Operating Limitations - Operating Light Sport Aircraft

U.S. Department of Transportation

Federal Aviation Administration

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

SLSA OPERATING LIMITATIONS
Per: CFR 21.190

(These limitations are derived from the national standards contained in FAA Order 8130.2H (2/4/2015)

REG. NO.	MAKE:	MODEL:	SERIAL NO:
N308VA	VANS AIRCRAFT INC	RV-12	12071

THESE OPERATING LIMITATIONS ARE PART OF THE SPECIAL AIRWORTHINESS CERTIFICATE AND MUST BE ACCESSIBLE TO THE PILOT

1. This aircraft does not meet the airworthiness requirements specified in Annex 8 to the Convention on International Civil Aviation. Operations in civil airspace outside of the United States will require the written permission of the applicable Civil Aviation Authorities (CAA). That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and,upon request, be made available to an FAAinspector or the CAA in the country of operation. Operations may be further restricted by the foreign CAA. This may include not allowing use of an airport, requiring specific routing, and restricting flight over specificareas. The operator must comply with any additional limitation prescribed by the CAA when operating in itsairspace. (1)

2. No person may operate this aircraft for any other purpose specified on the face of the FAA Form 8130-7. These operating limitations do not provide any relief from any applicable law or regulation. This aircraft mustbe operated in accordance with applicable regulations and the additional limitations prescribed herein. Notethat a clearance from air traffic control (ATC) is not authorization for a pilot to deviate from any rule, regulation, operating limitation, or minimum altitude, or to conduct unsafe operation of the aircraft. If ATC issues a clearance that would cause a pilot to deviate from a rule, regulation, or operating limitation, or in thepilot's opinion, would place the aircraft injeopardy, it is the pilot's responsibility to request an amended clearance. 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)

3. This aircraft may only be operated in accordance with the manufacturer's aircraft operating instructions (AOI), including any requirement for necessary operating equipment specified in the aircraft's equipment list. Night flight and instrument flight rules (IFR) operations are authorized if allowed by the AOI and if the instruments specified in § 91.205 are installed, operational,and maintained in accordance with the applicablerequirements of part 91. (5)

4. Application to amend these operating limitations must be made to the local Flight Standards District Office (FSDO) or Manufacturing Inspection District Office (MIDO). (6)

5. The pilot in command of this aircraft must hold Airplane category and Single-engine land class certificate or privilege. The pilot in command must hold all required ratings or authorizations, and endorsements required by 14 CFR part 61. (7)

6. **The pilot may only conduct the maneuvers authorized in the AOI. (25)**

Gary D Brown

Date: 11/9/2016

Gary D. Brown DAR-F 073096896 NM 51

Revision: 1

Date: 09/25/15

RV-12 WEIGHT & BALANCE WORKSHEET

AIRCRAFT: N308VA **(registration)**
12071 **(serial number)**

DATE: 11/04/16

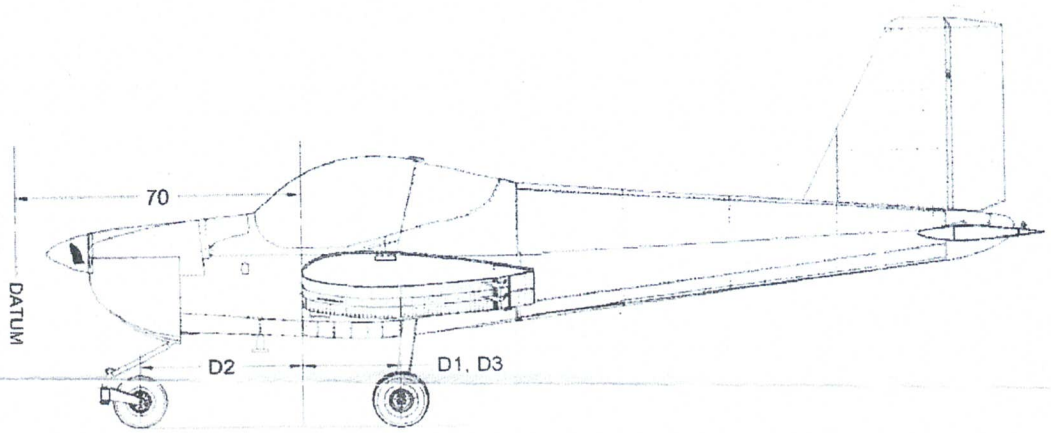

TABLE 1

	LEFT WHEEL	NOSE WHEEL	RIGHT WHEEL
WEIGHT	300.00 lb (W1)	146.50 lb (W2)	313.00 lb (W3)
DISTANCE FROM AXLE CENTER TO LEADING EDGE	23.50 inches (D1)	(40.50) inches (D2)	23.50 inches (D3)

70.00

TABLE 2

	WEIGHT	ARM	MOMENT
LEFT WHEEL	300.00 lb (W1)	(70+ 23.5 (D1)) = 93.50 inches (A1)	(300 (W1))*(93.50 (A1)) = 28,050.00 in-lb (M1)
NOSE WHEEL	146.50 lb (W2)	(70- -40.5 (D2)) = 29.50 inches (A2)	(146.5 (W2))*(29.50 (A2)) = 4,321.75 in-lb (M2)
RIGHT WHEEL	313.00 lb (W3)	(70+ 23.5 (D3)) = 93.5 inches (A3)	(313 (W3))*(93.50 (A3)) = 29,265.50 in-lb (M3)

EMPTY WEIGHT = 759.50 lb (W1 + W2 + W3) EMPTY ARM = 81.1550 inches (Empty Moment / Empty Weight)

EMPTY MOMENT = 61,637.25 in-lb (M1 + M2 + M3)

Aircraft measured, weighed, and worksheet filled-out by: Ryan Marshall (Printed name)

Signature: Ryan Marshall

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

Would you please put a copy of this in the back of 0VA 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>
To: Helen Woods <helen@chesapeakesportpilot.com>
CC: Gus Funnell <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