

Operating limitations for a Group IV exhibition aircraft

- (1)** No person may operate this aircraft unless Form 8130-7 is displayed at the cabin or cockpit entrance so that it is visible to passengers or flightcrew members.
- (2)** No person may operate this aircraft for other than the purpose of meeting the requirements of § 91.319(b), as stated in the program letter (required by § 21.193) for this aircraft. This aircraft must be operated in accordance with applicable air traffic and general operating rules of part 91, as well as all additional limitations herein prescribed under the provisions of § 91.319(e). These operating limitations are a part of the special airworthiness certificate, and are to be carried in the aircraft at all times and made available to the pilot in command of the aircraft.
- (3)** This aircraft may only operate from RON'S HOME FIELD until the requirements of § 91.319(b) have been met. The operator will use the described corridor (shown on the attached chart) to transition to that airport. After meeting the requirements of § 91.319(b), the aircraft may return to RON'S HOME FIELD and the established corridor will be used for all subsequent operations.
- (4)** In accordance with § 47.45, the FAA Aircraft Registry must be notified within 30 days for any change of the aircraft registrant address. Such notification is to be made by submitting Aeronautical Center Form 8050-1 to AFS-750 in Oklahoma City.
- (5)** This aircraft must be operated for at least 10 hours with at least 3 takeoffs and landings (to a full stop), and all operations must be conducted in the geographic area described and/or shown on the attached chart.
- (6)** Application must be made to the geographically responsible FSDO for any revision to these operating limitations.
- (7)** This aircraft may not be operated over densely populated areas or in congested airways, except when otherwise directed by air traffic control.
- (8)** This aircraft is to be operated under VFR, day only.
- (9)** During the test flight phase, no person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight.
- (10)** No person may be carried in this aircraft during the exhibition of the aircraft's flight capabilities, performance, or unusual characteristics at airshows, or for motion picture, television, or similar productions, unless essential for the purpose of the flight. Passengers may be carried during flights to and from any event outlined in the program letter or during proficiency flying, limited to the design seating capacity of the aircraft.

(11) The pilot in command of this aircraft must advise each passenger of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.

(12) No person may operate this aircraft for carrying persons or property for compensation or hire.

(17) No person must operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail of appendix D to part 43, or other FAA-approved programs, and was found to be in a condition for safe operation. This inspection will be recorded in the aircraft maintenance records.

(18) Condition inspections must be recorded in the aircraft maintenance records showing the following, or a similarly worded, statement:

“I certify that this aircraft has been inspected on [insert date] in accordance with the scope and detail of appendix D to part 43, and found to be in a condition for safe operation.”

The entry will include the aircraft’s total time-in-service, and the name, signature, certificate number, and type of certificate held by the person performing the inspection.

(20) Only FAA-certificated mechanics with appropriate ratings as authorized by § 43.3 may perform inspections required by these operating limitations.

(21) The cognizant FSDO must be notified, and its response received in writing, prior to flying this aircraft after incorporation of a major change as defined by § 21.93.

(22) This aircraft must display the word “EXPERIMENTAL” in accordance with § 45.23(b).

(23) This aircraft must contain the placards, markings, etc., required by § 91.9.

(24) The pilot in command of this aircraft must hold an appropriate category/class rating.

(25) The pilot in command of this aircraft must notify air traffic control of the experimental nature of this aircraft when operating into or out of airports with operating control towers. The pilot in command must plan routing that will avoid densely populated areas and congested airways when operating VFR.

(29) Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with § 91.319(b). Compliance with § 91.319(b) must be recorded in the aircraft records with the following, or a similarly worded, statement:

“I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation.”

(30) No person may operate this aircraft for other than the purpose of exhibition flight, to exhibit the aircraft, or participate in events outlined in RON SMITH'S program letter (or any amendments) describing compliance with § 21.193(d). In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of part 91, and all additional limitations herein prescribed under the provisions of § 91.319(e). These operating limitations are a part of Form 8130-7, and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.

(31) All proficiency/practice flights must be conducted within the geographical area described in the applicant's program letter and any amendments to that letter, but no portion of that area will be more than 300 nautical miles from the aircraft's home base airport. An exception is permitted for proficiency flying outside of the area stated above for organized formation flying, training, or pilot checkout in conjunction with a specific event listed in the applicant's program letter (or amendments). The program letter should indicate the location and dates for this proficiency flying.

(34) All proficiency/practice flights must be conducted within the geographical area described in the applicant's program letter and any modifications to that letter, but that area will not be more than 300 nautical miles from the aircraft's home base airport. Proficiency flights are limited to a nonstop flight that begins and ends at the aircraft's home base airport. An alternate airport selection is not permitted for this aircraft. However, an exception is permitted for proficiency flying outside of the area stated above for organized formation flying, training, or pilot checkout in conjunction with a specific event listed in the applicant's program letter (or amendments). The program letter should indicate the location and dates for this proficiency flying.

(36) This aircraft is restricted to airports that are within airspace classes C, D, E, and G during proficiency flights, except in the case of a declared emergency or when otherwise directed by air traffic control.

(37) The owner/operator of this aircraft must submit an annual program letter update to the local FSDO that lists airshows, fly-ins, etc., that will be attended during the next year, commencing at the time this aircraft is released into phase II operation. This list of events may be amended, as applicable, by letter or fax to the FSDO prior to the intended operation amendments. A copy of the highlighted aeronautical chart, when applicable, must be carried aboard this aircraft and be available to the pilot.

(38) This aircraft is authorized for flights or static display at airshows, air races, and in motion pictures conducted under a waiver issued in accordance with § 91.903.

(39) After completion of phase I flight testing, unless appropriately equipped for night and/or instrument flight in accordance with § 91.205, this aircraft is only to be operated under day VFR.

(40) Aircraft instruments and equipment installed and used under § 91.205 must be inspected and maintained in accordance with the applicable requirements of parts 43 and 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.

(44) This aircraft must not be used for glider towing, banner towing, or intentional parachute jumping.

(45) This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. The owner/operator of this aircraft must obtain written permission from another country's CAA before operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an ASI or the CAA in the country of operation.

(46) Flights to airports other than an alternate airport and the airport where the aircraft is based are allowed for maintenance of the aircraft. (Maintenance, as defined in § 1.1, is the reference for the purpose of these flights.) Before the flight, the operator must notify and receive permission from the geographically responsible FSDO where the maintenance will take place, and notify the FSDO with the geographic responsibility where the aircraft is based of the intended maintenance flight. The maintenance performed in connection with the flight must be recorded in the aircraft records in accordance with part 43.

NOTE: The geographically responsible FSDO and the local area FSDO office where the maintenance will take place must concur prior to approving the flight request.