

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE		
CATEGORY/DESIGNATION Experimental		
PURPOSE Amateur Built, Operating (Primary Category) Kit Built Aircraft		
MANUFACTURER	NAME N/A	
	ADDRESS N/A	
FLIGHT	FROM N/A	
	TO N/A	
N102XP	MODEL JUST AIRCRAFT HIGHLA	SERIAL NO. JA204-04-10
BUILDER JAMES A GRAY		DATE OF ISSUANCE R- 06/Apr/2016
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 21.161 or 21.217.		
SIGNATURE OF FAA REPRESENTATIVE DARYL L MCMILLAN Digitally signed by DARYL L MCMILLAN Date: 2022.01.27 11:58:26 -0500		DESIGNATION OR OFFICE NO. AFG-400-CAE-FSDO-13
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 the 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. No person may operate this aircraft for other than recreation and education. (5)
6. The pilot in command must hold Select Category category certificate or privilege. The pilot in command must hold all required ratings or authorizations and endorsements required by part 61. (7)
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)