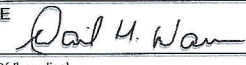
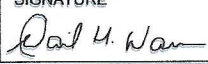
 <h2 style="text-align: center;">APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE</h2>		<p>INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI, and VII as applicable.</p>																																																																																																																																																																													
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III. OWNER'S CERTIFICATION																																																																																																																																																																															
A. REGISTERED OWNER (As shown on certificate of aircraft registration) IF DEALER, CHECK HERE <input type="checkbox"/> NAME David H Warren ADDRESS 20301 Rainbow Circle Cornelius, NC 28031																																																																																																																																																																															
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated) AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) AIRWORTHINESS DIRECTIVES (Check if all applicable ADs are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) AIRCRAFT LISTING (Give page number(s)) SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)																																																																																																																																																																															
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:30%;"><input checked="" type="checkbox"/> CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417</td> <td style="width:30%;">TOTAL AIRFRAME HOURS 630</td> <td style="width:10%;">3</td> <td style="width:30%;">EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) 0</td> </tr> </table>											<input checked="" type="checkbox"/> CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417	TOTAL AIRFRAME HOURS 630	3	EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) 0																																																																																																																																																																	
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DATE OF APPLICATION 12-16-2019 NAME AND TITLE (Print or type) David H. Warren SIGNATURE 																																																																																																																																																																															
IV. INSPECTION AGENCY VERIFICATION																																																																																																																																																																															
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies)																																																																																																																																																																															
2		14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.)			3		<input checked="" type="checkbox"/> CERTIFICATED MECHANIC (Give Certificate No.)		6		CERTIFICATED REPAIR STATION (Give Certificate No.)																																																																																																																																																																				
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DATE 06-25-2019				TITLE Joseph A. Benton A&P				SIGNATURE																																																																																																																																																																							
V. FAA REPRESENTATIVE CERTIFICATION																																																																																																																																																																															
(Check ALL applicable block items A and B) A. I find that the aircraft described in Section I or VII meets requirements for <input type="checkbox"/> THE CERTIFICATE REQUESTED <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE																																																																																																																																																																															
B. Inspection for a special flight permit under Section VII was conducted by:																																																																																																																																																																															
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VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER				
	NAME		ADDRESS		
	B. PRODUCTION BASIS <i>(Check applicable item)</i>				
	PRODUCTION CERTIFICATE <i>(Give production certificate number)</i>				
	TYPE CERTIFICATE				
OTHER:					
C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS					
DATE OF APPLICATION		NAME AND TITLE <i>(Print or type)</i>	SIGNATURE		
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	A. DESCRIPTION OF AIRCRAFT				
	REGISTERED OWNER		ADDRESS		
	BUILDER <i>(Make)</i>		MODEL		
	SERIAL NUMBER		REGISTRATION MARK		
	B. DESCRIPTION OF FLIGHT				
	FROM		TO	CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> <i>(Check if applicable)</i>	
	VIA		DEPARTURE DATE	DURATION	
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT				
	PILOT	CO-PILOT	FLIGHT ENGINEER	OTHER <i>(Specify)</i>	
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:				
	E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: <i>(Use attachment if necessary)</i>				
F. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is safe for the flight described.					
DATE	NAME AND TITLE <i>(Print or type)</i>		SIGNATURE		
12-12-2019	David H. Warren, Owner				
VIII. AIRWORTHINESS DOCUMENTATION <i>(FAA/DESIGNEE use only)</i>	A. Operating Limitations and Markings in Compliance With 14 CFR Section 91.9, As Applicable		G. Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>		
	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>		
	C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i>		I. Previous Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ CAR _____ <i>(Original attached)</i>		
	D. Current Weight and Balance Information Available in Aircraft		J. Current Airworthiness Certificate Issued in Accordance With 14 CFR Section _____ <i>(Copy attached)</i>		
	E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>		K. Light-Sport Aircraft Statement of Compliance, FAA Form 8130-15 <i>(Attach when required)</i>		
	F. This inspection Recorded in Aircraft Records				

Program Letter for Conversion from Special Light Sport (SLSA) to Experimental Light Sport (ELSA)

Name: David H. Warren

Address: 20301 Rainbow Circle, Cornelius, NC 28031

Phone Number: (704) 779-6015

To Whom It May Concern:

I, as the registered owner of the following aircraft, hereby make application to change and operate the aircraft from Special Light Sport Aircraft (SLSA) to Experimental Light Sport Aircraft (ELSA) in accordance with 14 CFR part 21 §21.191(i)(3).

N# - N25HV
Make - Tecnam
Model - P2002
Serial Number - 394

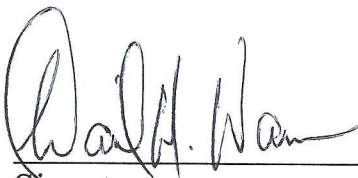
I certify that the aircraft has not had any unauthorized alterations or changes made to it since issuance of its SLSA Airworthiness Certificate.

I certify that the aircraft has been maintained per the manufacturer's instructions since issuance of its SLSA Airworthiness Certificate.

As the aircraft was previously certified as SLSA, there is no current need for flight testing. Future flight testing after any major change will be a minimum of 5 hours.

This program will be for unlimited duration with the aircraft remaining in the ELSA Category.

I understand that by making this application that the aircraft will be issued a new Special Airworthiness Certificate and Operating Limitations and that the prior versions of these will no longer be valid.



Signature

Date: - 05/06/2020

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION

SPECIAL AIRWORTHINESS CERTIFICATE

CATEGORY/DESIGNATION Experimental	
PURPOSE Operating light-sport previously issued special light-sport category AWC under 21.190	
MANU-FACTURER	NAME N/A
	ADDRESS N/A
FLIGHT	FROM N/A
	TO N/A
N25HV	MODEL P2002 SIERRA SERIAL NO. 394
BUILDER COSTRUZIONI AERONAUTICHE TECNA	DATE OF ISSUANCE 08/May/2020
Unless sooner surrendered, suspended, revoked, or the termination date of Unlimited, this airworthiness certificate is effective under the conditions prescribed in 14 CFR, Part 21, Section 21.181 or 21.217.	
Mark C Reynolds	Digitally signed by Mark C Reynolds Date: 2020.05.08 11:14:29 -04'00'
	DESIGNATION OR OFFICE NO. AFG-700-EA-68
This airworthiness certificate is issued under the authority of Title 49 United States Code 44704 and Title 14 Code of Federal Regulations. Any alteration, misuse or reproduction for a fraudulent purpose of this certificate may be punishable by the certificate revocation, fine and / or imprisonment. THIS PORTION OF THE CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE REGULATIONS.	

--Conditions and Limitations--

1. This aircraft does not meet the airworthiness standards of Annex 8 to the Convention on International Civil Aviation. Operations in airspace outside of the United States will require the permission of the applicable foreign authority. That permission must be carried aboard the aircraft together with this U.S. airworthiness certificate and, upon request, be made available to an FAA inspector or the applicable foreign authority in the country of operation. Operations may be further restricted by the applicable foreign authority. 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 applicable foreign authority when operating in its airspace. (1)
2. These operating limitations do not provide any relief from any applicable law or regulation. This aircraft must be operated per 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 is 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. No weapons or special military mission systems may be added to the aircraft. 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, not civil activities. The FAA makes the distinction between the authorized flights for experimental purposes, and PAO. Before operating this aircraft under this special airworthiness certificate following a PAO, the aircraft must be returned to the condition and configuration at the time of inspection for the issuance of this airworthiness certificate. The operator must have written procedures for returning the aircraft to the civil configuration. This action must be documented in the maintenance records. The maintenance records and entries must clearly differentiate between a civil experimental flight per this certificate and any other flights. (3)
4. Application to amend this certificate must be made to the local Flight Standards District Office (FSDO) or Manufacturing Inspection District Office (MIDO). (4)
5. The pilot in command 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 part 61. (7)
6. When filing a flight plan, the experimental nature of this aircraft must be listed in the remarks section. (11)
7. This aircraft must not be used for banner towing operations or intentional parachute jumping. (12)
8. If aircraft, engine, or propeller operating limitations are exceeded outside of planned test conditions, an appropriate entry will be made in the maintenance records. (14)

9. No person may operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed per the scope and detail of 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] per the [insert either: scope and detail of part 43, appendix D; or 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. (15)
10. An ELSA 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. (17)
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 the equivalent level of safety still renders the product in a serviceable condition for safe operation. (20)
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. (21)
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). (22)
14. When changing between experimental operating purposes, the operator must determine that the aircraft is in a condition for safe operation and appropriate for the purpose intended. A record entry will be made by an appropriately rated person to document that finding in the maintenance records. (26)
15. The pilot may only conduct the flight maneuvers authorized in the AOI. (27)
16. 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, or military operator's aircraft limitations. If relying on the manufacturer's or military data, the aircraft must conform to the manufacturer's design and be maintained to manufacturer's or military instructions. No change in external loading for the aircraft (for example, a change in a pylon, rack, or external store) from configurations approved by the manufacturer or military operator is allowed, except to prevent jettison. Compliance with all manufacturer or original military operator limitations when any external stores or fuel tanks are installed is required. (39)
17. Kinds of operations authorized:
- Day VFR flight operations are authorized. (47)
18. Night flight operations are authorized if the instruments specified in § 91.205(c) are installed, operational, and maintained per the applicable requirements of part 91. (48)
19. Instrument flight operations are authorized if the instruments specified in § 91.205(d) are installed, operational, compliant with the performance requirements of, and maintained per the applicable regulations. 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. (49)
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. (51)
41. Except for single-place aircraft, the following placard must be displayed in the aircraft in full view of all occupants: "PASSENGER WARNING THIS AIRCRAFT DOES NOT COMPLY WITH FEDERAL SAFETY REGULATIONS FOR STANDARD AIRCRAFT." (a1)

-End-

Required Equipment

Powered Civil Aircraft ^{W/} Standard Category Airworthiness Certificates

FAR 91.205; 91.207; 91.209

(Current as of 2016-05-24)

VFR Day (91.205 (b)1-17)	Engine	Performance & Navigation	Safety
	Tachometer (for each engine)	Airspeed Indicator	Fuel Gauge (for each tank)
	Oil Pressure Gauge (for each engine)	Altimeter	Landing Gear Position Indicator (if applicable)
	Temperature Gauge (for each engine if liquid cooled)	Magnetic Direction Indicator	Approved Anti-collision light system
	Oil Temperature Gauge (for each engine if air cooled)		Approved Flotation Gear / Pyrotechnic Signaling Device
	Manifold Pressure Gauge (for each altitude engine)		Approved Safety Belt for each occupant over 2 yrs.
			Approved Shoulder Harnesses (as required)
		Emergency Locator Transmitter (if required by 91.207)	
VFR Night (91.205(c)1-6)	Engine	Performance & Navigation	Safety
	MUST INCLUDE INSTRUMENTS AND EQUIPMENT LISTED IN 91.205(b) IN ADDITION TO:		
			Approved Position Lights
	Adequate Source of Electrical Energy for all Installed Electrical and Radio Equipment		One Electric Landing Light (if for hire)
			One Spare Set of Fuses or three spare fuses of each kind required that are accessible to the pilot in flight
Instrument Flight Rules 91.205(d)1-9	Engine	Performance & Navigation	Safety
	Instruments and equipment specified in 91.205 paragraph (b) of this section, and, for night flight, instruments and equipment specified in paragraph (c)		
	Generator or alternator of adequate capacity. ✓	Two-way radio communication and navigation equipment suitable for the route to be flown ✓	
		Gyroscopic rate-of-turn indicator (as applicable) ✓	
		Slip-skid indicator ✓	
	Sensitive altimeter adjustable for barometric pressure ✓		

	Engine	Performance & Navigation	Safety
		A clock displaying hours, minutes, and seconds with a sweep-second pointer or digital presentation. ✓	
		Gyroscopic pitch and bank indicator (artificial horizon). ✓	
		Gyroscopic direction indicator (directional gyro or equivalent) ✓	
<p><u>For Flight at and above 24,000 feet MSL (FL 240); Category II operations; Category III operations; and Night vision goggle operations please see applicable sections of FAR Part 91.205.</u></p>			