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Date: 9/15/2016

**AIRCRAFT OPERATING LIMITATIONS - MULTIPLE CATEGORY  
STANDARD/RESTRICTED**

BUILDER: Beech

SERIAL No.: LM-79 (66-18079)

MODEL: 65-A90-1 (U-21A)

REGISTRATION NO.: N80Y

These limitations are part of FAA Form 8130-7 dated 15 SEP 2016.

This aircraft has been certificated in the Standard and Restricted Category under Multiple Certification Provisions of 21.187. When operating under the Special Airworthiness Certificate "Restricted Category", Purpose of Aerial Surveying & Agriculture and Pest Control, the following operating limitations and maintenance actions are applicable as follows:

Instructions for Conversion of Aircraft to "Restricted Category" operations and return to "Normal Category" operations.

The following Instructions are for converting the aircraft from Standard Category to Restricted Category;

1. Install the equipment listed on the current Aircraft Weight and Balance Supplement for Restricted Category and IAW conversion instructions as outlined on the major repair or alteration FAA Form 337 on which the installation was approved.
2. This aircraft must display the word "Restricted" in accordance with 14 CFR, part 45, section 45.23(b)
3. The System shall be "Operationally" Checked to ensure it operates normal and does not interfere with the Safe Operation of the aircraft.
4. This aircraft shall be inspected by a FAA-Certificated Mechanic upon each conversion from one Category to another. A log book entry will be made specifying satisfactory conversion in accordance with these instructions.
5. Instructions for continued airworthiness:



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- a. During each pre-flight the pilot shall inspect the interior equipment and there attachments for defects, such as cracks, deformations and leaks.
- b. Inspect the installed equipment and surrounding structure at the same intervals as specified in accordance with the inspection programs approved for the aircraft.

The following Instructions are for converting the aircraft from Restricted Category to Standard Category operations;

6. Remove the equipment listed on the current Aircraft Weight and Balance Supplement for Restricted Category.
7. Electrical wires shall be disconnected from components. Insulate the wire ends and secure them behind the interior. Circuit breakers shall be collared with a tie-wrap in the off position.
8. Removed the word "RESTRICTED" decal.
9. The aircraft shall be inspected in all areas where the "Restricted Category" equipment was installed to insure all of the equipment has been removed. Removal all panels on the floor. Inspect for chemical spills, corrosion, and structural defects. Repair any defects found. Clean area and treat with a corrosion inhibitor.
10. Make entry in the aircraft log book moving the aircraft from "Restricted Category to Standard Category." This entry must be accomplished by an FAA-Certificated Mechanic familiar with the aircraft and system installed.
11. No person may operate a "Restricted" Category civil aircraft in an operation other than one necessary to accomplish the work activity directly associated with that special purpose, Aerial surveying (photography, mapping, and oil and mineral exploration), Agricultural (spraying, dusting, and seeding, and livestock and predatory animal control) 14 CFR part 21.25(b), 21.185(b), and 21.187. 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 part 91 and 91.313. These operating limitations



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are a part of FAA Form 8130-7 and are to be carried in the aircraft at all times for availability to the pilot-in-command (PIC).

12. No person may operate a "Restricted Category" civil aircraft carrying persons or property for compensation or hire.
13. No person may be carried on a "Restricted Category" civil aircraft unless that person;
  - i. Is a flight crewmember;
  - ii. Is a flight crewmember trainee;
  - iii. Performs an essential function in connection with a special purpose operation for which the aircraft is certificated for;
  - iv. Is necessary to accomplish the work activity directly associated with that special purpose.
14. Except when operating in accordance with the terms and conditions of a certificate of waiver or special operating limitations issued by the Administrator, no person may operate a "Restricted Category" civil aircraft within the United States;
  - i. Over a densely populated area;
  - ii. In a congested airway;
  - iii. Near a busy airport where passenger transport operations are conducted; or
  - iv. Except for takeoff and landing, this aircraft shall 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.
15. No person may operate a small "Restricted Category" civil airplane manufactured after July 18, 1978, unless an approved shoulder harness is installed for each front seat. The shoulder harness must be designed to protect each occupant from



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serious head injury when occupant experiences the ultimate inertia forces specified in FAR Part 23.561(b)(2) of this chapter. The shoulder harness installation at each flight crewmember station must permit the crewmember, when seats and with the seat belt and shoulder harness fastened, to perform all functions necessary for the flight operations.

16. The pilot-in-command of this aircraft must hold an appropriate category/class rating.
17. Carriage of "Hazardous Material" is prohibited unless compliance is shown with applicable regulations of Code of Regulations, Title 49, Part 175.
18. This aircraft is prohibited from carrying cargo for compensation or hire. Carriage of cargo is limited to such cargo that is incidental to the aircraft owner/operator's business which is other than air transportation. The authorized cargo that may be carried on this aircraft is incidental to Aerial surveying or Agricultural (spraying, dusting, seeding, and livestock and predatory animal control) relative to the owner / operator's business
19. Unless appropriately equipped for night and / or instrument flight in accordance with 14 CFR, part 91, section 91.205, this aircraft must be operated Day VFR only.
20. 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 provision of 14 CFR part 91 and 91.409(e). This inspection program shall be recorded in the aircraft maintenance records.
21. Only FAA-certificated mechanics with appropriate ratings as authorized by 14 CFR part 43, 43.3 may perform inspections required by these limitations.



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22. Aircraft instruments and equipment installed and used under 14 CFR part 91, section 91.205, must be inspected and maintained in accordance with the requirements for those instruments found in 14 CFR, part 43 and 91. Any maintenance or inspections of this equipment must be recorded in the aircraft maintenance records.
23. This aircraft shall contain the placards and markings required by 14 CFR, part 91 sections 91.9.
24. In accordance with 14 CFR, part 47, section 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 a FAA Form 8050-1, Aircraft Registration Application.
25. This aircraft may not be operated without a valid current weight and balance report having been generated, including the actual weight being used for the weight & balance computations including crew members, equipment operators, additional mission support equipment, emergency equipment, baggage, and commissary items. In addition, to that as defined in TCDS 3A20. This current report must be available to the pilot/operator at all times.
26. The instructions for Continued Airworthiness are contained within FAA Form 337 for each system installed and must be performed. In addition, any operation outside of the normal category operating limitations while operating in "Restricted Category" (either weight or maneuvering) unless approved for that aircraft, may make it impossible to return the aircraft to "Normal" category unless a complete "Engineering Evaluation" is made. The evaluation must determine what effect the overweight and maneuvering loads had on the aircraft's structure and components. An entry must be recorded in the aircraft maintenance records indicating this "Engineering Evaluation" prior to approval for return to service.
27. Any modification or alteration to this aircraft, including those for the special purpose operations, must be FAA-approved by Supplemental Type Certification (STC), FAA Form 337, or other method acceptable to the FAA.



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28. This aircraft has not been shown to meet the requirements of the applicable comprehensive and detailed Airworthiness Code as provided by Annex 8 to the Convention of International Civil Aviation.

29. 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 a FAA Inspector or the CAA in the country of operation.

AS OWNER, APPLICANT, OPERATOR, I HAVE BEEN PERSONALLY BRIEFED, AND IT IS CLEARLY UNDERSTOOD THAT RESTRICTED CATEGORY CIVIL AIRCRAFT ARE PROHIBITED FROM CARRIAGE OF CARGO OR PERSONS FOR COMPENSATION OR HIRE IN ACCORDANCE WITH FAR 91.313(c). I HAVE ALSO COMPLETELY READ AND UNDERSTAND THE ABOVE LIMITATIONS.

Name: Brit Adam Thomas

Title: Aircraft Certification Quality Manager

Signature: 

Issued By: Gregory Swift

Signature: 

Date: 15 SEP 2016