


FAA FORM 8130-6, APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE

Form Approved
O.M.B. No. 2120-0018

 U.S. Department of Transportation Federal Aviation Administration		APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE		INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI and VII as applicable.																																																																																																																																																																																																																																																																																																																																								
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VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER			
	NAME		ADDRESS	
	B. PRODUCTION BASIS <i>(Check applicable item)</i>			
	<input type="checkbox"/>	PRODUCTION CERTIFICATE <i>(Give production certificate number)</i> _____ →		
	<input type="checkbox"/>	TYPE CERTIFICATE ONLY		
	<input type="checkbox"/>	APPROVED PRODUCTION INSPECTION SYSTEM		
C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS				
DATE OF APPLICATION		NAME AND TITLE <i>(Print or Type)</i>		SIGNATURE
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	A. DESCRIPTION OF AIRCRAFT			
	REGISTERED OWNER		ADDRESS	
	BUILDER <i>(Make)</i>		MODEL	
	SERIAL NUMBER		REGISTRATION MARK	
	B. DESCRIPTION OF FLIGHT			
	FROM		TO	
	VIA		DEPARTURE DATE	DURATION
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT			
	<input type="checkbox"/>	PILOT	<input type="checkbox"/>	CO-PILOT
	<input type="checkbox"/>	FLIGHT ENGINEER	<input type="checkbox"/>	OTHER <i>(Specify)</i>
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:			
	E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: <i>(Use attachment if necessary)</i>			
F. CERTIFICATION – I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is safe for the flight described.				
DATE		NAME AND TITLE <i>(Print or Type)</i>		SIGNATURE
VIII. AIRWORTHINESS DOCUMENTATION <i>(FAA/DESIGNEE use only)</i>	<input checked="" type="checkbox"/>	A. Operating Limitations and Markings in Compliance with 14 CFR Section 91.9, as applicable.		G. Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>
	<input checked="" type="checkbox"/>	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>
	<input type="checkbox"/>	C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i>		I. Previous Airworthiness Certificate Issued in Accordance with 14 CFR Section _____ CAR _____ <i>(Original Attached)</i>
	<input checked="" type="checkbox"/>	D. Current Weight and Balance Information Available in Aircraft		
	<input type="checkbox"/>	E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>		J. Current Airworthiness Certificate Issued in Accordance with 14 CFR Section <u>21.191(d)</u> <i>(Copy Attached)</i>
	<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records		K. Light-Sport Aircraft Statement of Compliance, FAA Form 8130-15 <i>(Attach when required)</i>

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION		EXPERIMENTAL
	PURPOSE		EXHIBITION
B	MANU-FACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	N/A
		TO	N/A
D	N- 329AX		SERIAL NO. 41H-003067
	BUILDER Hawker Aircraft LTD		MODEL MK-58A
E	DATE OF ISSUANCE August/28/2009		EXPIRY UNLIMITED
	OPERATING LIMITATIONS DATED August/28/2009 ARE A PART OF THIS CERTIFICATE		
	SIGNATURE OF F A. Pereira		DESIGNATION OR OFFICE NO. DARF-800856-NE

COPY

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

A	This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).
B	This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.
C	This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.
D	This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The 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. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country.
E	Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.

HUNTER AVIATION INTERNATIONAL

220 E. Delaware Ave.

Suite 854

Newark, Delaware 19711

USA

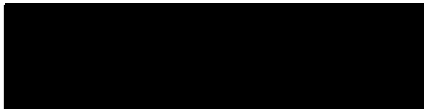
February 19, 2009

To whom it may concern:

Hunter Aviation International, the registered owner of Hawker Hunter aircraft N321AX, N322AX, N323AX, N324AX, N325AX, N326AX, N327AX, N328AX, N329AX, and N330AX has leased the aircraft to Airborne Tactical Advantage Company LLC (ATAC). ATAC will be the operator of these aircraft for the five year period as per the lease agreement. As a result, Hunter Aviation recognizes ATAC as an agent for purposes of aircraft operational and airworthiness matters during this period.

If you have any questions regarding the above, please let me know.

Sincerely,



Andre Lortie
President and Chief Operating Officer
Hunter Aviation International
418-575-0032



U.S. Department
of Transportation
Federal Aviation
Administration

EXPERIMENTAL OPERATING LIMITATIONS EXHIBITION

COPY

BUILDER: Hawker Aircraft LTD

SERIAL NUMBER: 41H-003067

DATE OF ISSUANCE: August/28/2009

MODEL: MK 58A

REGISTRATION NUMBER: N329AX

EXPIRATION: Unlimited

(1) No person may operate this aircraft unless Form 8130-7 is displayed at the cabin or cockpit entrance so that it is visible to passengers or flightcrew members.

(2) No person may operate this aircraft for other than the purpose of meeting the requirements of § 91.319(b), as stated in the program letter dated August 25, 2009 (required by § 21.193) for this aircraft. This aircraft must be operated in accordance with applicable air traffic and general operating rules of part 91, as well as all additional limitations herein prescribed under the provisions of § 91.319(i). These operating limitations are a part of the special airworthiness certificate, and are to be carried in the aircraft at all times and made available to the pilot in command of the aircraft.

PHASE I

(3) This aircraft may only operate from New Port News/Williamsburg Airport (PHF) until the requirements of § 91.319(b) have been met. The operator will use the described corridor (shown on the attached chart page 6) to transition to that airport. After meeting the requirements of § 91.319(b), the aircraft may return to PHF and the established corridor will be used for all subsequent operations.

(4) This aircraft must be operated for at least 5 hours with at least 3 takeoffs and landings (to a full stop), and all operations must be conducted in the geographic area shown on the attached chart page 6 defining flight corridors and flight test area.

(5) In accordance with § 47.45, the FAA Aircraft Registry must be notified within 30 days for any change of the aircraft registrant address. Such notification is to be made by submitting Aeronautical Center Form 8050-1 to AFS-750 in Oklahoma City.

(6) Application must be made to the geographically responsible FSDO for any revision to these operating limitations.

(7) This aircraft may not be operated over densely populated areas or in congested airways, except when otherwise directed by air traffic control.

(8) This aircraft is to be operated under VFR, day only.

(9) During the test flight under **PHASE I**, no person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight.

**EXPERIMENTAL OPERATING LIMITATIONS
EXHIBITION**

COPY

(10) Aerobatic maneuvers intended to be performed must be satisfactorily accomplished and recorded in the aircraft records during the flight test period.

(11) Following satisfactory completion of the required number of flight hours in the flight test area, the pilot must certify in the records that the aircraft has been shown to comply with § 91.319(b). Compliance with § 91.319(b) must be recorded in the aircraft records with the following, or a similarly worded, statement: **“certify that the prescribed flight test hours have 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.”**

PHASE II

(12) After completion of phase I flight testing, unless appropriately equipped for night and/or instrument flight in accordance with § 91.205, this aircraft is only to be operated under day VFR.

(13) No person may be carried in this aircraft during the exhibition of the aircraft' flight capabilities, performance, or unusual characteristics at airshows, or for motion picture, television, or similar productions, unless essential for the purpose of the flight. Passengers may be carried during flights to and from any event outlined in the program letter or during proficiency flying, limited to the design seating capacity of the aircraft.

(14) The pilot in command of this aircraft must advise each passenger of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.

(15) No person may operate this aircraft for carrying persons or property for compensation or hire.

(16) This aircraft must not be operated unless it is inspected and maintained in accordance with Hawker Hunter MK 58/A Inspection Program dated February 9, 2005. This inspection program must be recorded in the aircraft maintenance records.

(17) This aircraft may 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 Hawker Hunter MK 58/A Inspection Program dated February 9, 2005 selected under the provisions of § 91.409(e). This inspection program must be recorded in the aircraft maintenance records.

(18) Inspections must be recorded in the aircraft maintenance records showing the following, or a similarly worded, statement: **“certify that this aircraft has been inspected on [insert date] in accordance with the Hawker Hunter Inspection FSDO approved program dated February 9, 2005, and found to be in a condition for safe operation.”** The entry will include the aircraft' total

**EXPERIMENTAL OPERATING LIMITATIONS
EXHIBITION**

COPY

time-in-service (cycles if appropriate), and the name, signature, certificate number, and type of certificate held by the person performing the inspection.

(19) Only FAA certificated mechanics with appropriate ratings as authorized by § 43.3 may perform inspections required by these operating limitations.

(20) The cognizant FSDO must be notified, and its response received in writing, prior to flying this aircraft after incorporation of a major change as defined by § 21.93.

(21) This aircraft must display the word "EXPERIMENTAL" in accordance with § 45.23(b).

(22) This aircraft must contain the placards, markings, etc., required by § 91.9.

(23) The pilot in command of this aircraft must hold an appropriate category/class rating. If required for the type of aircraft to be flown, the pilot in command also must hold either an appropriate type rating or a letter of authorization issued by an FAA Flight Standards Operations Inspector.

(24) The pilot in command of this aircraft must notify air traffic control of the experimental nature of this aircraft when operating into or out of airports with operating control towers. The pilot in command must plan routing that will avoid densely populated areas and congested airways when operating VFR.

(25) The pilot in command of this aircraft should be knowledgeable of and use the procedures described in the EAA' Jet Operations Manual, or other procedures acceptable to the Administrator.

(26) The ejection seat system must be maintained in accordance with the manufacturer's procedures and inspected in accordance with the FSDO approved inspection program applicable to this aircraft. In addition, the ejection seat system must be mechanically secured to prevent inadvertent operation of the system whenever the aircraft is parked or out of service.

(27) This aircraft is prohibited from flight with any externally mounted equipment unless the equipment is permanently mounted in a manner that will prevent in-flight jettison, and there is an entry in the aircraft records indicating that flight testing has been accomplished with this equipment installed.

(28) No person may operate this aircraft for other than the purpose(s) of EXHIBITION to exhibit the aircraft, or participate in events outlined in ATAC program letter dated July 29, 2009 (or any amendments) describing compliance with § 21.193(d). In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of part 91, and all additional limitations herein prescribed under the provisions of § 91.319(e). These operating limitations are a part of Form 8130-7, and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.

**EXPERIMENTAL OPERATING LIMITATIONS
EXHIBITION**

COPY

(29) All proficiency flights will be conducted in airspace with an operational radius of 600 nautical miles from the airport where the aircraft is based. This radius can be reduced if requested by the operator. Proficiency flights are limited to a nonstop flight that begins and ends at the airport where the aircraft is based. One alternate airport may be selected for each flight, within the operational radius of the airport where the aircraft is based. Operations outside this radius for organized formation flying, proficiency flying, or pilot checkout in conjunction with specific events must be listed in the applicant's program letter or the operator must notify the cognizant FSDO 48 hours before the date of the actual event.

(30) This aircraft is restricted to airports that are within airspace classes C, D, E, and G during proficiency flights, except in the case of a declared emergency or when otherwise directed by air traffic control.

(31) The owner/operator of this aircraft must submit an annual program letter update to the local FSDO that lists airshows, fly-ins, etc., that will be attended during the next year, commencing at the time this aircraft is released into phase II operation. This list of events may be amended, as applicable, by letter or fax to the FSDO prior to the intended operation amendments. A copy of the highlighted aeronautical chart, when applicable, must be carried aboard this aircraft and be available to the pilot.

(32) This aircraft is authorized for flights or static display at airshows, air races, and in motion pictures conducted under a waiver issued in accordance with § 91.903.

(33) Aircraft instruments and equipment installed and used under § 91.205 must be inspected and maintained in accordance with the applicable requirements of parts 43 and 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.

(34) Aerobatic maneuvers that have been satisfactorily accomplished and recorded during the flight test time period may be performed.

(35) Supersonic flight (true flight Mach number greater than 1) is prohibited unless specifically authorized under § 91.817.

(36) The special airworthiness certificate and attached operating limitations for this aircraft have no expiration date. However, when an aircraft's base of operation is changed or there is a transfer of ownership, the new owner/operator will provide the local FSDO with a copy of the approved inspection program, identifying the person responsible for scheduling and performing the inspections. New proficiency areas must be described in accordance with operating limitation numbers 28 through 30, as applicable.

(37) This aircraft must not be used for glider towing, banner towing, or intentional parachute jumping.

**EXPERIMENTAL OPERATING LIMITATIONS
EXHIBITION**

COPY

(38) 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 country's 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.

(39) Flights to airports other than an alternate airport and the airport where the aircraft is based are allowed for maintenance of the aircraft. (Maintenance, as defined in § 1.1, is the reference for the purpose of these flights). Before the flight, the operator must notify and receive permission from the geographically responsible FSDO where the maintenance will take place, and notify the FSDO with the geographic responsibility where the aircraft is based of the intended maintenance flight. The maintenance performed in connection with the flight must be recorded in the aircraft records in accordance with part 43.

NOTE: The geographically responsible FSDO and the local area FSDO office where the maintenance will take place must concur prior to approving the flight request.

(40) Any flight operations that are not considered to be those necessary for exhibition purposes must occur with the aircraft having been declared a public aircraft.

(41) For any flights in restricted areas or in military operating areas (MOA), whether flown for purpose of exhibition under this certificate, or flown as a public aircraft, written authority from the cognizant governmental or military agency must have been received, and must be carried aboard the aircraft during all such operations.

END

Signature: 
A. Pereira, DARF-800856-NE

Date: August 28, 2009