



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

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Washington, D.C. 20591

# Special Flight Authorization for Canadian Amateur-Built Aircraft 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 amateur-built aircraft 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>).

Special Flight Authorizations issued to Canadian registered amateur-built aircraft 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 amateur-built aircraft 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 Canadian registered amateur-built aircraft 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 amateur-built aircraft constitutes authorization for operation in U.S. airspace so long as the following conditions are met:

1. The aircraft has been issued a Canadian Special Certificate of Airworthiness with block 7, "classification" listed as amateur-built.
2. The currently effective Canadian special certificate of airworthiness and this authorization shall be carried on board the aircraft.
3. A copy of this authorization shall be displayed in the aircraft when operating under the terms of this SFA.
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 airmen holding appropriate certificates or licenses issued or validated by the United States or by the country of registry.
6. 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.
7. Persons or property shall not be carried for compensation or hire on board the aircraft.
8. The aircraft shall be operated under visual flight rules (VFR), day only, unless the operating limitations issued for the aircraft authorize night or instrument flight (IFR) operations, in which case the aircraft shall be equipped in accordance with 14 CFR part 91.205 and the pilot in command shall comply with 14 CFR part 91.711.
9. The aircraft shall be operated according to restrictions imposed by Transport Canada Aviation provided those restrictions do not limit or change the conditions herein imposed.
10. Except when they have been waived by the Administrator for the purpose of an airshow, the aircraft shall be operated according to the general operating and flight rules of 14 CFR part 91, and in particular section 91.711.

11. The operator of the aircraft shall advise Air Traffic Control of the nature of the flight when establishing communications.
12. 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 cities, towns, villages, and congested areas, or any other area where the flights might create hazardous exposure to persons or property.
13. 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.
14. An aircraft operator, who is not the registered owner of the aircraft, must carry a signed letter of authorization from the registered owner showing the owner's permission for continued operation of the aircraft in U.S. airspace.
15. This Special Flight Authorization is valid for an indefinite period unless superseded or canceled in writing by the Administrator.

/s/ L. Nicholas Lacey  
Director, Flight Standards Service  
Issued in Washington, D.C. on July 31, 1999