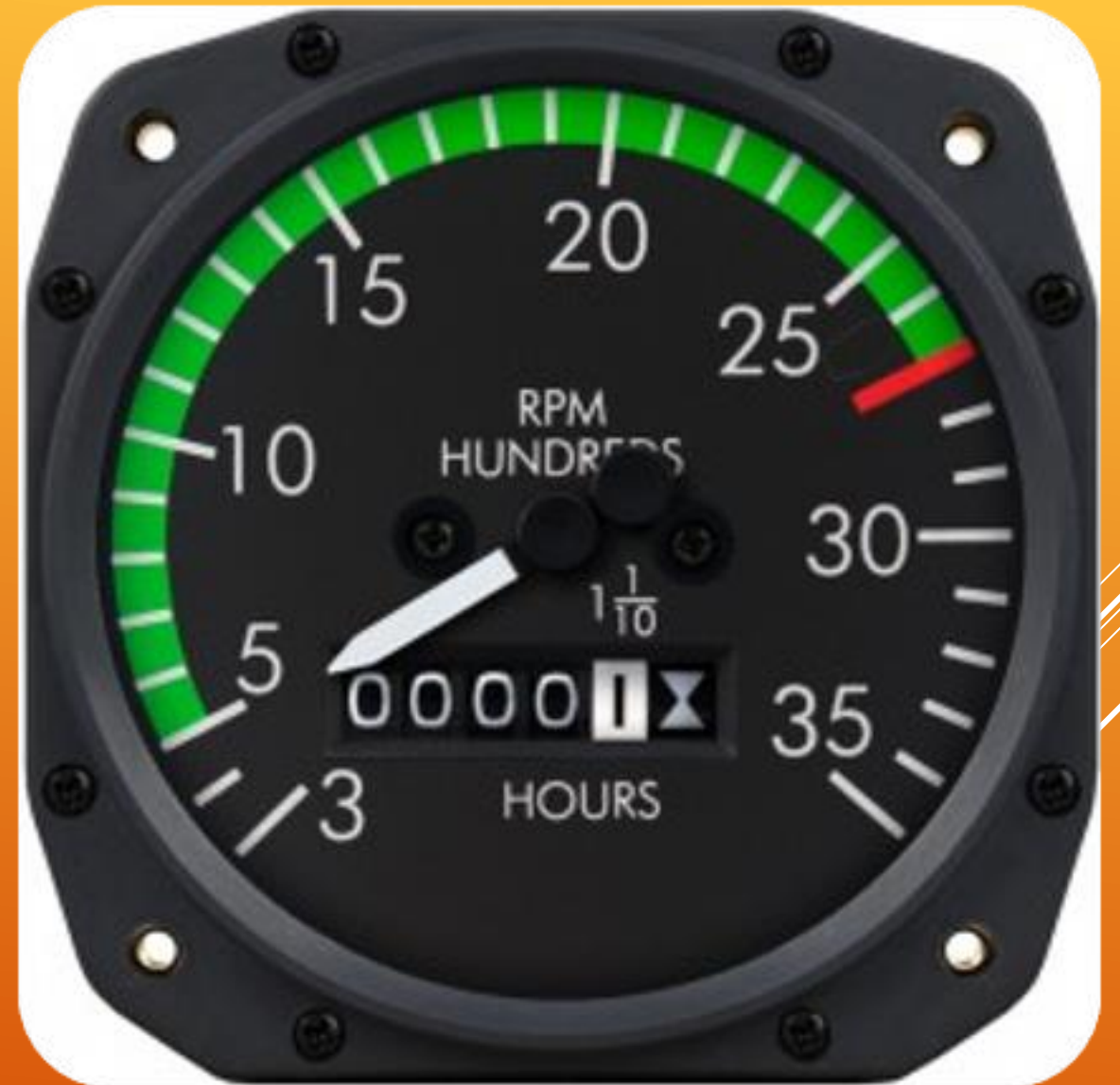
AIRSPEED INDICATOR

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AIRSPEED INDICATOR TACHOMETER

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TEMPERATURE GAUGE
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LANDING GEAR POSITION LIGHT
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MAGNETIC COMPASS
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AIRSPEED INDICATOR
TACHOMETER
OIL PRESSURE GAUGE
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ALTIMETER
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OIL TEMPERATURE GAUGE
FUEL GAUGE
LANDING GEAR POSITION LIGHT
ANTI-COLLISION LIGHTS
MAGNETIC COMPASS
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AIRSPEED INDICATOR
TACHOMETER
OIL PRESSURE GAUGE
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ALTIMETER
TEMPERATURE GAUGE
OIL TEMPERATURE GAUGE
FUEL GAUGE
LANDING GEAR POSITION LIGHT
ANTI-COLLISION LIGHTS
MAGNETIC COMPASS
ELT
SAFETY BELTS



REQUIRED VFR DAY EQUIPMENT

Below is a list of all the instruments that must be installed and operational for an aircraft to fly VFR during the day.

Airspeed Indicator

All Aircraft

Tachometer

All Aircraft

Oil Pressure Gauge

All Aircraft

Manifold Pressure

Each Altitude Engine

Altimeter

All Aircraft

Temperature Gauge

Liquid Cooled Engines

Oil Temp Gauge

Air Cooled Engines

Fuel Quantity Gauges

Each Fuel Tank

Landing Gear Position

Retractable Gear

Anti-Collision Lights

All Aircraft

Magnetic Compass

All Aircraft

ELT

All Aircraft

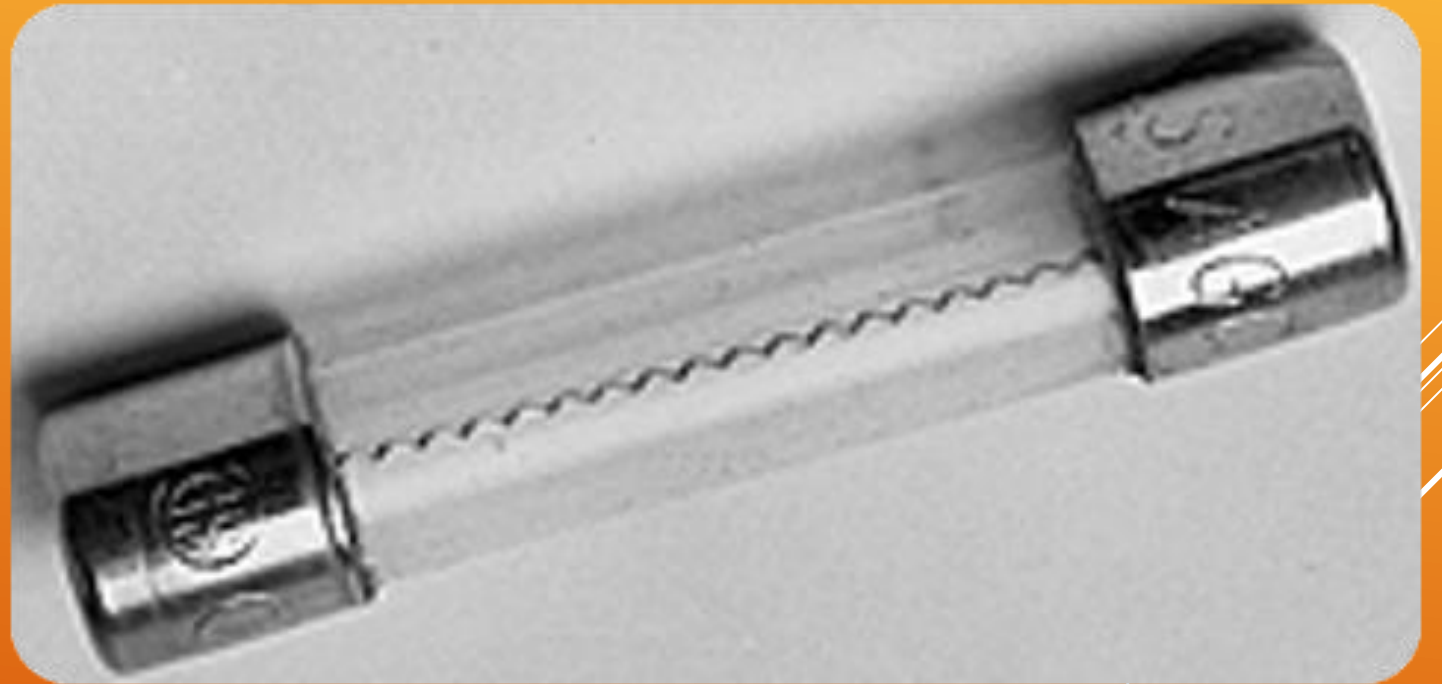
Safety Belts

All Aircraft

REQUIRED VFR NIGHT EQUIPMENT

FUSES

L
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REQUIRED VFR NIGHT EQUIPMENT

FUSES
LANDING LIGHT
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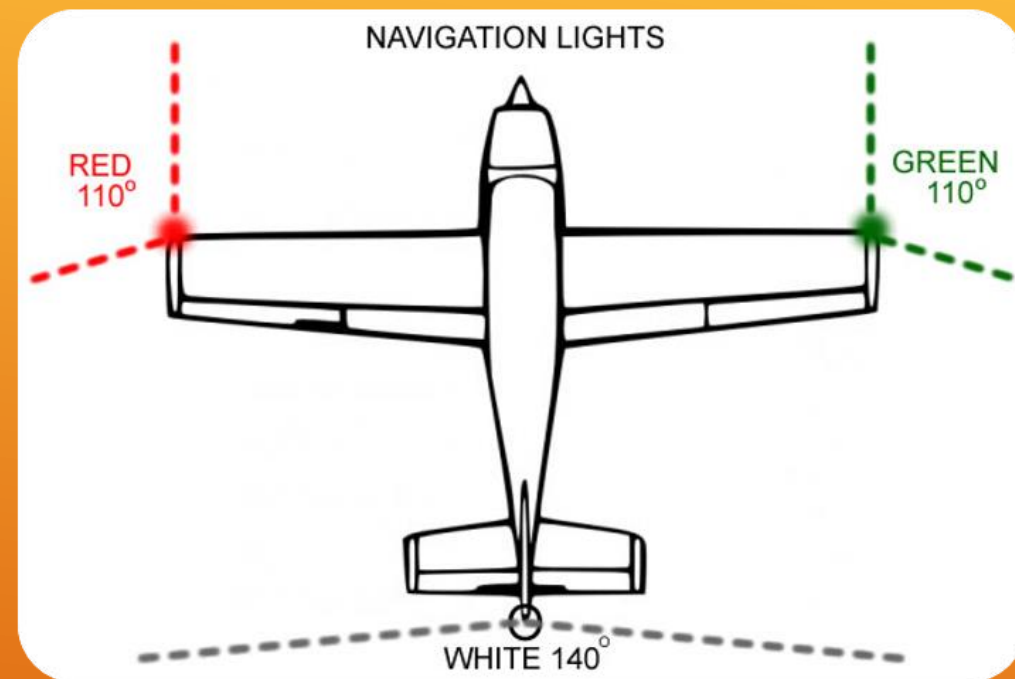
REQUIRED VFR NIGHT EQUIPMENT

FUSES
LANDING LIGHT
ANTI-COLLISION LIGHT
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REQUIRED VFR NIGHT EQUIPMENT

FUSES
LANDING LIGHT
ANTI-COLLISION LIGHT
POSITION INDICATOR LIGHTS
S



REQUIRED VFR NIGHT EQUIPMENT

FUSES
LANDING LIGHT
ANTI-COLLISION LIGHT
POSITION INDICATOR LIGHTS
SOURCE OF POWER



REQUIRED VFR NIGHT EQUIPMENT

Below is a list of all the instruments that must be installed and operational for an aircraft to fly VFR at night.

Day VFR Equipment

All + The Following

Fuses

Spares (if applicable)

Landing Light

Aircraft for Hire

Anti-Collision Lights

All Aircraft

Position Indicator Lights

All Aircraft

Source of Electricity

All Aircraft

INOPERATIVE EQUIPMENT

Can we fly with inoperative equipment on our aircraft? The answer is, maybe. Let's find out.

Deactivation

To make a piece of equipment or an instrument unusable to the pilot or flight crew, preventing its operation.

Inoperative

Means that a system or its component has malfunctioned.

Kinds of Operations List

Specifies the kinds of operations in which the aircraft can be operated (VFR day/night, IFR, Icing). The Kinds of operations list also indicates the installed equipment necessary for that particular operation.

LOA

Issued by the FSDO (Flight Standards District Office) authorizing an aircraft operator to operate under the provisions of an MEL (Minimum Equipment List).

MMEL

Contains a list of equipment and instruments that may be inoperative on a specific type of aircraft. The MMEL is type specific.

MEL

The specific inoperative equipment document for a particular make and model by aircraft serial number and registration. The MEL is tail number specific.

STC

A major change in type design not great enough to require a new type certificate.

TCDS

Documents issued by the FAA that describe the aircraft's airworthiness requirements for a specific type, make, and model.

INOPERATIVE EQUIPMENT

Can we fly with inoperative equipment on our aircraft? The answer is, maybe. Let's find out.

Minimum Equipment Lists (MEL)

If you are an operator that has an LOA to operate under an MEL for your aircraft, then you would follow the provisions laid out in that MEL. In this situation, you would not longer follow the rules listed in FAR 91.207. Rather, you would do exactly what the MEL has laid out.

SYSTEM & SEQUENCE NUMBERS	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		
34 NAVIGATION				4. REMARKS OR EXCEPTIONS	
-43-1	Weather Radar System	C	2	0	(M) (O) May be inoperative provided: a) Flight is not dispatched under IFR or night VFR conditions when current weather reports indicate that thunderstorms, or other potentially hazardous weather conditions that can be detected with airborne weather radar, may reasonably be expected along the route to be flown, and b) Reactive windshear alert (GPWS Mode 7) operates normally.

Inoperative Component

Operational Requirements

INOPERATIVE EQUIPMENT

Can we fly with inoperative equipment on our aircraft? The answer is, maybe. Let's find out.

Inoperative Equipment Flowchart

If you are operating an aircraft without an MEL, you would follow the flowchart listed here.



SPECIAL FLIGHT PERMIT

You may be able to fly your aircraft with inoperative equipment if you obtain a Special Flight Permit.

Special Flight Permit

A special flight permit may be issued for an aircraft that may not currently meet applicable airworthiness requirements but is capable of safe flight, for the following purposes:

- Flying the aircraft to a base where repairs, alterations, or maintenance are to be performed, or to a point of storage.
- Delivering or exporting the aircraft.
- Production flight testing new production aircraft.
- Evacuating aircraft from areas of impending danger.
- Conducting customer demonstration flights in new production aircraft that have satisfactorily completed production flight tests.
- A special flight permit may also be issued to authorize the operation of an aircraft at a weight in excess of its maximum certificated takeoff weight for flight beyond the normal range over water, or over land areas where adequate landing facilities or appropriate fuel is not available.

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE			
A	CATEGORY/DESIGNATION	SPECIAL FLIGHT PERMIT	
	PURPOSE	MAINTENANCE	
B	MANUFACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	SHAWNEE, OKLAHOMA
		TO	DOWNTOWN AIRPARK, OKLAHOMA CITY, OK
D	N-	25565	SERIAL NO. 182-582672
	BUILDER	CESSNA	MODEL C-182L
	DATE OF ISSUANCE	03-01-96	EXPIRY 04-01-99
E	OPERATING LIMITATIONS DATED 03-01-96 ARE A PART OF THIS CERTIFICATE		
	SIGNATURE OF FAA REPRESENTATIVE	DESIGNATION OR OFFICE NO.	
	Darrel A. Freeman	OKC-MIDO-41	
<small>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.</small>			
<small>FAA Form 8130-7 (10/82)</small>		<small>REVERSE SIDE OF APPLICATION OF AIRWORTHINESS CERTIFICATE</small>	

SPECIAL FLIGHT PERMIT

You may be able to fly your aircraft with inoperative equipment if you obtain a Special Flight Permit.

Special Flight Permit

The issuance of a Special Flight Permit goes as follows. An applicant for a special flight permit must submit a statement in a form and manner prescribed by the Administrator, indicating:

- The purpose of the flight.
- The proposed itinerary.
- The crew required to operate the aircraft and its equipment, e.g., pilot, co-pilot, navigator, etc.
- The ways, if any, in which the aircraft does not comply with the applicable airworthiness requirements.
- Any restriction the applicant considers necessary for safe operation of the aircraft.
- Any other information considered necessary by the Administrator for the purpose of prescribing operating limitations.
- The Administrator may make or require the applicant to make appropriate inspections or tests necessary for safety.

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE			
A	CATEGORY/DESIGNATION		SPECIAL FLIGHT PERMIT
	PURPOSE MAINTENANCE		
B	MANUFACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	SHAWNEE, OKLAHOMA
		TO	DOWNTOWN AIRPARK, OKLAHOMA CITY, OK
D	N-	25565	SERIAL NO. 182-582672
	BUILDER	CESSNA	MODEL C-182L
	DATE OF ISSUANCE	03-01-96	EXPIRY 04-01-99
E	OPERATING LIMITATIONS DATED 03-01-96 ARE A PART OF THIS CERTIFICATE		
	SIGNATURE OF FAA REPRESENTATIVE Darrel A. Freeman		DESIGNATION OR OFFICE NO. OKC-MIDO-41
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<small>FAA Form 8130-7 (10/82)</small>		<small>REVERSE SIDE OF APPLICATION OF AIRWORTHINESS CERTIFICATE</small>	



► In this lesson we discussed day and night VFR instrument requirements, operating with and without an MEL, special flight permits, airworthiness directives, and aircraft inspection requirements.

LESSON SUMMARY