

Phase 2
Operations Outside the Assigned Flight Test Area

REG. NO.
N1769k

MAKE:
Vans Aircraft Inc.

MODEL:
RV-12

SERIAL NO:
120359

1. No person may operate this aircraft for other than the purpose of meeting the requirements of 14 CFR § 91.319(b) during phase I flight testing and, for the purpose of operating LSA, after meeting these requirements as stated in the program letter (required by 14 CFR § 21.193) for this aircraft. In addition, this aircraft must be operated in accordance with the applicable air traffic and general operating rules of 14 CFR part 91 and all additional limitations herein prescribed under the provisions of 14 CFR § 91.319(i). These operating limitations are a part of FAA Form 8130-7, must be carried in the aircraft at all times, and must be available to the pilot in command of the aircraft.
2. This aircraft must display the word "EXPERIMENTAL" in accordance with 14 CFR § 45.23(b).
3. 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 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.
4. Application must be made to the geographically responsible FSDO or MDO for any amendment to these operating limitations.
5. During phase I flight testing to meet the requirements of 14 CFR § 91.319(b), or as a result of the incorporation of a major change, all flights must be conducted within the assigned geographic area.
 - (a) The area must be described by radius, coordinates, and/or landmarks.
 - (b) The designated area must be over open water or sparsely populated areas having light air traffic.
 - (c) The size of the area must be adequate to safely conduct the anticipated maneuvers and tests.
6. Flight testing required for phase I operations or as a result of the incorporation of a major change will be conducted in the assigned test area. Flight test operations will only be conducted under VFR day conditions, with the pilot as the sole occupant of the aircraft. This aircraft must be operated for at least 5 hours in the assigned geographic area. Following the satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the aircraft records that the aircraft has been shown to comply with 14 CFR § 91.319(b) with a statement that includes the following information: **"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, style/set of wing or sail, maximum demonstrated airspeed, and minimum demonstrated stall speed."** All major changes or modifications will be listed in the aircraft records and the compliance statement will be restated with the changes listed. The aircraft may not be operated in excess of the weights and speeds demonstrated.

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7. Any change to the flight test area location or size must be coordinated with the geographically responsible FSDO where the aircraft is based, with FAA concurrence received in writing.
8. Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways.
9. This aircraft is prohibited from operating in congested airways or over densely populated areas, unless directed by air traffic control, or unless sufficient altitude is maintained to effect a safe emergency landing in the event of a power unit failure, without hazard to persons or property on the ground.
10. N/A
11. After completion of phase I flight testing, unless appropriately equipped for night and/or instrument flight in accordance with 14 CFR § 91.205, this aircraft is to be operated under VFR day only.
12. No person may operate this aircraft for carrying persons or property for compensation or hire.
13. No person may operate this aircraft for compensation or hire, except this aircraft may be used for compensation or hire to conduct towing of a light-sport glider or an unpowered ultralight vehicle in accordance with 14 CFR § 91.309.
14. The pilot in command of this aircraft must advise the passenger of the experimental nature of this aircraft and that it does not meet the certification requirements of a standard certificated aircraft.
15. This aircraft must contain the placards and markings as required by 14 CFR § 91.9. In addition, the placards and markings must be inspected for legibility and clarity, and the associated systems inspected for easy access and operation, to ensure they function in accordance with the manufacturer's specifications during each condition inspection.
16. This aircraft is prohibited from aerobatic flight, that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal attitude, or abnormal acceleration not necessary for normal flight.
17. N/A
18. The pilot in command of this aircraft must hold at least a sport pilot certificate, with an airplane category, single engine, land class, privilege endorsement.
19. This aircraft must not be used for banner towing operations or intentional parachute jumping.
20. 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 an operational control tower. When filing IFR, the experimental nature of this aircraft must be listed in the remarks section of the flight plan.
21. Aircraft instruments and equipment installed and used under 14 CFR § 91.205 must be inspected and maintained in accordance with the requirements of part 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.

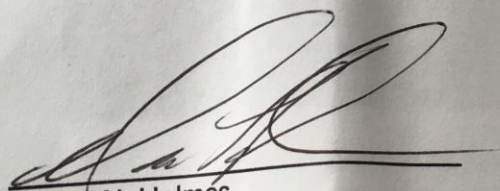
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22. No person may operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail to 14 CFR part 43, appendix D, or other FAA-approved programs, and was found to be in a condition for safe operation. As part of the condition inspection, cockpit instruments must be appropriately marked and needed placards installed in accordance with 14 CFR § 91.9. In addition, system-essential controls must be in good condition, securely mounted, clearly marked, and provide for ease of operation. This inspection will be recorded in the aircraft maintenance records.
23. No person may operate this aircraft to tow a light-sport glider or unpowered ultralight vehicle for compensation or hire or conduct flight training for compensation or hire in this aircraft unless within the preceding 100 hours of time in service the aircraft has been inspected by a certificated light-sport repairman with a maintenance rating, an appropriately rated certificated mechanic, an appropriately rated repair station in accordance with inspection procedures developed by the aircraft manufacturer, in accordance with the scope and detail of 14 CFR part 43, appendix D, or a person acceptable to the FAA.
24. 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 14 CFR part 43, appendix D, or the 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, and the name, signature, certificate number, and type of certificate held by the person performing the inspection.
25. An experimental LSA owner/operator as a repairman for this aircraft under 14 CFR § 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.



Drew W. Holmes

Aviation Safety Inspector

IND FSDO GL11

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