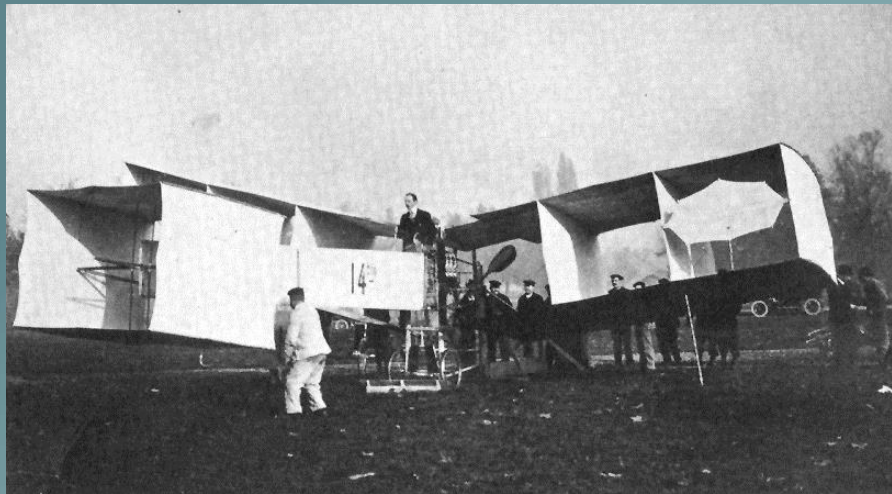


AVIAÇÃO CIVIL

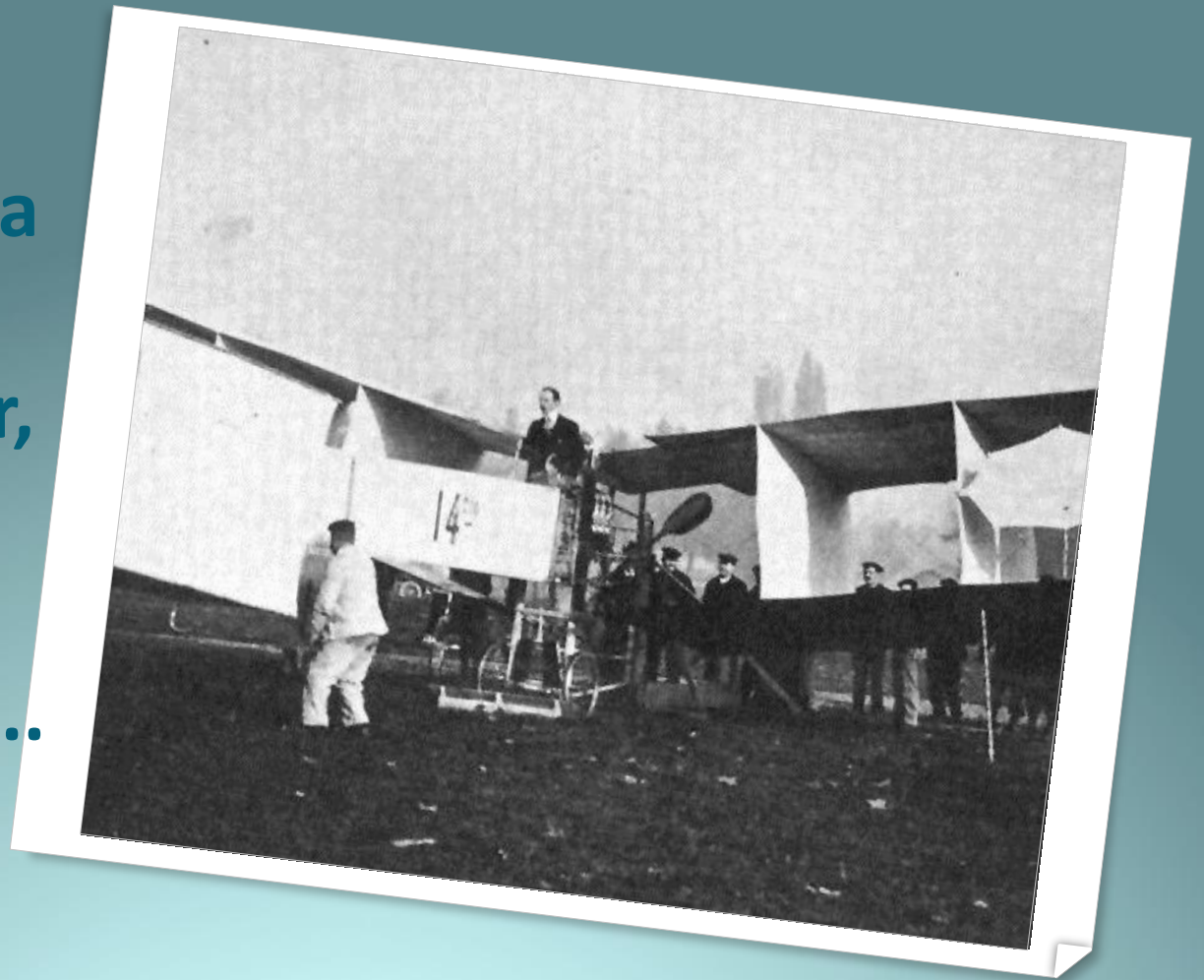
O começo...



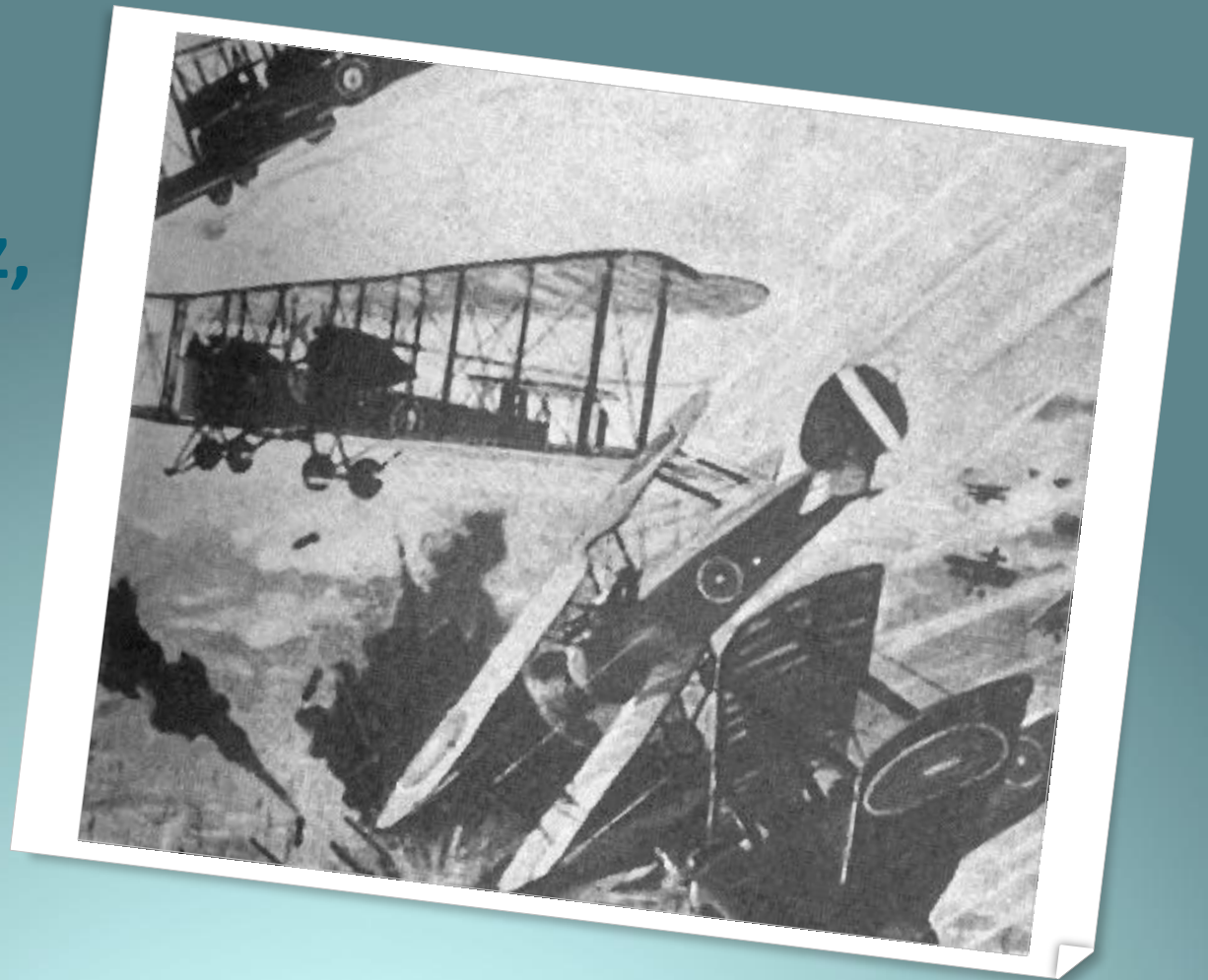
Réplica do 1º avião desportivo



Em 1906 Alberto Santos Dumont decolou e voou pela 1ª vez, uma aeronave mais pesada que o ar, sustentado apenas pela força do motor...



Na 1ª Guerra Mundial o avião foi empregado, pela primeira vez, como arma



A aviação que era apenas CIVIL, PRIVADA e DESPORTIVA,

Dividiu-se em CIVIL e MILITAR

AVIAÇÃO

MILITAR

CIVIL

Mas continuava a ser praticada em aeronaves NÃO
HOMOLOGADAS

- O grande desenvolvimento experimentado pela aviação no pós guerra, permitiu o início dos “voos internacionais”, exigindo uma “padronização” na legislação da aviação.

Para isto foram realizadas algumas convenções internacionais, com destaque para:

- Convenção de Paris em 1919
- Convenção de Havana em 1928
- Convenção de Chicago em 1944

A Convenção de Chicago, realizada em 1944 teve como resultado a criação da ICAO à qual o Brasil aderiu em 1946:



Presidência da República
Casa Civil
Subchefia para Assuntos Jurídicos

DECRETO Nº 21.713, DE 27 DE AGOSTO DE 1946.

Promulga a Convenção sobre Aviação Civil Internacional, concluída em Chicago a 7 de dezembro de 1944 e firmado pelo Brasil, em Washington, a 29 de maio de 1945.

Nesta Convenção foram criados os ANEXOS que normatizaram, dentre outros:

- Habilitação de pilotos.
- Homologação de aeródromos
- Certificação de aeronaves, etc.

A partir da criação da ICAO, a aviação CIVIL passou a ter outra classificação, além da PRIVADA.

Todo serviço aéreo remunerado, de transporte de pessoal ou carga ou serviço aéreo especializado é feito por concessão do Estado, portanto é um Serviço Público daí termos a AVIAÇÃO CIVIL PÚBLICA

- AVIAÇÃO CIVIL

PÚBLICA

PRIVADA

- Foram criados os requisitos para Certificação de aeronaves;
- Foi tornada obrigatória a certificação para as aeronaves utilizadas na aviação CIVIL PÚBLICA;
- A aviação CIVIL PRIVADA continuava a utilizar aeronaves não certificadas.

- AVIAÇÃO CIVIL

PÚBLICA

ANV
HOMOLOGADAS

PRIVADA

-AVIOES MILITARES
-AVIOES DE CONSTRUÇÃO
AMADORA

As fábricas de aviões militares passaram a fabricar e homologar os aviões para uso na aviação CIVIL PÚBLICA (comercial) mas algumas delas também fabricaram e homologaram aeronaves para uso privado.

A aviação civil privada, que utilizava até então aviões excedentes de guerra ou construídos por amadores, passou a contar com aviões homologados.

- AVIAÇÃO CIVIL

PÚBLICA

ANV
HOMOLOGADAS

PRIVADA

-AVIOES MILITARES
-AVIOES DE CONSTRUÇÃO AMADORA

ANV
HOMOLOGADAS

Nos EUA a FAA, para proteger a nascente indústria aeronáutica homologada, criou algumas restrições para as aeronaves de construção amadora:

- Um construtor amador não pode vender mais de 1 aeronave por ano ou mais de 3 anvs em 5 anos;
- Aeronaves construídas por amador não podem ser usadas com fins comerciais

No Brasil, o CTA-Centro Técnico Aeroespacial que era, por delegação do DAC, o responsável pela HOMOLOGAÇÃO de avn e pela construção amadora, copiou a circular da FAA incluindo estas mesmas cláusulas.

Com isto a **legislação brasileira protegeu as fábricas de aviões dos EUA**, já que não tínhamos nenhuma fábrica no Brasil, naquela época.

LEI DA CRIAÇÃO DA ANAC



Presidência da República Casa Civil Subchefia para Assuntos Jurídicos

LEI Nº 11.182, DE 27 DE SETEMBRO DE 2005.

Mensagem de veto

Cria a Agência Nacional de Aviação Civil – ANAC, e dá outras providências.

O PRESIDENTE DA REPÚBLICA Faço saber que o Congresso Nacional decreta e eu sanciono a seguinte Lei:

CAPÍTULO I DA AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL – ANAC

Art. 1º Fica criada a Agência Nacional de Aviação Civil – ANAC, entidade integrante da Administração Pública Federal indireta, submetida a regime autárquico especial, vinculada ao Ministério da Defesa, com prazo de duração indeterminado.

Parágrafo único. A ANAC terá sede e foro no Distrito Federal, podendo instalar unidades administrativas regionais.

Art. 2º Compete à União, por intermédio da ANAC e nos termos das políticas estabelecidas pelos Poderes Executivo e Legislativo, regular e fiscalizar as atividades de aviação civil e de infra-estrutura aeronáutica e aeroportuária.

LEI DA CRIAÇÃO DA ANAC

Art. 2º Compete à União, por intermédio da ANAC e nos termos das políticas estabelecidas pelos Poderes Executivo e Legislativo, regular e fiscalizar as atividades de aviação civil e de infraestrutura aeronáutica e aeroportuária.

Então, pela LEI DA CRIAÇÃO DA ANAC no seu Art 2º Compete à União, por intermédio da ANAC

- nos termos das **políticas** estabelecidas pelos Poderes Executivo e **Legislativo**;
- regular e fiscalizar;
- as atividades de aviação civil e de infraestrutura aeronáutica e aeroportuária.

- AVIAÇÃO CIVIL

PÚBLICA

PRIVADA

REGULAR - RBAC 121

TÁXI AÉREO - RBAC 135

SVC AEREO ESPECIALIZADO

FORMAÇÃO DE PILOTOS- RBAC 141

AVIAÇÃO CIVIL PRIVADA

EXECUTIVA - TPP

DESPORTIVA

AVIÕES HOMOLOGADOS

AVIÕES EXPERIMENTAIS

AVIAÇÃO DESPORTIVA

VOO A VELA

BALONISMO

ULTRALEVE

AEROMODELISMO

RALI AÉREO

VOO LIVRE

ACROBACIA AÉREA

PARAQUEDISMO

GIROAVIAÇÃO

AERONAVE CIVIL

HOJE

HOMOLOGADA

EXPERIMENTAL

PROTÓTIPO DE FÁBRICA

CONSTRUÇÃO AMADORA

AERONAVE CIVIL

DESEJADO

HOMOLOGADA

CERTIFICAÇÃO
ESPECIAL

EXPERIMENTAL

DE USO MILITAR FORA DE
SERVIÇO

PESQ E DESENV.

HOMOLOGADAS
MODIFICADAS

PROPÓSITOS ESPEC.

ANTIGAS E FORA DE PRODUÇÃO

PROTÓTIPO DE FÁBRICA

MONTADAS A PARTIR DE
KITS POR EMPRESAS
AUTORIZADAS

CONSTRUÇÃO AMADORA

CERTIFICAÇÃO ESPECIAL

PARA USO EXCLUSIVAMENTE NO VOO DESPORTIVO

MONTADAS A PARTIR DE KITS

MONTADOR/FABRICANTE TEM QUE OBTER, DA AUTORIDADE DE AVIAÇÃO CIVIL, UMA AUTORIZAÇÃO.

PARA ISTO DEVERÁ:

- TER SEU “CORPO TÉCNICO” APROVADO

- TER SEU “CONTROLE DE QUALIDADE APROVADO

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- 540MD		SERIAL NO. 0043
	BUILDER ZivkoAeronautics, Inc.		MODEL EDGE 540
E	DATE OF ISSUANCE "R" 10-03-2008		EXPIRY UNLIMITED
	OPERATING LIMITATIONS DATED "R" 10-03-2008		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE  LLOYD G. NELSON III		DESIGNATION OR OFFICE NO. DART810262EA

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.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
CERTIFICATE OF AIRCRAFT REGISTRATION

This certificate
must be in the air-
craft when operated.

NATIONALITY AND
REGISTRATION MARKS **N** 540MD

AIRCRAFT SERIAL NO.
0043

MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT

ZIVKO AERONAUTICS INC EDGE 540

ICAO Aircraft Address Code: 51554403

I
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T
O

AIRCRAFT GUARANTY CORP TRUSTEE
515 N SAM HOUSTON PKWY E STE 305
HOUSTON TX 77060-4023

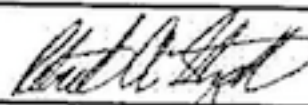
This certificate is
issued for registra-
tion purposes only
and is not a certifi-
cate of title.
The Federal Avia-
tion Administration
does not determine
rights of ownership
as between private
persons.

CORPORATION

It is certified that the above described aircraft has been entered on the register of the
Federal Aviation Administration, United States of America, in accordance with the Convention
on International Civil Aviation dated December 7, 1944, and with Title 49, United States Code,
and regulations issued thereunder.

DATE OF ISSUE

September 05, 2008



7706034
ACTING ADMINISTRATOR



U.S. Department
of Transportation

Federal Aviation
Administration



U.S. Department
of Transportation

**Federal Aviation
Administration**

Boston Flight Standards District Office

One Cranberry Hill
Fourth Floor, Suite 402
Lexington, Massachusetts 02421
(781) 274-7130, Fax: (781) 274-6725

EXPERIMENTAL OPERATING LIMITATIONS EXHIBITION

GROUP 1—Performance Competition Aircraft

REG. NO.	MAKE:	MODEL:	SERIAL NO:
N822MG	2004 <u>Zivko</u> Aeronautics, Inc.	Edge 540	0033

This aircraft was previously issued a Special Airworthiness Certificate (FAA Form 8130-7) and Operating Limitations by David Swan, DAR-T 602103NM, dated March 17, 2009, and has shown compliance with Phase 1 Operating Limitations in accordance with 14 CFR § 91.319(b). Original Special Airworthiness Certificate and Operating Limitations were issued by William S. Zivko, DAR-F 750106SW, dated September 8, 2004.

These operating limitations form a part of the Special Airworthiness Certificate issued for the airplane described above and must be displayed in the aircraft in accordance with 14 CFR § 91.203(b).

(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 flight crewmembers.

(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 (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(e).** 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.

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

(4) 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.

(5) 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 described and/or shown on the attached chart.

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

(7) **Except for takeoffs and landings**, this aircraft may 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 must request a departure route that will avoid densely populated areas and congested airways whenever possible. 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 phase, no person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight.

(10) 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. 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.

(11) 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.

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

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

(14) 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.

(15) No person must operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail of appendix D to part 43, or other FAA-approved programs, and was found to be in a condition for safe operation. This inspection will be recorded in the aircraft maintenance records.

(16) Condition 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] in accordance with the scope and detail of appendix D to part 43, and found to be in a condition for safe operation." The entry will include the aircraft's total time-in-service, and the name, signature, certificate number, and type of certificate held by the person performing the inspection.

{17) Only FAA-certificated mechanics with appropriate ratings as authorized by § 43.3 may perform inspections required by these operating limitations

(18) 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.

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

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

(21) 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.

(22) 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.

(23) 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: "I 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."

(24) No person may operate this aircraft for other than the purpose(s) of air racing competition, to exhibit the aircraft, or participate in events outlined in Michael Goulian's program letter (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.

(25) All proficiency/practice flights must be conducted within the geographical area described in the applicant's program letter and any amendments to that letter, but no portion of that area will be more than 300 nautical miles from the aircraft's home base airport. An exception is permitted for proficiency flying outside of the area stated above for organized formation flying, training, or pilot checkout in conjunction with a specific event listed in the applicant's program letter (or amendments). The program letter should indicate the location and dates for this proficiency flying.

(26) 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.

(27) The owner/operator of this aircraft must submit an annual program letter update to the local FSDO that lists air shows, 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.

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

(29) 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.

(30) 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.

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

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

(33) 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.

(34) 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.

212. Former Military Aircraft.

a. Eligibility. Former military aircraft may be eligible for a standard airworthiness certificate or an airworthiness certificate in the restricted or limited category. If a TC has not been issued for the aircraft, it may be eligible for an experimental airworthiness certificate for the purpose of research and development (R&D), crew training, exhibition, or air racing.

REGISTRATION NOT TRANSFERABLE

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
CERTIFICATE OF AIRCRAFT REGISTRATION

This certificate
must be in the air-
craft when operated.

NATIONALITY AND
REGISTRATION MARKS **N**822MG

AIRCRAFT SERIAL NO.

0033

MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT

ZIVKO AERONAUTICS INC EDGE 540

ICAO Aircraft Address Code: 52634543

MIKE GOULIAN AIRSHOWS INC
23 DEER PATH UNIT 5
MAYNARD MA 01754

This certificate is
issued for registra-
tion purposes only
and is not a certif-
icate of title.

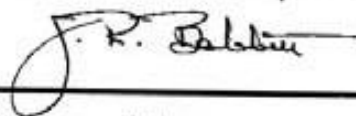
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rights of ownership
as between private
persons.

CORPORATION

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on International Civil Aviation dated December 7, 1944, and with Title 49, United States Code,
and regulations issued thereunder.

DATE OF ISSUE

January 26, 2007



ADMINISTRATOR



U.S. Department
of Transportation

**Federal Aviation
Administration**

§ 21.193 Experimental certificates: general.

An applicant for an experimental certificate must submit the following information:

- (a) A statement, in a form and manner prescribed by the FAA setting forth the purpose for which the aircraft is to be used.**
- (b) Enough data (such as photographs) to identify the aircraft.**
- (c) Upon inspection of the aircraft, any pertinent information found necessary by the FAA to safeguard the general public.**
- (d) In the case of an aircraft to be used for experimental purposes—**
 - (1) The purpose of the experiment;**
 - (2) The estimated time or number of flights required for the experiment;**
 - (3) The areas over which the experiment will be conducted; and**
 - (4) Except for aircraft converted from a previously certificated type without appreciable change in the external configuration, three-view drawings or three-view dimensioned photographs of the aircraft.**

(e) In the case of a light-sport aircraft assembled from a kit to be certificated in accordance with § 21.191(i)(2), an applicant must provide the following:

(1) Evidence that an aircraft of the same make and model was manufactured and assembled by the aircraft kit manufacturer and issued a special airworthiness certificate in the light-sport category.

(2) The aircraft's operating instructions.

(3) The aircraft's maintenance and inspection procedures.

(4) The manufacturer's statement of compliance for the aircraft kit used in the aircraft assembly that meets § 21.190(c), except that instead of meeting § 21.190(c)(7), the statement must identify assembly instructions for the aircraft that meet an applicable consensus standard.

(5) The aircraft's flight training supplement.

(6) In addition to paragraphs (e)(1) through (e)(5) of this section, for an aircraft kit manufactured outside of the United States, evidence that the aircraft kit was manufactured in a country with which the United States has a Bilateral Airworthiness Agreement concerning airplanes or a Bilateral Aviation Safety Agreement with associated Implementation Procedures for Airworthiness concerning airplanes, or an equivalent airworthiness agreement.

[Doc. No. 5085, 29 FR 14569, Oct. 24, 1964, as amended by Amdt. 21-85, 69 FR 44862, July 27, 2004]