

**U.S DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
EXPERIMENTAL OPERATING LIMITATIONS  
EXHIBITION, AIR RACING - GROUP II AIRCRAFT  
(WITH EJECTION SEATS)**

MAKE: AERO VODOCHODY

REGISTRATION NO: N399HB

MODEL: L-39C

SERIAL NO: 330202

THESE OPERATING LIMITATIONS ARE A PART OF THE FAA FORM 8130-7, SPECIAL AIRWORTHINESS CERTIFICATE DATED 03/04/2000.

**PHASE I, INITIAL FLIGHT TEST IN RESTRICTED AREA:**

(1) No person may operate this aircraft unless the FAA Form 8130-7, Special Airworthiness Certificate, is displayed at the cabin or cockpit entrance so that it is visible to passengers or crew.

(2) No person may operate this aircraft for other than the purpose of meeting the requirements of 14 CFR part 91.319 (b), as stated in the program letter (required by 14 CFR, part 21.193) for this aircraft. This aircraft shall be operated in accordance with applicable air traffic and general operating rules of 14 CFR part 91 and all additional limitations herein prescribed under the provisions of 14 CFR part 91.319 (e). These operating limitations are a part of the Special Airworthiness Certificate and are to be carried in the aircraft at all times and made available to the pilot in command of the aircraft.

(3) (A) This aircraft may only operate from ANOKA COUNTY AIRPORT (ANE) LOCATED AT BLAINE, MN until the requirements of 14 CFR 91.319(b) have been met. (B) The operator will use the described corridor (shown on the attached chart) to transition to that airport. (C) After meeting the requirements of 14 CFR 91.319(b), the aircraft may return to ANOKA COUNTY AIRPORT (ANE) LOCATED AT BLAINE, MN and the established corridor will be used for all subsequent operations.

(4) In accordance with FAR part 47.45, the FAA Aircraft Registry must be notified within 30 days for any change of the aircraft registrant's address. Such notification is to be made in the form of a submission of an FAA Form 8050-1, Aircraft Registration Application.

(5) This aircraft shall be operated for at least 5 hours with at least 3 takeoffs and landings (to a full stop) within the geographical area described in the attached Leonard Sikora Program Letter dated February 28, 2000 and as follows:

**SEE ATTACHED FLIGHT TEST AREA SHOWN ON THE ATTACHED CHART.**

(6) Application must be made to the geographically responsible Flight Standards District Office (Minneapolis, MN FSDO) for any revision to these operating limitations.

(7) Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways, except when otherwise directed by Air Traffic Control or in an emergency situation. When exercising this authorization, the pilot-in-command (PIC) must request a departure route that will avoid densely populated areas and congested airways whenever possible.

(8) This aircraft is to be operated under Visual Flight Rules (VFR), Day only.

(9) No person may be carried during flight unless that person is essential to the purpose of the flight.

(10) No person may operate this aircraft for carrying persons or property for compensation or hire.

(11) Aerobatic maneuvers intended to be performed must be satisfactorily accomplished and recorded in the aircraft records during the flight test period.

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(12) This aircraft will not be operated unless the replacement times for life-limited parts specified in the applicable technical publications pertaining to the aircraft and its components are complied with. This aircraft, including its related components and systems, must be inspected in accordance with an approved inspection program selected under the provisions of 14 CFR part 91 section 91.409(e). This inspection program shall be recorded in the aircraft maintenance records.

(13) 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 the L-39C ALBATROS, N399HB, SERIAL NUMBER 330202 FSDO-approved program dated MARCH 1, 2000, and found to be in a condition for safe operation.”**. The entry will include the aircraft total time in service (cycles if appropriate); and the name, signature, and certificate type/number of the person performing the inspection.

(14) Only FAA-certified mechanics with appropriate ratings as authorized by 14 CFR part 43.3 may perform inspections required by these operating limitations.

(15) The cognizant FAA FSDO must be notified, and their response received in writing, prior to flying this aircraft after incorporation of a major change as defined by 14 CFR part 21.93.

(16) This aircraft must display the word **“EXPERIMENTAL”** in accordance with 14 CFR part 45.23(b) or either registration number must be displayed per 14 CFR part 45.22 (b).

(17) This aircraft shall contain the placards, markings, etc., required by 14 CFR part 91.9.

(18) The Pilot-in-Command (PIC) of this aircraft must hold an appropriate category/class rating. If required for the type of aircraft to be flown, the PIC must also hold either an appropriate type rating or a Letter of Authorization issued by an FAA Flight Standards Operations Inspector.

(19) The Pilot-in-Command (PIC) of this aircraft shall notify the air traffic control of the experimental nature of this aircraft when operating into or out of airports with operating control towers. The pilot in command shall plan routing that will avoid densely populated areas and congested airways when operating VFR.

(20) The Pilot-in-Command (PIC) of this aircraft should be knowledgeable of and utilize the procedures described in the Experimental Aircraft Association's "Jet Operations Manual" or other procedures acceptable to the Administrator.

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(21) The ejection seat system must be maintained in accordance with the manufacturer's procedures and inspected in accordance with the FSDO-approved program entitled **L-39C ALBATROS, N399HB, SERIAL NUMBER 330202 FSDO-approved program** dated **MARCH 1, 2000**.

(22) The ejection seat system must be secured to prevent inadvertent operation of the system whenever the aircraft is parked.

(23) This aircraft is prohibited from flight with any externally mounted equipment unless the equipment is permanently installed (in a manner that will prevent inflight jettison of the equipment). This permanent installation must be recorded in the aircraft logbook.

(24) The owner/operator of this aircraft must ensure that a copy of the current program letter, and any modifications, are carried aboard this aircraft at all times.

(25) This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 of the International Convention of Civil Aviation (ICAO). The owner/operator of this aircraft must obtain written permission from another country's Civil Airworthiness 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 of operation.

(26) Aircraft instruments and equipment installed and used under 14 CFR part 91.205 must be inspected and maintained in accordance with the requirements for those instruments found in 14 CFR parts 43 and 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.

(27) Flights to airports other than an alternate airport and the airport where the aircraft is based are allowed for MAINTENANCE of the aircraft. (Maintenance as defined in 14 CFR 1.1 is the reference for the purpose of these flights.) PRIOR to the flight, the operator must notify and receive permission from the geographically responsible FSDO where the maintenance will take place, and notify the FSDO with the geographically responsibility where the aircraft is based of the intended maintenance flight. The maintenance performed in connection with the flight must be recorded in the aircraft records in accordance with FAR part 43.

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(28) Following satisfactory completion of the required number of flight hours in the flight test area, the pilot shall certify in the aircraft maintenance records that the aircraft has been shown to comply with 14 CFR part 91.319(b). Compliance with 14 CFR part 91.319(b) shall be recorded in the aircraft maintenance 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 range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operations”**.

THE FOLLOWING **PHASE II** OPERATING LIMITATIONS APPLY WHEN OPERATING OUTSIDE THE FLIGHT TEST AREA AFTER COMPLETING THE ENTRY STATED IN LIMITATION NO. 28

(1) **Phase I** Limitations 1, 3(B)(C), 4, 6, 7, 10, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27 and the following:

(2) No person may operate this aircraft for other than the purpose of “EXHIBITION” to exhibit the aircraft, or participate in events outlined in LEONARD SIKORA Program letter dated FEBRUARY 28, 2000 (or any amendments) describing compliance with 14 CFR Part 21.193(d). Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of 14 CFR part 91, and all additional limitations herein prescribed under the provisions of 14 CFR part 91.319(e). These operating limitations are a part of the FAA Form 8130-7 and are to be carried in the aircraft at all times for availability to the pilot.

(3) All proficiency/practice flights shall be conducted in airspace within an operational radius of 600 nautical miles from the aircraft’s home base airport. An exception is permitted for proficiency flying outside of the area stated above for organized formation flying, training, or checkout in conjunction with a specific event listed in the applicant’s program letter (or amendments). The program letter should indicate the location and dates for this proficiency flying.

(4) This aircraft is restricted to airports that are within airspace classes C, D, E, and G during proficiency flights, except in the case of a declared emergency or when otherwise directed by Air Traffic Control.

(5) The owner/operator of this aircraft must submit an annual program letter update to the local FSDO that lists airshows, fly-ins, etc. that will be attended during the next year, commencing at the time this aircraft is released into Phase II operation. This list of events may be amended, as applicable, by letter or facsimile transmission to the FSDO prior to the intended operation amendments, and a copy of the highlighted aeronautical chart, when applicable, is carried aboard this aircraft and is available to the pilot.

(6) This aircraft is authorized for flights or static display at air shows, motion pictures, or air races conducted under a waiver issued in accordance with 14 CFR part 91.903.

(7) After completion of Phase I flight testing, unless appropriately equipped for night and /or instrument flight in accordance with CFR part 91.205, this aircraft is to be operated under Visual Flight Rules (VFR), Day only.

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(8) No person may be carried in this aircraft during the exhibition of the aircraft's flight capabilities performance, or unusual characteristics at air shows, motion picture, television, or similar production, unless essential for the purpose of the flight. Passengers may be carried during flights to and from any event outlined in the program letter or during proficiency flying, limited to the design seating capacity of the aircraft.

(9) The pilot in command (PIC) of this aircraft shall advise each person carried of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.

(10) Supersonic flight (true flight Mach number Mach number greater than 1) is prohibited unless specifically authorized under 14 CFR 91 section 91.817.

(11) These operating limitations and airworthiness certificate will bear no expiration date. However, when an aircraft base of operation is changed or there is a transfer of ownership the new owner/operator will provide the local FSDO with a copy of the approved inspection program identifying the person responsible for scheduling and performing the inspections.

(12) Aerobatic maneuvers that have been satisfactory accomplished and recorded during the flight test time period may be performed.

(13) This aircraft shall not be used for glider towing, banner towing, or intentional parachute jumping.

(14) Flights to airports other than an alternate airport and the airport where the aircraft is based are allowed for MAINTENANCE of the aircraft. (Maintenance as defined in 14 CFR 1.1 is the reference for the purpose of these flights.) PRIOR to the flight, the operator must notify and receive permission from the geographically responsible FSDO where the maintenance will take place, and notify the FSDO with the geographical responsibility where the aircraft is based of the intended maintenance flight. The maintenance performed in connection with the flight must be recorded in the aircraft records in accordance with part 43.

**Additional Operating Limitations: ALL SOLO FLIGHTS SHALL BE CONDUCTED FROM THE MOST FORWARD COCKPIT SEAT POSITION ONLY, IN PHASE I AND PHASE II OPERATIONS .**

<u>3/4/2000</u>	<u>CARL E. JONES</u>	<u>DART-103002-CE</u>
Date of Issue	FAA Representative	Designation/Office No.