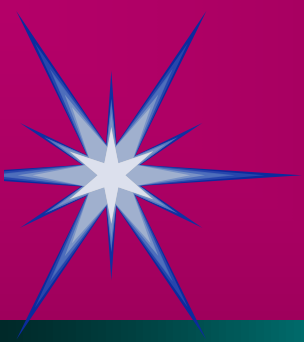


# *Coleman Aeromarine, Inc.*



*CFI Special Emphasis*  
**AIRWORTHY**



# *Objective*

**To increase the industry level of  
awareness and associated  
responsibilities of the term  
*“Airworthy”***



# *Background*



**Gradual disintegration of the  
knowledge required, and the ability  
to make: Airworthiness  
Determinations**



# *Basis of Statement*



**The physical, structural and legal “Airworthiness” of many aircraft operating in our system as we speak is questionable....**

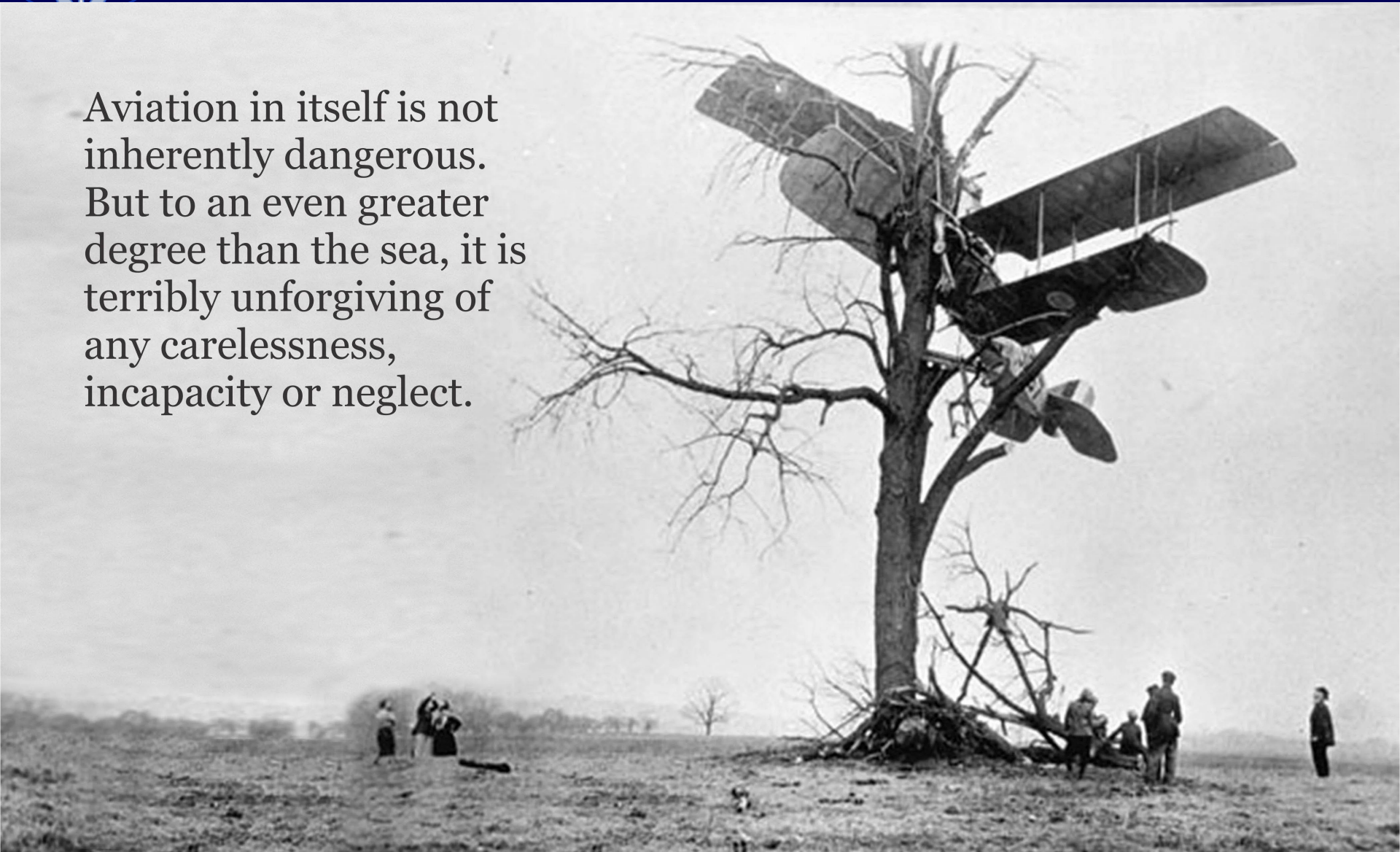








Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect.











# ***Presentation Information***

**The information contained in this  
presentation is taken from the FAA**

**NTSB case law**

**AC 43.13-1B Inspections/Repairs**

**FAR 21.31 Type Design**

**FAR 21.41 Type Certificate**

**FAR 3.5**



UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION  
**STANDARD AIRWORTHINESS CERTIFICATE**

|   |                          |                             |            |
|---|--------------------------|-----------------------------|------------|
| 1 NATIONALITY AND<br>REGISTRATION MARKS | 2 MANUFACTURER AND MODEL | 3 AIRCRAFT SERIAL<br>NUMBER | 4 CATEGORY |
|---|--------------------------|-----------------------------|------------|

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as on the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, 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.

Exceptions:

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, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

|                  |                    |                    |
|------------------|--------------------|--------------------|
| DATE OF ISSUANCE | FAA REPRESENTATIVE | DESIGNATION NUMBER |
|------------------|--------------------|--------------------|

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.

**FAA Form 8100-2** (8-82)

GPO 570-189

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

# STANDARD AIRWORTHINESS CERTIFICATE

|   |   |                              |                     |
|---|---|------------------------------|---------------------|
| 1. REGISTRATION AND<br>REGISTERED AIRCRAFT NUMBER | 2. MANUFACTURER (AND MODEL)               | 3. AIRCRAFT SERIAL<br>NUMBER | 4. CATEGORY         |
| N3980U  | THE NEW PIPER<br>AIRCRAFT, INC. PA-28-181 | 2842221                      | NORMAL<br>& UTILITY |

## 5. AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that an aircraft of an aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for its operation, and has been shown to meet the requirements of the applicable airworthiness and related airworthiness codes provided by Annex B to the Convention on International Civil Aviation, except as noted herein.

NONE

## 6. TERMS AND CONDITIONS

Unless shown otherwise, suspended, revised, or a limitation due to a difference established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 81 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE

FEB 08 2005

FAA REPRESENTATIVE

*Robert L. Olsen*  
ROBERT L. OLSEN

DESIGNATION NUMBER

DOARF-511281-CE

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 1 year, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

A Form 8100-2 (4-82)

OPD 5-75





# *Definition*

**Airworthy – is when an aircraft or one of its component parts meets its**  
**(1) type design and is in**  
**(2) condition for safe operation.**



*The real world...*

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**“Type Design” ?**

**Think.... “Blueprint” !**





*The real world...*

---

**“Condition for safe operation” ?**

**Think.... “wear or damage” !**























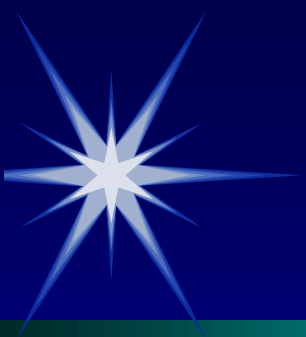




Airworthiness Directives (FAR 39)

Type Certificate Data Sheets (FAR 21)

Viva "ARRACIEEVCSATCFIE"



# Pre-flight / Post-flight

Hey ! We all do a pre-flight don't we?

How many times to you get back on the ground and head right for the FBO? What? No post-flight?

Checking for leaks? Wrinkles from that last spin that got kinda' hairy?



