

27. This aircraft must not be used for glider towing, banner towing, or recreational/sport parachute jumping.
28. During Phase II operations, night and/or instrument flight is approved, provided the aircraft is equipped as described in 14 CFR § 91.205. Instruments and equipment installed for night and/or instrument flight must be inspected and maintained in accordance with the applicable requirements of 14 CFR part 91. All maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.
32. The inspections for aircraft 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, and 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.
33. No person may operate an aircraft unless within the preceding 12 calendar months it has had an inspection performed in accordance with the scope and detail of 14 CFR part 43, appendix D, or other FAA-accepted program, as applicable, and was found to be in a condition for safe operation. This inspection will be recorded in the aircraft maintenance records and include the following items: date, work performed, name and certificate number of person returning aircraft to service.
34. Only FAA-certificated repair stations and FAA-certificated mechanics with appropriate ratings as authorized by 14 CFR § 43.3 may perform inspections required by these operating limitations.
35. The geographically responsible FSDO where the aircraft is based must be notified, and its response received in writing, prior to flying this aircraft after incorporation of a major change. A “minor change” is one that has no appreciable effect on the weight, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of the aircraft. All other changes are major changes. The FSDO response should be entered in the aircraft records.
36. Aircraft equipped with live ejection seats must be clearly externally marked to ensure that emergency personnel are aware of the hazard presented by the system. The ejection seat system must be maintained and inspected in accordance with the manufacturer’s procedures or US/NATO applicable technical orders. In addition, the ejection seat system must be secured in accordance with the manufacturer’s procedures or US/NATO applicable technical orders to prevent inadvertent operation of the system any time the aircraft is parked or out of service. Pilots operating aircraft and passengers of aircraft equipped with an ejection propellant system installed, whether armed or not armed, must satisfactorily complete an FAA accepted ejection seat training program for the pilot and the passenger. An aircraft with an ejection seat must have and utilize an FAA accepted ejection seat training program for the pilot