



8. This aircraft shall contain the placards, markings, etc. as required by FAR 91.9.
9. This aircraft must display the word EXPERIMENTAL in accordance with FAR 45.23(b).
10. All test flights as a minimum shall be conducted day VFR to the scope and detail of Advisory Circular 90-89, Amateur-built Aircraft Flight Testing Handbook. 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 FAR 91.319(b). Compliance with FAR 91.319(b) shall 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. The following aircraft operating data has been demonstrated during the flight testing: speeds V<sub>so</sub> \_\_\_\_\_, V<sub>x</sub> \_\_\_\_\_, V<sub>y</sub> \_\_\_\_\_, and V<sub>ne</sub> \_\_\_\_\_, and the weight \_\_\_\_\_ and CG location \_\_\_\_\_ at which they were obtained."

11. (a) The pilot in command of this aircraft shall hold a category/class rating, or an authorized instructor's logbook endorsement. The pilot in command must meet the requirement of FAR 61.31(e), (f), (g), (h), (i), and (j) as appropriate.
 

(b) If this aircraft is a turbojet/turbofan powered aircraft or an aircraft with a maximum takeoff weight exceeding 12,500 pounds, the pilot in command must also hold a type rating per 14 CFR, part 61, or a "Letter of Authorization" issued by an FAA Flight Standards Operations Inspector.
12. This aircraft shall not be used for glider towing, banner towing, or intentional parachute jumping.
13. This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 of the International Civil Aviation Organization (ICAO). The owner/operator of this aircraft must obtain written permission from another country's Civil Aviation 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 or operation.

## Phase II:

### The Following Limitations Apply Outside of Flight Test Area:

1. Limitations 1, 4, 5, 7, 8, 9, 10, 11, 12 and 13 from Phase I are applicable.
2. 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 surface.
3. This aircraft is approved for day VFR only, unless equipped for night VFR and/or IFR in accordance with FAR 91.205.
4. The limitations established in Phase I, No. 4(b) and No. 10 shall not be exceeded in Phase II.
5. (a) 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 FAR 43, or other FAA-approved program, and found to be in a condition for safe operation. 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 FAR 43 and found to be in a condition for safe operation for safe operation."

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