

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE			
CATEGORY/DESIGNATION		EXPERIMENTAL	
PURPOSE		EXHIBITION/AIR RACING	
MANUFACTURER	NAME	N/A	
	ADDRESS	N/A	
FLIGHT	FROM	N/A	
	TO	N/A	
N 20GX	MODEL	L-39	SERIAL NO. 131914
BUILDER AERO VODOGHODY		DATE OF ISSUANCE A 20 MAY 2020	
Unless sooner surrendered, suspended, revoked, or the termination date of unlimited , this airworthiness certificate is effective under the conditions prescribed in 14 CFR, Part 21, Section 21.181 or 21.217.			
SIGNATURE OF FAA REPRESENTATIVE		DESIGNATION OR OFFICE NO.	
ALBERT KIMBALL		763165187	
This airworthiness certificate is issued under the authority of Title 49 United States Code 44704 and Title 14 Code of Federal Regulations. Any alteration, misuse or reproduction for a fraudulent purpose of this certificate may be punishable by certificate revocation, fine, and/or imprisonment. THIS PORTION OF THE CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE REGULATIONS.			

-- 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. This action must be documented in the maintenance records. The maintenance records and entries must clearly differentiate between a civil experimental flight per this certificate and any other flights. (3)
4. Application to amend this certificate must be made to the local Flight Standards District Office (FSDO) or Manufacturing Inspection District Office (MIDO). (4)
5. The pilot in command 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 part 61. (7)

6. The pilot in command must hold—
- An appropriate type rating (if one has been established); or
 - An experimental aircraft authorization, by make and model, on their pilot certificate; or
 - A temporary letter of authorization (LOA) issued by an FAA Flight Standards Operations Inspector. (8)
7. When filing a flight plan, the experimental nature of this aircraft must be listed in the remarks section. (11)
8. This aircraft must not be used for towing, including, but not limited to glider towing, banner towing, target towing, or towing electronic receivers or emitters. This aircraft must not be used for intentional parachute jumping. (13)
9. If aircraft, engine, or propeller operating limitations are exceeded outside of planned test conditions, an appropriate entry will be made in the maintenance records. (14)
10. No person may operate this aircraft unless it is maintained per an inspection program meeting the scope and content described in § 91.409(f). The operator must select and identify in the aircraft maintenance records one of the following programs for the inspection of the aircraft:
- For type-certificated aircraft, a current inspection program recommended by the manufacturer; or
 - For former-military aircraft, an inspection program recommended by the manufacturer or North Atlantic Treaty Organization (NATO) military service; or
 - An FAA-approved inspection program.
- 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] per [identify applicable inspection program] and found to be in a condition for safe operation."
- Note: To extend an inspection interval, the owner/operator must submit a request for that extension with supporting documentation and data to the local FSDO and obtain concurrence from that FSDO. (15)
11. This aircraft must not be operated unless it is operated, inspected, and maintained per appropriate military technical publications and/or manufacturer's recommendations. (16)
12. Only FAA-certificated repair stations, FAA-certificated mechanics with appropriate ratings, or a manufacturer as authorized by § 43.3 may perform inspections required by these operating limitations. (19)
13. The aircraft may not be operated unless the replacement for life-limited articles specified in the applicable technical publications pertaining to the aircraft and its articles are complied with in one of the following manners:
- Type-Certificated Products: Replacement of life-limited parts required by § 91.409(e) applies to experimental aircraft when the required replacement times are specified in the U.S. aircraft specifications or type certificate data sheets.
 - Non-Type-Certificated Products: All articles installed in non-type-certificated products operated under an airworthiness certificate issued for an experimental purpose, in which the manufacturer has specified limits, must include in their program an equivalent level of safety for those articles. These limits must be evaluated for their current operating environment and addressed in the approved inspection program. All articles installed in non-type-certificated products in which the manufacturer has specified limits, must include in their program an equivalent level of safety for those articles. The article must be inspected to ensure the equivalent level of safety still renders the product in a serviceable condition for safe operation. (20)
14. For aircraft originally incorporating fatigue life recording systems, the owner/operator must maintain and use the system as prescribed by the aircraft manufacturer and comply with the manufacturer's fatigue life limits. (21)
15. The geographically responsible FSDO where the aircraft is based must be notified, and its response received in writing, before flying this aircraft after incorporation of a major change as defined by § 21.93. The FSDO may require demonstrated compliance with § 91.319(b). (22)
16. When changing between experimental operating purposes, the operator must determine that the aircraft is in a condition for safe operation and appropriate for the purpose intended. A record entry will be made by an appropriately rated person to document that finding in the maintenance records. (26)
17. Preflight planning runway length requirements:
- Takeoff is prohibited unless takeoff planning determines it is possible to stop the airplane safely on the runway, as shown by the accelerate-stop distance data. For aircraft without accelerate-stop distance data, the airplane must be able to safely stop within

the effective length of the runway, from any point during the takeoff, before reaching 105 percent of VMCA or 115 percent of the power-off stalling speed in the takeoff configuration, whichever is greater. In addition, the aircraft must be able to clear all obstacles by at least 50 feet vertically.

Landing will not be attempted unless landing planning determines that a full stop landing can be made within 60 percent of the effective length of the runway from a point 50 feet above the runway.

When calculating takeoff or landing performance, corrections must be made for any runway gradient. Performance data based on still air may be corrected by taking into account not more than 50 percent of any reported headwind component and not less than 150 percent of any reported tailwind component. Calculations may not include the use of reverse thrust or drag chute (28)

18. The owner/operator must submit an annual program letter to the geographically responsible FSDO where the aircraft is based. A copy of the current program letter and any amendments must be carried on board the aircraft any time that the aircraft is being operated.

The program letter must include the following information:

- (a) The aircraft's home base,
- (b) The name of the person responsible for the operation and maintenance of the aircraft,
- (c) A list of events at which the aircraft will be [exhibited/raced] (the list may be amended as necessary),
- (d) The estimated time or number of flights, and
- (e) The areas over which the aircraft will be flown. (29)

19. Aircraft equipped with operational ejection seats must have external markings that ensure emergency personnel are aware of the hazard presented by the system.

Operational ejection seat systems must be maintained and inspected per the manufacturer's procedures or U.S./NATO applicable orders. The manufacturer or military service must approve any modification to the seat or parts substitution. The manufacturer or military service must have approved the ejection seat system, as configured, for installation in the aircraft.

Operational ejection seat systems must be secured per the manufacturer's procedures or U.S./NATO technical orders to prevent inadvertent operation of the system when the aircraft is parked or out of service.

Person(s) acting as pilot-in-command and flightcrew members operating aircraft equipped with operational ejection seat(s), whether armed or not armed, must have successfully completed an ejection seat training program within the previous 24 calendar months prior to operations for this make and model of aircraft per AC 91-87.

Passengers must have a safety brief prior to flight per AC 91-87. (30)

20. When an aircraft's home base is changed or there is a transfer of ownership, the owner/operator will, within 30 days:

- (a) Submit a new program letter to the geographically responsible FSDO.
- (b) If an accepted or approved inspection program is specified in these operating limitations, submit a copy to the geographically responsible FSDO. (31)

21. Operation is restricted to airports that are within airspace classes C, D, E, or G, except in the case of a declared emergency or authorized operations under an airshow waiver. (37)

22. This aircraft is prohibited from flight with any externally mounted equipment unless the equipment is mounted in a manner that will prevent in-flight jettison. The aircraft must be configured as documented in the aircraft's flight test records or as allowed in the original manufacturer's, or military operator's aircraft limitations. If relying on the manufacturer's or military data, the aircraft must conform to the manufacturer's design and be maintained to manufacturer's or military instructions. No change in external loading for the aircraft (for example, a change in a pylon, rack, or external store) from configurations approved by the manufacturer or military operator is allowed, except to prevent jettison. Compliance with all manufacturer or original military operator limitations when any external stores or fuel tanks are installed is required. (39)

-- The following limitations apply during phase 1:

23. No person may operate this aircraft for other than the purpose of meeting the requirements of § 91.319(b).

The pilot in command must comply with § 91.305 at all times.

This aircraft is to be operated under VMC, day only.

This aircraft must be operated for at least 5 hours with at least 5 takeoffs and landings in this geographical area: Phase one test area is defined as the area within the boundary line created between the following airports; North Palm Beach County(F45), and Naples(APF), and Sarasota and Bradenton Intl(SRQ), Space Coast Regional Airport (TIX), and back to North Palm Beach County(F45), remaining clear Tampa and Orlando Class B airspace.. (42)

24. No person may be carried in this aircraft during flight unless that person is a required flightcrew member. (43)

25. Upon completion of phase I flight testing, compliance with § 91.319(b) must be recorded in the maintenance records. The following or similar statement must be recorded in the maintenance records:

"I certify that the prescribed flight test has 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."

If aerobatic maneuvers are intended to be performed during phase II, those maneuvers must be satisfactorily accomplished and recorded in the maintenance records. Aerobatic flight testing is not complete until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable during the aerobatic maneuver tested. Upon completion of flight testing, the owner/operator must make the following or similar entry in the maintenance records:

"I certify that the following aerobatic maneuvers have been test flown, and that the aircraft is controllable throughout the maneuvers' normal range of speeds. The flight-tested aerobatic maneuvers and speeds are _____ at _____, _____ at _____, _____ at _____, and _____ at _____." During phase II operations, aerobatic maneuvers that were not documented per this limitation may not be performed. The owner may place the aircraft back into phase I for the sole purpose of adding additional aerobatic maneuvers to the aircraft authorized maneuvers. (45)

26. If the aircraft will have removable externally mounted equipment, it must be test flown in all configurations. An entry must be made in the maintenance records indicating the configurations flight tested, unless the original manufacturer's flight test data for that equipment is included in the aircraft limitations. If relying on the manufacturer's data, the aircraft and load must conform to the manufacturer's design and be maintained to manufacturer's instructions. Otherwise, the aircraft owner/operator must conduct test flights in all configurations and make an entry in the maintenance records indicating the configurations flight tested. (46)

-- end of phase 1 section --

-- The following limitations apply during Phase 2 operations:

27. Kinds of operations authorized:

Day VFR flight operations are authorized (47)

28. Night flight operations are authorized if the instruments specified in § 91.205(c) are installed, operational, and maintained per the applicable requirements of part 91. (48)

29. Instrument flight operations are authorized if the instruments specified in § 91.205(d) are installed, operational, compliant with the performance requirements of, and maintained per the applicable regulations. The pilot in command must have a method to comply with the § 91.319(c) prohibition from operating over densely populated areas or in congested airways. All maintenance or inspection of this equipment must be recorded in the aircraft maintenance records and include the following items: date, work performed, and name and certificate number of person returning aircraft to service. (50)

30. The pilot in command must not perform any maneuvers that have not been flight tested or operate the aircraft outside the weight, airspeeds, and center of gravity limits tested. (51)

31. Flight over a densely populated area or in a congested airway is authorized per § 91.319(c) only for the purpose of takeoff and landing.

The area on the surface described by the term "only for the purpose of takeoff and landing" is the traffic pattern.

For the purpose of this limitation, the term "only for the purpose of takeoff and landing" does not allow multiple traffic patterns for operations such as training or maintenance checks. This does not restrict a go-around/rejected landing for safety reasons.

When avoiding populated areas, aircraft speed and weight must be considered. The information in FAA Order 8900.1, Flight Standards Information Management System (FSIMS), regarding set-back distances from spectator areas for aviation events such as air shows or air races may assist in determining a suitable space to fly the aircraft. (55)

32. Flight in RVSM-designated airspace is prohibited. (58)

33. No person may be carried in this aircraft during the exhibition of the aircraft's flight capabilities, performance, or unusual characteristics at air shows, or for motion picture, television, or similar productions, unless essential for the purpose of the flight. (Refer to FAA Order 8900.1.) Persons may be carried during flights to and from any event or during proficiency/currency flying, limited to the design seating capacity of the aircraft and subject to the regulatory prohibition on compensation. (59)

35. Any engine experiencing an N1 overspeed of 103% for more than 5 seconds may only be used for closed course racing and may not be used for normal non-racing operation.

This airworthiness certificate authorizes the flight specified for the purpose shown.

-- END --

