

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE			
CATEGORY/DESIGNATION		Experimental	
PURPOSE		Operating on a public aircraft	
MANUFACTURER	NAME	N/A	
	ADDRESS	N/A	
FLIGHT	FROM	N/A	
	TO	N/A	
N 752KF	MODEL	EVANS RV-9A	SERIAL NO. 91263
BUILDER KENT FOSTER		DATE OF ISSUANCE 10/29/2017	
Unless sooner surrendered, suspended, revoked, or the termination date of <u>Unlimited</u> , this airworthiness certificate is effective under the conditions prescribed in 14 CFR, Part 21, Section 21.101 or 21.217.			
SIGNATURE OF FAA REPRESENTATIVE <i>Gary D. Brown</i> Gary D. Brown		DESIGNATION OR OFFICE NO. DAR-F 073096896	
<small>This airworthiness certificate is issued under the authority of Title 14 Code of Federal Regulations. Any alteration, misuse or reproduction for a fraudulent purpose of this certificate may be punishable by a fine, suspension, and/or imprisonment. THIS PORTION OF THE CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE REGULATIONS.</small>			

*-- Conditions and Limitations --*

1. This aircraft does not meet the airworthiness standards of Annex 8 to the Convention on International Civil Aviation. Operations in airspace outside of the United States will require the permission of the applicable foreign authority. That permission must be carried aboard the aircraft together with this U.S. airworthiness certificate and, upon request, be made available to an FAA inspector or the applicable foreign authority in the country of operation. Operations may be further restricted by the applicable foreign authority. This may include not allowing use of an airport, requiring specific routing, and restricting flight over specific areas. The operator must comply with any additional limitation prescribed by the applicable foreign authority when operating in its airspace. (1)
2. These operating limitations do not provide any relief from any applicable law or regulation. This aircraft must be operated per applicable regulations and the additional limitations prescribed herein. Note that 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 the pilot's opinion, would place the aircraft in jeopardy, 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 special airworthiness certificate is not in effect during public aircraft operations (PAO). Concurrent public/civil operations are not permitted; the aircraft cannot be operated as a civil aircraft and as a public aircraft at the same time. No weapons or special military mission systems may be added to the aircraft. This airworthiness certificate is not in effect during flights related to providing military services (that is, air combat maneuvering, air-to-air gunnery, target towing, electronic countermeasures simulation, cruise missile simulation, and air refueling). These activities are inherent military, not civil activities. The FAA makes the distinction between the authorized flights for experimental purposes, and PAO. Before operating this aircraft under this special airworthiness certificate following a PAO, the aircraft must be returned to the condition and configuration at the time of inspection for the issuance of this airworthiness certificate. The operator must have written procedures for returning the aircraft to the civil configuration.