



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

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**EXPERIMENTAL OPERATING LIMITATIONS  
Operating Amateur-Built Aircraft  
Phase 2**

**Operations Outside the Assigned Flight Test Area**

*(These limitations are derived from the national standards contained in FAA Order 8130.2F, CHG 1)*

<b>REG. NO.</b> N128BM	<b>MAKE:</b> PERRY	<b>MODEL:</b> LANCAIR IV-P	<b>SERIAL NO:</b> LIV-434
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**NOTE: No person may operate outside the assigned flight test area prior to the completion of Phase 1 flight testing. This includes the entry in the aircraft maintenance records as required by Phase 1 limitation #4.**

1. No person may operate this aircraft for other than the purpose of meeting the requirements of 14 CFR § 91.319(b) during phase 1 flight testing, and for recreation and education after meeting these requirements as stated in the program letter for this aircraft. In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of Part 91 and all additional limitations herein prescribed under the provisions of § 91.319(e). These operating limitations are a part of FAA Form 8130-7, and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.
5. Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways.
6. 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.
8. After completion of Phase 1 flight testing, unless appropriately equipped for night and/or instrument flight in accordance §91.205, this aircraft is to be operated under VFR, day only.
9. Aircraft instruments and equipment installed and used under §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.
11. No person may operate this aircraft for carrying persons or property for compensation or hire.
12. The pilot in command of this aircraft must advise each passenger of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.
13. The aircraft must contain the placards, markings, etc. as required by §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.
14. This aircraft must display the word **EXPERIMENTAL** in accordance with §45.23(B).
15. 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.

18. The pilot-in-command of this aircraft must hold a pilot certificate, or an authorized instructor's logbook endorsement. The pilot-in-command also must meet the requirements of §61.31(e), (f), (g), (h), (i) and (j) as appropriate.
19. After incorporating a major change as described in 14 CFR § 21.93, the aircraft owner is required to reestablish compliance with 14 CFR § 91.319(b) and notify the geographically responsible FSDO of the location of the proposed test area. The aircraft owner must obtain concurrence from the FSDO as to the suitability of the proposed test area. All operations must be conducted under day VFR conditions in a sparsely populated area. The aircraft must remain in flight test for a minimum of 5 hours or for the time the FSDO assigns. Persons nonessential to the flight must not be carried. The aircraft owner must make a detailed log book entry describing the change before the test flight. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with § 91.319(b). Compliance with 14 CFR § 91.319(b) must 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 Vso\_\_\_\_\_, Vx\_\_\_\_\_, and Vy\_\_\_\_\_, and weight\_\_\_\_\_, and CG location\_\_\_\_\_ at which they were obtained."**
20. This aircraft must not be used for glider towing, banner towing, or intentional parachute jumping.
21. 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 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 ASI or the CAA in the country of operation.
22. No person must 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 part 43, 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 § 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. Condition inspections must be recorded in the aircraft maintenance records showing the following, or similarly worded, statement:

***"I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of Appendix D of Part 43 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.
26. An experimental aircraft builder certificated as a Repairman for this aircraft under §65.104, or an appropriately rated FAA certificated mechanic may perform the condition inspection required by these operating limitations.
27. Application must be made to the geographically responsible FSDO or MIDO for any revision to these limitations.
28. 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 instrument flight rules (IFR), the experimental nature of this aircraft shall be listed in the remarks section of the flight plan.



Gerald A. Boots  
Principal Maintenance Inspector

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