



Federal Aviation Administration

Memorandum

Date: September 11, 2013

To: Mack Riley, Manager, Orlando Manufacturing Inspection District Office

From: James D. Seipel, Manager, Production and Airworthiness Division, AIR-200

Prepared by: Rodney Watson, Aviation Safety Inspector, AIR-230

Subject: Deviation to Federal Aviation Administration (FAA) Order 8130.2G,
Airworthiness Certification of Aircraft and Related Products, for Crew Training

This memorandum authorizes a deviation to FAA Order 8130.2G, paragraph 4125(c), which supports Title 14 of the Code of Federal Regulations (14 CFR) 21.191(c), Experimental certificates, for the purpose of crew training. Paragraph 4125(c) states that the crew training purpose is limited to the applicant's flightcrews, which normally would be a manufacturer's employees who need to be trained in experimental aircraft. It adds that these flightcrews operate aircraft being flight-tested in type certification programs or for production flight testing. Paragraph 4125(c) is more restrictive than the rule language in § 21.191(c). This deviation does not expand the applicability of the rule.

Starfighters, Inc. (Starfighters) aircraft and flightcrew are based out of Cape Canaveral, FL, and Draken International, Inc. (Draken), is based out of Lakeland, FL. Together they intend to provide contract air services for research, development, and testing of intelligence, surveillance, and reconnaissance targeting pods. Starfighters' intent is to train Starfighters and Draken pilots on Starfighters' Lockheed F-104 aircraft, and not offer training to the general public.

This deviation allows the Orlando Manufacturing Inspection District Office (MIDO) to issue experimental airworthiness certificates for the purpose of crew training, as appropriate, for Starfighters' F-104 aircraft. The airworthiness certificate will allow Starfighters to train its flightcrew employees. For Starfighters to train Draken flightcrew, it must obtain a letter of deviation authority for the purpose of conducting flight training under 14 CFR 91.319(h), Aircraft having experimental certificates: Operating limitations, from its geographic Flight Standards District Office.

Starfighters' program letter should clearly describe the following as part of its training plan, as appropriate:

1. For pilot transition training that leads to a pilot authorization—
 - The person within Starfighters who will provide the training and that person's qualifications (for example, instructor pilot training received);
 - A training syllabus (see note below);
 - The time needed to complete the training (that is, approximate number of hours over a defined period of time);
 - The estimated number of pilots to be trained; and
 - The airport(s) and area(s) of operation where the training will be conducted.
2. For recurrent or revalidation training—
 - The person within Starfighters who will provide the training, and that person's qualifications (for example, instructor pilot training received);
 - When a pilot would need this training (for example, every 6 months, annually, or after a specified period of inactivity);
 - A training syllabus (see note below);
 - The time needed to complete the training (that is, approximate number of hours over a defined period of time);
 - The performance standards to complete the training; and
 - The airport(s) and area(s) of operation where the training will be conducted.

Note: The training syllabus for instructor pilots and line pilots should follow an appropriate military training standard (for example, U.S. Air Force Instructions for the F-104). The Airline Transport Pilot and Aircraft Type Rating Practical Test Standards for Airplane book should also be used as a guide for the tasks taught and flight crew performance standards.

The operating limitations should only permit training flights necessary to complete the training plan. The operating limitations should also state that the occupants of the aircraft must be flightcrew employees of Starfighters. The Orlando MIDO may impose any additional operating limitations deemed necessary in the interest of safety. The final operating limitations must be coordinated with the FAA Aircraft Certification Service Production and Airworthiness Division (AIR-200), which will coordinate with the Flight Standards Service General Aviation and Commercial Division (AFS-800).

This deviation is valid for 1 year.

If you have any questions, please contact the Airworthiness Certification Branch, AIR-230, at (202) 385-6346.