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FEDERAL AVIATION AGENCY

WASHINGTON 25, D. C.

November 1, 1960

BUREAU OF FLIGHT STANDARDS MEMORANDUM NO. 88

TO : Chiefs, Flight Standards Field Divisions Nos. 1-4
Regional Managers, Regions 5-6

FROM : Director, Bureau of Flight Standards

SUBJECT: Type Certification of Surplus Military Aircraft Under Civil Air Regulations, Part 8; Supersedes Flight Operations and Airworthiness Memorandum No. 59 Dated October 8, 1958

The military services are continuing to release surplus aircraft for sale which are not eligible for airworthiness certificates in the "standard" categories. Consequently, applications for type certificates in the restricted category are continuing to increase to the point where it is necessary to transfer this complete activity to the regions. The policy stated in Civil Aeronautics Manual 8.10-2(c) that all applications for Part 8 type certification should be submitted to Washington, D. C., is hereby rescinded. Prospective applicants should be advised to submit their applications to the appropriate Regional Office or, in the case of Regions 5 and 6, to the Federal Aviation Agency Engineering Service Representative. CAM 8 will be revised to reflect this change. The region will then proceed to conduct the necessary investigations and tests to determine the acceptability of the aircraft for type certification in the restricted category in accordance with the following and CAM 8.

It should first be determined that the proposed special purpose is one or more of those authorized by Civil Air Regulations 8.0 using the examples shown under CAM 8.0-1 as a guide. Also, determine that the aircraft requires modification to make it suitable for its special purpose. It should be noted that the carriage of cargo per se is not necessarily a bona fide special purpose even though such carriage is not done for hire. The carriage of cargo not for hire may be considered a bona fide special purpose only in those cases where the cargo is of such physical dimensions that no other certificated aircraft is available and the aircraft under consideration requires modification for the special purpose. Such purposes should be referred to as the "carriage of unique cargo."

The modifications necessary to adapt the aircraft to the special purpose are, in a majority of cases, quite extensive and may affect flight characteristics or performance. Therefore, the aircraft should be investigated for each special purpose operation proposed. The authorized special purpose operations, as well as a listing of the approved technical data applicable to the modifications required, will be included on the type certificate data sheet. The investigation must establish that no feature or characteristic renders the aircraft unsafe when operated in accordance with limitations prescribed for its intended use. In the absence of specific airworthiness standards for CAR 8 aircraft, CAR 3, 4b, and 6 may be used as a broad basis in determining the modifications and limitations necessary to compensate for any unsatisfactory characteristics which may be found. In cases where unsafe characteristics cannot be compensated for by modifications or operating restrictions, the aircraft will be ineligible for type certification.

In conducting the investigations under CAM 8, the following should be carefully considered and determined before issuing the type certificate:

a. Basic modifications and/or limitations necessary due to noncompliance with pertinent regulations that are essential for safe operation, irrespective of the special purpose operation involved.

b. Service limitations that are essential for safe operation, irrespective of the special purpose operation involved.

c. Modifications and/or limitations that are essential for safety in conducting special purpose operations.

CAM 8.10-2(c) provides that the applicant should submit with his application the military record of operation of the aircraft. We have been advised, however, that the United States Air Force will not make these records and data available to anyone for such purposes, except to the FAA. Therefore, in the case of surplus Air Force aircraft, the region in which the application for type certification is received will be responsible for obtaining such records and data direct from the Air Force at the address indicated below:

Mr. Paul E. Boggess
Chief, Marketing Branch, Ref. MCSJ
Redistribution and Marketing Division
Directorate of Supply
Wright-Patterson Air Force Base, Ohio

It will continue to be the responsibility of the applicant for Part 8 type certification of Navy surplus aircraft to obtain information from the U. S. Navy, Bureau of Naval Weapons, Washington 25, D. C., covering the record of operation of the aircraft in military service and show evidence that he has, or has access to, drawings, reports, and data required by CAM 8.10-2(c)(2), for review in determining the eligibility of the aircraft for certification.

The military record of operation refers to the aircraft's reliability and safety record. In this regard, a statistical summary of accidents from the military showing the number, cause, and hours of operation, from which the accident rate can be calculated, together with copies of all pertinent Air Forces Technical Orders (or Navy counterpart) should be sufficient in most cases for determining compliance with CAM 8.10-2(c)(2).

Under the arrangement outlined above the controlling region for Part 8 type certification will be the one which issues the first special purpose type certificate for a particular model aircraft and is not necessarily the one in which the manufacturer of the aircraft is located. After a Part 8 type certificate has been issued for the model aircraft concerned, the region controlling that type certificate will, upon request, make all records or related information available to the regions processing subsequent applications for different purposes. The controlling region will be responsible for the custody of the drawings and other technical data relating to that aircraft. Therefore, upon issuance of a Part 8 type certificate for a different purpose in a region other than the controlling region, such technical data will be returned to the controlling region.

Oscar Bakke

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