



U.S. Department
of Transportation

**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

Special Flight Authorization for Canadian Basic and Advanced Ultralight Aeroplanes Operating in the United States

Non-U.S. registered civil aircraft are permitted to fly in the United States under Title 49 U.S. Code, Section 40103(c). This section is implemented by Department of Transportation regulations Title 14 Code of Federal Regulations (14 CFR) part 375, Navigation of Foreign Civil Aircraft within the United States, which sets forth the rules, conditions and limitations governing the navigation of non-U.S. civil aircraft in the United States.

U.S. regulations (14 CFR 91.715) are applicable to non-U.S. civil aircraft which DO NOT have a current airworthiness certificate which is equivalent to a U.S. standard airworthiness certificate. The U.S. standard airworthiness certificate indicates that the aircraft complies with a detailed and comprehensive airworthiness code as provided by ICAO Annex 8.

Those non-U.S. registered civil aircraft which carry an airworthiness certificate, flight permit, or similar document issued by the country of registry, which is equivalent to a U.S. special airworthiness certificate require a Special Flight Authorization (SFA).

This “blanket” Special Flight Authorization may be obtained for the operation of a Canadian Basic or Advanced Ultralight Aeroplanes, by pilots who hold at least a Canadian Private Pilot License-Aeroplane, Canadian Pilot Permit- Recreational Aeroplane, or Canadian Pilot Permit Ultralight Aeroplane endorsed with Flight Instructor Rating, in U.S. airspace from the Federal Aviation Administration (FAA) by submitting a written application or an electronic query to the FAA website on the Internet (<http://www.faa.gov/avr/afshome.htm>).

Special Flight Authorizations issued to Canadian registered Basic and Advanced Ultralight aeroplanes are generally issued for the purpose of attending an airshow or other aviation event and are issued for a period not to exceed 180 days.

In that these aircraft do not comply with International Civil Aviation Organization (ICAO) standards of airworthiness, ICAO Annex 6 (and 14 CFR section 91.715(b)) requires approval by the Administrator prior to flight over U.S. territory.

The FAA has determined that a simplified method of issuing Special Flight Authorizations would be in the best interest of both the agency and non-U.S. registered Basic and Advanced Ultralight aeroplane owners. From the FAA's standpoint, manpower and budgetary resources required for the process of completing the appropriate forms, issuing authorizations, and keeping and maintaining the records exceeds the safety benefits, if any, realized through such an administrative process. The FAA has determined that the owner/operator of a Canadian registered Basic and Advanced Ultralight aeroplane would be best served through the elimination or reduction of this time consuming effort.

The FAA therefore is providing notice through this document, that the possession of this letter by the operator of a Canadian registered Basic or Advanced Ultralight aeroplane constitutes authorization for operation in U.S. airspace so long as the following conditions are met:

I, _____ (printed name), hereby submit this application for operation of a Canadian registered, ()Basic () Advanced Ultralight aeroplane Registration Number _____ in U.S. airspace beginning _____ (date).

I hold a _____ Pilot License or _____ Pilot Permit, Number _____.

1. The aircraft has been issued a Canadian Certificate of Registration with the description in the "Purpose" box listed as Private - Basic or Advanced Ultralight.
2. The currently effective Canadian Certificate of Registration and this authorization shall be carried on board the aircraft when operating under the terms of this Special Flight Authorization
3. A copy of this authorization shall be made available upon request when operating under the terms of this Special Flight Authorization.
4. The identification markings assigned to the aircraft by the country of registry must be displayed on the aircraft according to that country's applicable requirements.

5. The aircraft shall be operated only by a pilot holding at least a Canadian Private Pilot Licence - Aeroplanes, Canadian Pilot Permit - Recreational - Aeroplane, or Canadian Pilot Permit - Ultra-light Aeroplane endorsed with Flight Instructor Rating or licenses issued or validated by the United States.
6. The aircraft shall be operated only by a pilot holding a valid Canadian medical certificate appropriate to the licence or permit held, or at least a Third Class medical certificate issued in the U.S.
7. A pilot holding a Canadian Pilot Permit - Ultra-light Aeroplane endorsed with Flight Instructor Rating must have documented and attested to the following minimum experience:

2 hours cross country flight time logged with a logbook
endorsement from an authorized instructor
8. No passengers may be carried in a Canadian "Basic" Ultralight Aeroplane during flight in U.S. airspace.
9. No person may be carried in this aircraft during flight unless that person has been advised of the content of this authorization and of the airworthiness status of the aircraft.
10. Persons or property shall not be carried for hire or reward.
11. The aircraft shall be operated under visual flight rules (VFR), day only.
12. The aircraft shall be operated according to any applicable conditions imposed by Transport Canada and those conditions imposed by this special flight authorization, whichever is more restrictive.
13. Except when they have been waived by the Administrator for the purpose of an airshow, foreign civil aircraft operating within the United States shall be operated in accordance with the applicable general operating and flight rules of 14 CFR part 91, and in particular section 91.711.
14. Except when otherwise directed by Air Traffic Control, or in the event of an emergency, all flights shall be conducted to avoid areas having heavy air traffic and to avoid flight over cities, towns, villages, and congested areas, or any other area where the flights might create hazardous exposure to persons or property.

15. For participation in an airshow, the FAA may impose any additional conditions or limitations deemed necessary to ensure the protection of persons or property. An operator who wishes to participate in an airshow, must contact the geographically responsible Flight Standards District Office (FSDO) for issuance of a waiver to participate in waived airspace.
16. This Special Flight Authorization is valid for 180 days from the date that operations in U.S. airspace will begin, as indicated on this Special Flight Authorization, unless superseded or canceled in writing by the Administrator.

L. Nicholas Lacey
Director, Flight Standards Service