



U.S. Department
of Transportation
**Federal Aviation
Administration**

Small Airplane Directorate
901 Locust, Room 301
Kansas City, MO 64106

December 03, 2013

Safe Flight Instrument Corporation
Attn: Randall Greene
20 New King Street
White Plains, New York 10604

Dear Sirs:

This letter is in response to your inquiry regarding the installation of your Safe Flight Speed Control System on Normal, Utility, Acrobatic, and Commuter Category airplanes as a minor alteration.

The installation of any component on an aircraft must be evaluated for its effect on weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness.

The Small Airplane Directorate views your system as non-required equipment that provides a safety benefit. We also recognize that there appears to be a conflict between 14 CFR parts 1, 21 and 43 regarding the classification of a major change. 14 CFR part 43, Appendix A does not use the word "appreciable" when classifying a change as do parts 1 and 21. As such, the Small Airplane Directorate and the Flight Standards Service's Aircraft Maintenance Division have evaluated the installation of the Safe Flight Speed Control System on CAR 3 or Part 23 airplanes. Based upon the installation instructions and supplied data, we conclude the installation can be considered a minor alteration, provided the following provisions are met:

1. The system is non-required and used in an advisory or supplementary manner. The system will not be used in lieu of the airspeed indicator or aircraft stall warning system. No operational credit may be taken for the installation, such as reduced stall speeds, reduced approach speeds, reduced takeoff or landing distances, etc.
2. Accuracy of indication of stall must coincide with the stall horn, or be conservative (indicate stall at a higher airspeed) as compared to existing stall warning devices.
3. The installation of the system is on an unpressurized aircraft.
NOTE: The installation on a pressurized aircraft may be a minor alteration; however, the installations will have to be evaluated on a case by case basis.
4. The installation of the Speed Control System does not require interface with the pitot-static system; the installation does not rely on direct pressure input from the pitot-static system.
5. The Speed Control System cannot be used as an input source to any automation or system that controls the aircraft, such as an autopilot or stick pusher unless done by STC.
6. If the system provides an aural warning, it cannot be a source of nuisance warnings.
7. The installation of the Speed Control System display does not interfere with the pilot's view of the primary flight instruments.

8. The electrical load requirements of the Speed Control System do not exceed 80 percent of the output load limits of the generator or alternator when operating in conjunction with the aircraft's required equipment.
9. All electrical wiring is installed in accordance with acceptable practices such as the aircraft maintenance manual or Advisory Circulars AC 43.13-1B and AC 43.13-2B.
10. The calibration procedure must be simple, and repeatable.
11. Calibration procedures, if done in flight, can be safely accomplished by a pilot of average skill.

NOTE: Final determination of the installation requirements (major alteration or minor alteration) is the responsibility of the installer and may be influenced by the aircraft's configuration.

If you have any questions or need additional information, please contact Peter L. Rouse at 816-329-4135, or by e-mail at peter.rouse@faa.gov.

Sincerely,



Earl Lawrence
Manager, Small Airplane Directorate



Steven W. Douglas
Manager, Aircraft Maintenance Division