



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

Orlando FSDO-15
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Suite 500
Orlando, Florida 32822
(407) 812-7700 Fax: (407) 812-7710

**EXPERIMENTAL OPERATING LIMITATIONS
OPERATING EXPERIMENTAL LSA**

***(THESE LIMITATIONS ARE DERIVED FROM THE NATIONAL STANDARDS CONTAINED
IN FAA ORDER 8130.2H AS REVISED.)***

THESE OPERATING LIMITATIONS ARE PART OF THE SPECIAL AIRWORTHINESS
CERTIFICATE IN THE CATEGORY "EXPERIMENTAL" ISSUED TO THE AIRCRAFT
DESCRIBED ABOVE AND MUST BE DISPLAYED AT THE CABIN OR COCKPIT ENTRANCE
IN ACCORDANCE WITH US 14 CFR 91.203.

REG. NO.	MAKE:	MODEL:	SERIAL NO:
N902LA	EVEKTOR-AEROTECHNIC	SPORTSTAR PLUS	2007 0902

1. This aircraft does not meet the airworthiness requirements specified in Annex 8 to the Convention on International Civil Aviation. Operations in civil airspace outside of the United States will require the written permission of the applicable Civil Aviation Authorities (CAA). 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. Operations may be further restricted by the foreign CAA. This may include not allowing use of an airport, requiring specific routing, and restricting flight over specific areas. The operator must comply with any additional limitation prescribed by the CAA when operating in its airspace. (1)

2. No person may operate this aircraft for any other purpose specified on the face of the FAA Form 8130-7. These operating limitations do not provide any relief from any applicable law or regulation. This aircraft must be operated in accordance with applicable regulations and the additional limitations prescribed herein. Note that a clearance from air traffic control (ATC) is not authorization for a pilot to deviate from any rule, regulation, operating limitation, or minimum altitude, or to conduct unsafe operation of the aircraft. If ATC issues a clearance that would cause a pilot to deviate from a rule, regulation, or operating limitation, or in the pilot's opinion, would place the aircraft in jeopardy, it is the pilot's responsibility to request an amended clearance. These operating limitations are a part of FAA Form 8130-7 and are to be carried in the aircraft at all times and to be available to the pilot in command of the aircraft. (2)

3. This special airworthiness certificate and attached operating limitations are not in effect during public aircraft operations (PAO). Concurrent public/civil operations are not permitted; the aircraft cannot be operated as a civil aircraft and as a public aircraft at the same time. This airworthiness certificate is not in effect during flights related to providing military services (that is, air combat maneuvering, air-to-air gunnery, target towing, electronic countermeasures simulation, cruise missile simulation, and air refueling). These activities are inherent military training activities, not civil activities. The FAA makes the distinction between the authorized flights for experimental purposes, as described in the program letter, and PAO. Before operating this aircraft under this special airworthiness certificate following a PAO, the aircraft must be returned via an approved method to the condition and configuration at the time of airworthiness certification. This action must be documented in the aircraft records. The aircraft records and entries must clearly differentiate between a civil experimental flight per this certificate and any other flights. (3)

4. Application to amend these operating limitations must be made to the local Flight Standards District Office (FSDO) or Manufacturing Inspection District Office (MIDO). (6)

5. The pilot in command of this aircraft must hold Airplane category and Single-engine land class certificate or privilege. The pilot in command must hold all required ratings or authorizations, and endorsements required by 14 CFR part 61. (7)

6. When filing a flight plan, the experimental nature of this aircraft must be listed in the remarks section. (10)

7. This aircraft must not be used for banner towing operations or intentional parachute jumping. (11)

8. If aircraft, engine, or propeller operating limitations are exceeded outside of planned test conditions, an appropriate entry will be made in the aircraft records. (13)

9. No person may 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 14 CFR part 43, appendix D, manufacturer or other FAA-approved programs, and was found to be in a condition for safe operation. The 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 [insert either: scope and detail of 14 CFR part 43, appendix D; manufacturer's inspection procedures] and was found to be in a condition for safe operation." The entry will include the aircraft's total time-in-service (cycles if appropriate), and the name, signature, certificate number, and type of certificate held by the person performing the inspection. (14)

10. An experimental LSA owner/operator certificated as a repairman for this aircraft under § 65.107, an appropriately rated FAA-certificated mechanic, or an appropriately rated FAA repair station may perform the condition inspection required by these operating limitations. (16)

11. The aircraft may not be operated unless the replacement for life-limited articles specified in the applicable technical publications pertaining to the aircraft and its articles are complied with in one of the following manners:

(a) Type-Certificated Products: Replacement of life-limited parts required by § 91.409(e) applies to experimental aircraft when the required replacement times are specified in the U.S. aircraft specifications, or type certificate data sheets.

(b) Non-Type-Certificated Products: All articles installed in non-type-certificated products operated under an airworthiness certificate issued for an experimental purpose, in which the manufacturer has specified limits, must include in their program an equivalent level of safety for those articles. These limits must be evaluated for their current operating environment and addressed in the approved inspection program. All articles installed in non-type-certificated products in which the manufacturer has specified limits, must include in their program an equivalent level of safety for those articles. The article must be inspected to ensure that the equivalent level of safety still renders the product in a serviceable condition for safe operation. (19)

12. For aircraft originally incorporating fatigue life recording systems, the owner/operator must maintain and use the system as prescribed by the aircraft manufacturer and comply with the manufacturer's fatigue life limits. (20)

13. The geographically responsible FSDO where the aircraft is based must be notified, and its response received in writing, before flying this aircraft after incorporation of a major change as defined by § 21.93. The FSDO may require demonstrated compliance with § 91.319(b). (21)

14. The pilot may only conduct the flight maneuvers authorized in the AOI. (25)

The following limitations only apply during phase 1:

15. No person may operate this aircraft for other than the purpose of meeting the requirements of 14 CFR § 91.319(b).

The PIC must comply with § 91.305 at all times.

This aircraft is to be operated under VMC, day only.

This aircraft must be operated for at least 5 hours with at least 2 takeoffs and landings in this geographic area: The aircraft must be flown within 200 nautical miles from the aircraft's base of operations (34)

16. Unless operating in accordance with AC 90-116, Additional Pilot Program for Phase I Flight Test, only the minimum crew necessary to fly the aircraft during normal operations may be on board. (36)

17. Upon completion of Phase I flight testing, the following or similar statement must be recorded in the aircraft records:

"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. The flight test was completed under the following conditions: maximum operating weight, maximum demonstrated airspeed, minimum demonstrated airspeed, and center of gravity range." (37)

18. If the aircraft will have removable externally mounted equipment, it must be test flown in all configurations. An entry must be made in the aircraft records indicating the configurations flight tested, unless the original manufacturer's flight test data for that equipment is included in the aircraft limitations. If relying on the manufacturer's data, the aircraft and load must conform to the manufacturer's design and be maintained to manufacturer's instructions. Otherwise, the aircraft owner/operator must conduct test flights in all configurations and make an entry in the aircraft records indicating the configurations flight tested. (40)

-- End of Phase 1 section --

The following limitations only apply during Phase 2 operations.

19. Day VFR flight operations are authorized.

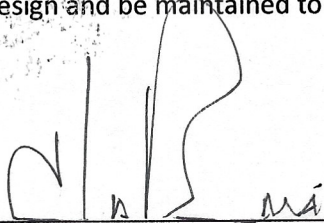
Night flight operations are authorized if the instruments specified in § 91.205(c) are installed, operational, and maintained in accordance with the applicable requirements of part 91.

Instrument flight operations are authorized if the instruments specified in § 91.205(d) are installed, operational, and maintained in accordance with the applicable requirements of part 91. All maintenance or inspection of this equipment must be recorded in the aircraft maintenance records and include the following items: date, work performed, and name and certificate number of person returning aircraft to service. (41)

20. The pilot in command must not perform any maneuvers that have not been flight tested or operate the aircraft outside the weight, airspeeds, and center of gravity limits tested. (42)

21. Flight over a densely populated area or in a congested airway is prohibited. (46)

22. This aircraft is prohibited from flight with any externally mounted equipment unless the equipment is mounted in a manner that will prevent in-flight jettison. The aircraft must be configured as documented in the aircraft's flight test records or as allowed in the original manufacturer's aircraft limitations. If relying on the manufacturer's data, the aircraft must conform to the manufacturer's design and be maintained to manufacturer's instructions. (50)



CHERYL A. KING
AVIATION SAFETY INSPECTOR
ORLANDO FSDO-15
(407)812-7756

MAY 26, 2015

ACKNOWLEDGMENT OF SPECIAL
OPERATING LIMITATIONS

TO WHOM IT MAY CONCERN:

I CERTIFY THAT I HAVE READ AND UNDERSTAND THE SPECIAL
OPERATING LIMITATIONS WHICH ARE AMENDED AND A PART
OF THE SPECIAL AIRWORTHINESS CERTIFICATE, FAA FORM
8130-7, ISSUED MAY 26, 2015. THIS AIRWORTHINESS
CERTIFICATE IS ISSUED FOR AIRCRAFT MAKE EVEKTOR-
AEROTECHNIC; MODEL SPORT STAR PLUS, SERIAL NUMBER
2007 0902, AND REGISTRATION NUMBER N902LA.

C. M. Smith for Terry Skott 5/27/15
APPLICANT DATE

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION		EXPERIMENTAL LIGHT SPORT
	PURPOSE		AIRPLANE
B	MANU- FACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	N/A
		TO	N/A
D	N- 902LA		SERIAL NO20070902
	BUILDER EVEKTOR-AEROTECHNIK, A.S.		MODEL SPORTSTAR PLUS
E	DATE OF ISSUANCE 05/26/2015		EXPIRY UNLIMITED
	OPERATING LIMITATIONS DATED 05/26/2015		ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE		DESIGNATION OR OFFICE NO.
	 CHERYL A. KING, ASI		ASO-FSDO-15

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 TITLE 14, CODE OF FEDERAL REGULATIONS (CFR).

A	This airworthiness certificate is issued under the authority of Public Law 104-6, 49 United States Code (USC) 44704 and Title 14 Code of Federal Regulations (CFR).
B	The airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire: and/or (2) Carrying persons not essential to the purpose of the flight.
C	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This airworthiness certificate certifies that as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable CFR. The 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. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable CFR and in accordance with conditions and limitations which may be prescribed by the FAA as part of this certificate; (2) over any foreign country without the special permission of that country.
E	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in 14 CFR, Part 21, Section 21.181 or 21.217.