

Subject: **Adherence to Operational Limitations for Non-Aerobatic General Aviation Aircraft**

Ref. Publications:

None

Applicability:

Non-aerobatic General Aviation (GA) aircraft, all types.

Description:

Cases have been reported to the Agency, indicating that certain non-aerobatic GA aeroplanes could have been operated beyond its certified flight envelope.

It has been found also that misleading materials are sometimes publicly available (e.g. videos or forum discussions on the Internet), which does not originate from TC holders, about the alleged capabilities of these aeroplanes, or similar ones, such as the “ultralight” versions, to accomplish aerobatic manoeuvres, which are prohibited. Sometimes, the combination of aircraft shapes and painting schemes may recall a military aerobatic trainer.

Therefore, with this SIB EASA reminds that the operational limitations for which an aircraft is certified must not be exceeded and points out that aerobatic manoeuvres can be performed only on aircraft designed and certified for that purpose.

Performing aerobatic manoeuvres and/or abrupt actions on the aircraft flight controls, outside of the approved operational limitations, might endanger the capability of the structure to carry loads, possibly resulting in catastrophic failure.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under Commission Regulation (EU) [748/2012](#), Part 21.A.3B

Recommendation(s):

EASA reminds owners and operators of GA aircraft not to exceed the aircraft approved operational limitations, which are reported in the applicable EASA TCDS and detailed in the approved Aeroplane Flight Manual (AFM). Particularly, within the frame of this SIB, attention should be given to the load factor limits.

This is information only. Recommendations are not mandatory.



In addition, the limitations listed below are typically used for non-aerobatic aeroplanes:

- Aerobatic manoeuvres, including spins and turns with angle of bank of more than 60°, are prohibited.
- Full or abrupt deflection of any flight control surface above the Manoeuvring Speed (V_A) shall be avoided.

If there is any doubt that an aircraft approved limit load factors have been exceeded in one or more flights, or if abrupt manoeuvres beyond V_A have been performed unintentionally, EASA recommends the owners and operators of that aircraft to refer to the specific unscheduled maintenance instructions foreseen by the Aircraft Maintenance Manual and to contact the TC Holder for additional guidance and/or supplementary information, as applicable.

EASA recommends that aircraft owners and operators report to the TC holder any misleading and inaccurate information found in the public domain, in particular regarding aircraft limitations and performance.

In such cases, EASA recommends that Aircraft TC holders consider taking actions to remove from the public domain/correction of those misleading and inaccurate information and/or distance themselves from such content.

Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate.

E-mail: ADs@easa.europa.eu.

This is information only. Recommendations are not mandatory.

