

FAA Certification in Experimental Category

Experimental Certificates are issued for the following purposes, under FAR 21.191: Research & Development, Showing Compliance, Crew Training, Exhibition, Air Racing, Market Surveys, Operating Amateur-Built Aircraft, or Operating Kit-Built Aircraft.

The Bear 360 can be licensed in any of these categories, depending on build and use; however, it would normally be licensed under one of the following categories:

- Exhibition: Exhibiting the aircraft's flight capabilities, performance, or unusual characteristics at air shows, motion picture, television, and similar productions, and the maintenance of exhibition flight proficiency, including flying to and from such airshows and productions.
- Crew Training: Training of the applicant's flight crews.
- Air Racing: Participating in air races, including practicing for such air races and flying to and from racing events.

How restrictive is "Experimental Exhibition category"

- The pilot needs to hold an appropriate certificate.
- Aircraft must be inspected each year in accordance with the scope and detail of FAR 43 appendix-D (Condition Inspection), and carried out by an A&P. (I.A. not required).
- No flight over densely populated areas except for the purpose of takeoff and landing, or as directed by ATC.
- No aircraft operation for compensation or hire (However, one of the categories is Crew Training, which could be formation, tailwheel, acro, etc training).
- Aircraft may only be operated for the purpose of exhibition, maintenance and proficiency.
 - Exhibition is defined as: attending a school or shopping mall exhibition, fly-in, airshow, movie production, aerobatic competition or organized practice session. Aircraft may hold a movie manual, particular to that aircraft.
 - Maintenance shops may be defined as a number of airports across the US that are authorized to support various systems.
 - Operating limitations have eliminated the 300 nautical mile proficiency area, so there are no restrictions on flight, except for Class B airspace. Clearly there is a lot of latitude here. The FAA has carefully avoided defining the term "organized practice session" and they will accept a fax on the day of your departure.
- At the beginning of each year, the operator must submit a list of the events he/she intends to attend that year (program letter). Pilots normally do not list every airshow in the US, but they can and therefore always can to be coming or going to an airshow.
- Bear Aircraft LLC will provide you with your annual Program Letter. All you have to do is sign it and send it in.

Exhibition aircraft.

- Most warbirds (except some T-6s, T-28s, P-38s, P-51s), most WWII fighters (like Skyraiders, Sea Furys, Corsairs, Spitfires, etc), all foreign non-certified aircraft (SU26,29, Yak 50,52,55), all ex-military fighter jets (L-39, Soko, F-86, T-33, etc), and all ex-military planes (Boeing 737, 747, Sabreliner, JetStars, etc.).