

U.S. Department  
of Transportation

ORLANDO FSDO-16

5950 HAZELTINE NATIONAL DRIVE  
SUITE 500

Federal Aviation  
812-7710  
Administration

ORLANDO, FLORIDA 32822  
407-812-7700 EXT 6, Fax: 407-

EXPERIMENTAL OPERATING LIMITATIONS

Operating Light Sport-Aircraft  
Powered Parachute  
Expires 01-31-2010

(These limitations are derived from the national standards contained  
in FAA Order 8130.2F, 11/05/2004)

REG NO. MAKE: MODEL: SERIAL NO:  
N4212W POWRACHUTE PEGASUS A208PEG

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  
limitation #4.

Note to inspectors: Do not change limitation numbers. Limitation  
numbering follows Order 8130.2F

Phase I limitations are #  
1,2,3,4,5,7,10,14,15,16,18,20,22,23,25,26,27,28 and 30.

Phase II limitations are #  
1,6,8,9,12,13,14,15,16,18,19,20,22,23,24,25,26,27,28,29 and 30.

(1) No person may operate this aircraft for other than the purpose  
of meeting the requirements of 91.319(b) during the phase I flight  
testing and, for the purpose of LSA, after meeting these requirements  
as stated in the program letter (required by 21.193) 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(c). These operating limitations are a part of Form 8130-7,  
carried in the aircraft at all times, and must be available to the

pilot  
in command of the aircraft.

(2) During phase I flight testing to meet the requirements of 91.319  
(b),  
all flights must be conducted within the geographical area described  
as

follows:

(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 that required to safely conduct  
anticipated maneuvers and tests, as appropriate.

(3) This aircraft must be operated for at least 5 hours in the  
assigned  
geographic area.

(4) All flight tests, at a minimum, must be conducted under VFR, day  
only. Guidance concerning the scope and detail of flight tests can be  
found in AC 90-89. 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 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  $V_{so}$ \_\_\_\_\_,  $V_x$ \_\_\_\_\_, and  $V_y$ \_\_\_\_\_, and the weight\_\_\_\_\_ and  
CG location\_\_\_\_\_at which they were obtained, or the speed and weight  
as appropriate for the aircraft design."

(5) This aircraft must not be operated over densely populated areas  
or  
in congested airways.

(6) Except for takeoffs and landings, this aircraft is prohibited from operating in congested airways or over densely populated areas.

(7) This aircraft is to be operated under VFR, day only.

(8) After completion of phase I flight testing, unless appropriately equipped for night and/or instrument flight in accordance with 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.

(10) During the flight-testing phase, no person may be carried in this aircraft during flight except the pilot.

(12) This aircraft may be operated for flight training of persons for compensation when allowed by an existing exemption and exception (91.319(e)) that will expire no later than January 31, 2010.

(13) 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.

(14) This aircraft must contain the placards and markings 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.

(15) This aircraft must display the word "experimental" in accordance with 45.23(b).

(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.

(18) The pilot in command of this aircraft must hold at least-

(a) a student pilot certificate with a powered parachute category, land class, and Powered Parachute Pegasus make/model endorsement by an authorized instructor or;

(b) a sport pilot certificate with a powered parachute category, land class, and Powered Parachute Pegasus make/model privilege, within that set of aircraft or;

(c) a recreational pilot certificate or higher with sport pilot privileges, with powered parachute category and land class.

(19) After incorporating a major change as described in 21.93, the aircraft owner is required to reestablish compliance with 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 of the location of the proposed flight 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 logbook entry describing the change before the flight test. 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 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 characteristics or design features, and is safe for operation. The following aircraft

operating data has been demonstrated during the flight testing: speeds  $V_{so}$ \_\_\_\_\_,  $V_x$ \_\_\_\_\_, and  $V_y$ \_\_\_\_\_, and the weight\_\_\_\_\_ and CG location\_\_\_\_\_at which they were obtained."

(20) This aircraft must not be used for glider towing, ultralight aircraft towing, LSA towing, banner towing, or intentional parachute jumping.

(22) 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.

(23) 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 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.

(24) No person may operate this aircraft to tow a 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 time in service the aircraft has been inspected by a certificated repairman with an appropriate FAA rating, or an appropriately rated repair station in accordance with inspection procedures developed by the aircraft manufacturer or a person acceptable to the FAA. The aircraft should

also  
be returned to service within the scope and detail of appendix D to  
part 43,  
when allowed by an existing exemption that will expire on January 31,  
2010.

(25) 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 to appendix D to part 43, 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.

(26) An experimental LSA owner/operator as a repairman for this  
aircraft  
under 65.107 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 operating 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  
IFR,  
the experimental nature of this aircraft must be listed in the  
remarks  
section of the flight plan.

(29) No person may lease an aircraft certificated under  
(21.191(i)(1) only) unless operating limitation (12) or (21) has  
been issued.

(30) No person may operate this aircraft without engine instruments  
required by 91.205 and the instruments must be operable. Air-cooled  
and liquid cooled two cycle engine installations require one operable

cylinder head temperature gauge and an operable exhaust gas temperature gauge for each cylinder.

VAN H. STUMPNER

AVIATION SAFETY INSPECTOR A/W Date issued: January 13, 2005.

NOTE REGARDING NEXT PAGE: Required by Order 8130.2F Acknowledgement form to be retained in the applicant's file at the issuing FSDO.