



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

Northwest Mountain Region
Colorado, Idaho, Montana,
Oregon, Utah, Washington,
Wyoming

Flight Standards District Office
3130 NW 229th Avenue
Hillsboro, Oregon 97124
Phone: 503-615-3200
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OPERATING LIMITATIONS
Operating Light-Sport Aircraft
Pursuant to 14 CFR, Part 21.190

(These limitations are derived from the national standards contained in FAA Order 8130.2G, chg.1, 7/02/2012)

REG. NO.	MAKE:	MODEL:	SERIAL NO:
N270VA	VANS AIRCRAFT INC	RV-12	12048

***THESE OPERATING LIMITATIONS
AIRWORTHINESS CERTIFICATE AND MUST BE ACCESSIBLE TO
THE PILOT***

(1) No person may operate this aircraft for any other purpose than that for which the aircraft was certificated. This aircraft must be operated in accordance with applicable air traffic and general operating rules of 14 CFR part 91 and all additional limitations prescribed herein. These operating limitations are a part of FAA Form 8130-7 and are to be carried in the aircraft at all times and to be available to the pilot in command of the aircraft.

(2) The pilot in command of this aircraft must advise the passenger of the special nature of this aircraft and that the aircraft does not meet the certification requirements of a standard certificated aircraft.

(3) This aircraft must display the word "LIGHT-SPORT" (hyphen optional) near the entrance to the cabin, cockpit, or pilot station in 2-inch minimum or a maximum of 6-inch block letters in accordance with 14 CFR § 45.23(b).

(4) This aircraft must contain the placards and markings as required by 14 CFR § 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 and the FAA-accepted consensus standards during each condition inspection.

(5) This aircraft is to be operated under VFR, day only, unless appropriately equipped for night and/or instrument flight in accordance with 14 CFR § 91.205, and when allowed by the manufacturer's operating instructions.

(6) Noncompliance with these operating limitations will render the airworthiness certificate invalid. Any change, alteration, or repair not in accordance with the manufacturer's written instructions and authorizations will render the airworthiness certificate invalid, and the owner of the aircraft must apply for a new airworthiness certificate under the provisions of 14 CFR § 21.191 with appropriate operating limitations before further flight.

(7) Application to amend these operating limitations must be made to the responsible geographic FSDO or MIDO.

(8) 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.

(9) The pilot in command of this aircraft must hold at least the appropriate category and class privileges, rating, or endorsements required by 14 CFR part 61.

(10) No person may operate this aircraft in the light-sport category for compensation or hire except to tow a light-sport glider or an unpowered ultralight vehicle in accordance with 14 CFR § 91.309 or to conduct flight training.

(11) This aircraft may only be operated in accordance with the manufacturer's AOI, including any provisions for necessary operating equipment specified in the aircraft's equipment list.

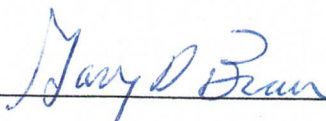
(12) No person may operate this aircraft in the light-sport category for compensation or hire unless within the preceding 100 hours of time in service the aircraft has— (a) Been inspected by a certificated repairman with an LSA maintenance rating, or an appropriately rated mechanic, or an appropriately rated repair station in accordance with inspection procedures developed by the aircraft manufacturer or a person acceptable to the FAA, and has been returned to service in accordance with the applicable provisions of 14 CFR part 43; (b) Received an annual condition inspection in accordance with number (14) of these operating limitations; or (c) Received an inspection for the issuance of an airworthiness certificate in accordance with 14 CFR part 21.

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

(14) No person will operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the manufacturer's maintenance and inspection procedures, 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 14 CFR § 91.9. This inspection will be recorded in the aircraft maintenance records.

(15) 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 manufacturer's maintenance and inspection procedures, 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.

(16) No person may operate this aircraft in the light-sport category unless it is continuously maintained in compliance with 14 CFR § 91.327(b).



Date: 12/6/2014

Gary D. Brown DART 832873 NM
(N270VA page 3 of 3)

S 12048

Revision: 0

Date: 07/10/09

RV-12 WEIGHT & BALANCE WORKSHEET

AIRCRAFT: N270VA (registration)
12048 (serial number)

DATE: 11/19/14

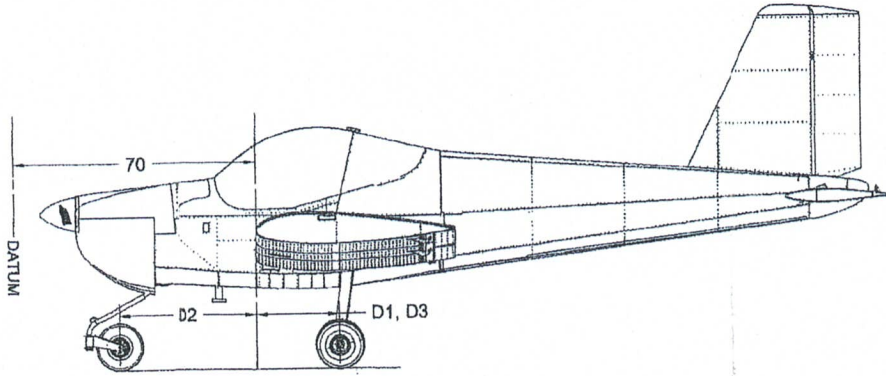


TABLE 1

	LEFT WHEEL	NOSE WHEEL	RIGHT WHEEL
WEIGHT	$\frac{303}{(W1)}$ lb	$\frac{148.5}{(W2)}$ lb	$\frac{317.5}{(W3)}$ lb
DISTANCE FROM AXLE CENTER TO LEADING EDGE	$\frac{23.5}{(D1)}$ inches	$\frac{40.5}{(D2)}$ inches	$\frac{23.5}{(D3)}$ inches

TABLE 2

	WEIGHT	ARM	MOMENT
LEFT WHEEL	$\frac{303}{(W1)}$ lb	$(70 + \frac{23.5}{(D1)}) = \frac{93.5}{(A1)}$ inches	$(\frac{303}{(W1)}) * (\frac{93.5}{(A1)}) = \frac{28,330.5}{(M1)}$ in-lb
NOSE WHEEL	$\frac{148.5}{(W2)}$ lb	$(70 - \frac{40.5}{(D2)}) = \frac{29.5}{(A2)}$ inches	$(\frac{148.5}{(W2)}) * (\frac{29.5}{(A2)}) = \frac{4,380.75}{(M2)}$ in-lb
RIGHT WHEEL	$\frac{317.5}{(W3)}$ lb	$(70 + \frac{23.5}{(D3)}) = \frac{93.5}{(A3)}$ inches	$(\frac{317.5}{(W3)}) * (\frac{93.5}{(A3)}) = \frac{29,886.25}{(M3)}$ in-lb

EMPTY WEIGHT = $\frac{769}{(W1 + W2 + W3)}$ lb EMPTY ARM = $\frac{81.141}{(\text{Empty Moment} / \text{Empty Weight})}$ inches

EMPTY MOMENT = $\frac{62,397.5}{(M1 + M2 + M3)}$ in-lb

Aircraft measured, weighed, and worksheet filled-out by: Chris Thelan
 printed name

Signature:

From: Helen Woods helen@chesapeakeportpilot.com
Subject: Fwd: S-LSA Lighting
Date: December 20, 2017 at 6:49 AM
To: Jonathan Cook jonathan@chesapeakeportpilot.com

Would you please put a copy of this in the back of OVA until we can fix the lights?

----- Forwarded Message -----

Subject: S-LSA Lighting
Date: Wed, 20 Dec 2017 00:34:58 +0000
From: Mitch Lock [<mitchl@vansaircraft.com>](mailto:mitchl@vansaircraft.com)
To: Helen Woods [<helen@chesapeakeportpilot.com>](mailto:helen@chesapeakeportpilot.com)
CC: Gus Funnell [<gusf@vansaircraft.com>](mailto:gusf@vansaircraft.com)

Helen,

The RV-12 S-LSA is certified under the ASTM Standards for Light Sport Aircraft. It is not certified under FAR Part 23 standards.

Referring to ASTM Standard F 2245-07a Section 8 "Required Equipment" makes no statement of requirement for external lighting. Referring to ASTM Standard F 2245-07A Appendix A2 "Light Sport Aircraft To Be Flown At Night", position lights and anti-collision lights are required.

It is therefore the position of Van's Aircraft that position and collision lighting systems are not required for day VFR operation only.

Hope this helps.

Mitch