

**RENO FLIGHT STANDARDS DISTRICT OFFICE
4900 ENERGY WAY
RENO, NEVADA 89502**

**EXPERIMENTAL OPERATING LIMITATIONS
EXHIBITION**

**MAKE IAR SA BRASOV MODEL IAR 823 SERIAL NO. 36
REGISTRATION NO. N2087P**

THESE LIMITATIONS SHALL BE ACCESSIBLE TO THE PILOT

**THIS AIRCRAFT SHALL BE OPERATED IN COMPLIANCE WITH THE
FOLLOWING OPERATING LIMITATIONS:**

Phase I Limitations

1. No person may operate this aircraft unless the FAA Form 8130-7, Special Airworthiness Certificate, is displayed at the cabin or cockpit entrance so that it is visible to passengers or crew.
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 14 CFR, part 21.193) for this aircraft. This aircraft shall be operated in accordance with applicable air traffic rules and general operating rules of part 91 and all additional limitations herein prescribed under the provisions of part 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 Carson City Airport (CXP), Carson City, Nevada 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 Carson City Airport (CXP) and the established corridor will be used for all subsequent operations.
4. In accordance with 14 CFR part 47 § 47.45, the FAA Aircraft Registry must be notified within 30 days for any change of the aircraft registrant's address. Such notification is to be made in the form of a submission of an FAA Form 8050-1, Aircraft Registration Application.
5. This aircraft shall be operated for at least five (5) hours with at least five (5) takeoffs and landings, to a full stop, in the geographically area described and/or shown on the attached chart.
6. Application must be made to the geographically responsible Flight Standards District Office for any revision to these operating limitations.

MAKE IAR SA BRASOV MODEL IAR 823 SERIAL NO. 36
REGISTRATION NO. N2087P

7. Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways, except when otherwise directed by Air Traffic Control or in an emergency situation. When exercising this authorization, the Pilot In Command (PIC) must request a departure route that will avoid densely populated areas and congested airways whenever possible.
8. This aircraft is to be operated under Visual Flight Rules (VFR), day only.
9. No person may be carried during flight unless that person is essential to the purpose of the flight
10. No person may operate this aircraft for carrying persons or property for compensation or hire.
11. Aerobatic maneuvers intended to be performed must be satisfactorily accomplished and recorded in the aircraft records during the flight test period.
12. No person shall 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 found to be in a condition for safe operation. This inspection will be recorded in the aircraft maintenance records.
13. Condition inspections shall 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 total time in service, and the name, signature, and certificate number, and type of certificate held by the person performing the inspection.
14. Only FAA certificated mechanics with appropriate ratings as authorized by 14 CFR part 43 § 43.3 may perform inspections required by these operating limitations.
15. The cognizant FAA FSDO must be notified, and its response received in writing, prior to flying this aircraft after incorporation of a major change as defined by 14 CFR part 21 § 21.93.
16. This aircraft must display the word **EXPERIMENTAL** in accordance with 14 CFR part 45 § 45.23(b).
17. This aircraft shall contain the placards, markings, etc., required by 14 CFR part 91.9.
18. The pilot in command of this aircraft shall notify the 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 shall plan routing that will avoid densely populated areas and congested airways when operating VFR
19. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot shall certify in the records that the aircraft has been shown to comply with 14 CFR part 91 & 91.319 (b). Compliance with part 91 & 91.319 (b) shall be recorded in the aircraft

**MAKE IAR SA BRASOV MODEL IAR 823 SERIAL NO. 36
REGISTRATION NO. N2087P**

records with the following or 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.**”

Phase II Limitations

All previous Limitations from Phase I still apply except 2, 5, 8 & 9.

20. No person may operate this aircraft for other than the purpose of EXPERIMENTAL EXHIBITION, to exhibit the aircraft, or participate in events outlined in SHADETREE AVIATIONS program letter or any amendments describing compliance with 21.193 (d). Additionally, this aircraft shall be operated in accordance with all 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 the FAA Form 8130-7, Special Airworthiness Certificate, and are to be carried in the aircraft at all times for availability to the pilot.
21. All proficiency/practice flights shall be conducted within the geographical area described in the applicants program letter and any amendments to that letter, but that area will not exceed **300** nautical miles of the aircraft home base airport (**CARSON CITY, NV.**). An exception is permitted for proficiency flying outside of the area stated above for organized formation flying, training, or checkout in conjunction with a specific event listed in the applicants program letter (or amendments). The program letter should indicate the location and dates for this proficiency flying.
22. 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.
23. 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 facsimile transmission to the FSDO prior to the intended operation amendments, and a copy of the highlighted aeronautical chart, when applicable, is carried aboard this aircraft and is available to the pilot.
24. This aircraft is authorized for flights or static display at air shows, motion pictures, or air races conducted under a waiver (if required) issued in accordance with 14 CFR part 91 § 91.903.
25. After completion of phase I testing, unless appropriately equipped for night and/or instrument flight in accordance with 91.205, this aircraft is to be operated under day only VFR.
26. Aircraft instruments and equipment installed and used under 14 CFR part 91 § 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.

MAKE IAR SA BRASOV MODEL IAR 823 SERIAL NO. 36
REGISTRATION NO. N2087P

27. No person may be carried in this aircraft during the exhibition of the aircraft's flight capabilities, performance, or unusual characteristics at air shows, 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.
28. The pilot in command of this aircraft shall advise each person carried of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.
29. Aerobatic maneuvers that have been satisfactory accomplished and recorded during the flight test time period may be performed.
30. This aircraft shall not be used for glider towing, banner towing, or intentional parachute jumping.
31. This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 of the International Convention of Civil Aviation (ICAO). The owner/operator of this aircraft must obtain written permission from another country's Civil airworthiness Authority (CAA) prior to 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 FAA inspector or the CAA in the country of operation.
32. Flights to airports other than an alternate airport and the airport where the aircraft is based are allowed for MAINTENANCE of the aircraft. PRIOR to 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 14 CFR part 43.

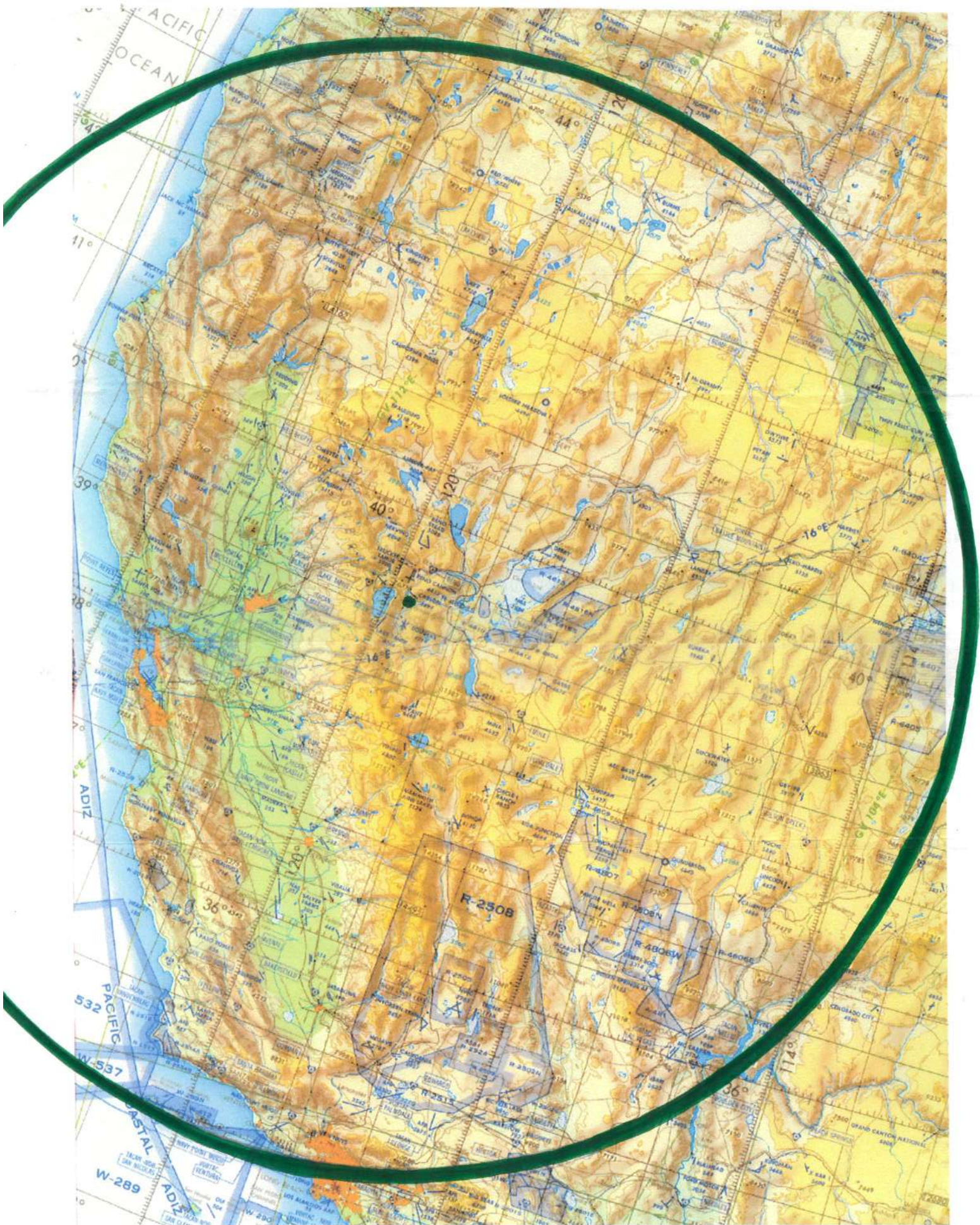
These Operating Limitations are in accordance with FAA Order 8130.2D, dated 09/30/1999, Section 8, Paragraph 139 c. (1) (2) (3) (4) and Paragraph 142, Pages 123 through 131.



William C. Kunder
Aviation Safety Inspector
Reno Flight Standards District Office

Issue Date: 05/02/2000

Transition Corridor consists of normal airport traffic patterns.



inc.
S.L.