

OPERATING LIMITATIONS - MULTI-ENGINE AIRCRAFT

AIRCRAFT : Chase

MODEL : YC-122C

SERIAL : 49-2882

REGISTRATION: N122R

1. The aircraft identified above has been certificated in the restricted category under the provisions of CAR part 8, to perform the special purpose operations involving SPRAYING. * Any other operations are prohibited unless authorized by the airworthiness certificate and these operating limitations. This certificate and the appropriate operating limitations may be amended.

2. General Operating Limitations:

- (a) Persons and cargo shall not be carried for compensation or hire.
- (b) Persons other than the minimum crew necessary for SPRAYING, * operations shall not be carried during these operations.
- (c) No person shall be carried in the aircraft unless a seat and safety belt installed in accordance with good aeronautical practice is provided for his use.
- (d) The minimum flight crew required to operate this aircraft shall consist of: One pilot in command properly rated for the aircraft; and other crew appropriate to the aircraft.**
- (e) The maximum take-off/shall not exceed weight 32,700 lbs., (as determined by flight demonstration) and shall be adjusted downward, if necessary, to provide a safe margin of performance under existing operating conditions, considering the take-off area, altitude, temperature and terrain, so that the operation will not endanger life or property.

3. Congested Area Operating Limitations:

In addition to the general operating limitations listed above, the following special limitations shall apply where any take-off, flight or landing is made over a congested area:

- (a) SPRAYING *operations, beginning with a fully equipped and loaded aircraft at take-off and ending upon landing, shall not be conducted over congested areas, densely populated areas, in congested airspaces, or in the vicinity of busy airports where passenger transport operations

*A special purpose for which the aircraft may be certificated.

**To be determined by inspection.

are being conducted, unless the Administrator finds it in the public interest to authorize such operation and has issued Certificate of Waiver of Authorization, ACA-663, in accordance with the requirements of CAR 8.31.

(b) The operator shall provide as a part of these operating limitations performance data acceptable to the Administrator sufficient to determine compliance with Items (1) and (2);

- (1) No take-off shall be made except under conditions which will permit the aircraft to be brought to a safe stop within the effective length of the runway from any point on take-off up to the time of attaining, with all engines operating at normal take-off power, 105 percent of the minimum control speed or 115 percent of the power-off stall speed in the take-off configuration, whichever is greater, as shown by the accelerate-stop distance data. In applying this requirement, take-off data shall be based upon still-air conditions, and no correction shall be made for any uphill gradient of 1 percent or less when such percentage is measured as the difference between elevation at the end points of the runway divided by the total length of the runway shall be reduced 20 percent for each one percent grade.
- (2) No take-off shall be made at a weight in excess of that which, with the critical engine inoperative, would permit a rate of climb of at least 50 feet per minute at an altitude of at least 1,000 feet above the elevation of the highest ground or obstruction within 10 miles of either side of the intended track, or at an altitude of 5,000 feet, whichever is higher. For the purpose of this section, it shall be assumed that the weight of the aircraft, as it proceeds along its intended track, is progressively reduced by the anticipated consumption of the fuel and oil; that the wing flaps and landing gear are in the most favorable position; and that the remaining engine or engines are operating at the maximum continuous power available.

(c) No take-off shall be made in excess of the maximum structural designed weight, ((32,700) lbs.

(d) All aircraft engine and propeller operations shall be in accordance with the appropriate military flight manual or a flight manual prepared by the owner and approved by the CAA.


EDWARD L. DONOHUE

3-20-58

Issuing Inspector

Date