

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8700.41

04/20/05

Cancellation
Date: 04/20/06

SUBJ: EXPERIMENTAL AIRCRAFT AUTHORIZATION PROGRAM

1. PURPOSE. This notice provides information about the Federal Aviation Administration (FAA) National Designated Pilot Examiner (NDPER) Experimental Aircraft Examiner (EAE) and the Experimental Aircraft Authorization Program: what it is, when it expires, and where airmen and aviation safety inspectors (ASI) can obtain further information.

2. DISTRIBUTION. This notice is distributed to the division level in the Flight Standards Service in Washington headquarters; to the branch level in the regional Flight Standards divisions; to the Flight Standards District Offices (FSDO); and to the Regulatory Standards Division at the Mike Monroney Aeronautical Center. This notice is also distributed electronically to the division level in the Flight Standards Service in Washington headquarters and to all regional Flight Standards divisions and district offices. This information is also available on the FAA Web site at:
<http://www.faa.gov/avr/afs/notices/8700/n8700-41.doc>.

3. BACKGROUND. The FAA is changing the process for and the oversight of vintage and experimental aircraft ratings and authorizations.

a. On September 5, 2003, the FAA issued Notice N 8700.24, Change to the LOA/LOOA Program, which announced changes to the process for obtaining authorizations for the operation of certain experimental aircraft.

(1) Since the issuance of Notice N 8700.24, airmen wishing to obtain an authorization to fly aircraft whose operating limitations required an authorization from the FAA are required to receive training and pass a practical test. Airmen who successfully complete the practical test receive an authorization on their pilot certificate.

(2) Airmen who held Letters of Authorization (LOA) and who wish to have those authorizations added to their airman certificates may submit their application to the FAA for issuance of a new certificate listing the authorized aircraft.

(3) Airmen who held Letters of Operational Authority (LOOA) and who wish to have an Authorized Instructor Certificate issued may submit their application to the FAA for issuance of a new certificate listing the authorized aircraft.

b. On August 16, 2004, the FAA issued Notice N 8700.32, Update on the LOA/LOOA Program, which extended certain compliance dates contained in Notice N 8700.24.

c. On March 1, 2005, the FAA announced that the National Program Office for Vintage and Experimental Aircraft would be transferred from the Great Lakes Regional Office to the Southwest Regional Office. Until this transfer is completed, this notice provides interim guidance on the programs.

d. The EAE program is described on the General Aviation and Commercial Division, AFS-800, Web site at <http://www.faa.gov/avr/afs/experimentalvintage/index.cfm>.

4. DIFFERENCES BETWEEN AN AIRCRAFT AUTHORIZATION AND A TYPE RATING. A type rating is required to operate a large, turbojet powered, or other aircraft as required by the aircraft type certification process. An aircraft authorization is required for the operation of large, turbojet powered, or other aircraft certificated in the experimental category for the purpose of exhibition. Experimental-exhibition aircraft operating limitations may include the requirement for the authorization.

5. APPLICABILITY. This notice applies to airmen:

a. Who seek to convert existing LOAs and LOOAs issued for the purpose of operating aircraft certificated in the experimental category for the purpose of exhibition;

b. Who wish to add an aircraft authorization through the EAE program; or

c. Who wish to add an aircraft rating through the NDPER program.

6. APPLYING FOR AN AIRCRAFT AUTHORIZATION CONVERSION.

a. Effective with the issuance of this notice, all applications for conversion of LOAs and LOOAs must be sent to the following address. This package must be notarized and should be sent with delivery verification to ensure receipt:

Federal Aviation Administration
General Aviation and Commercial Division, AFS-800
800 Independence Ave., SW., Room 835
Washington, DC 20591
Attention: LOA/LOOA

b. The airman's application for conversion must include:

(1) A completed and signed FAA Form 8710-1, Airman Certificate and/or Rating Application.

(2) A copy of the unrestricted FAA pilot certificate, front and back.

(3) A copy of the current FAA medical certificate.

(4) A copy of the LOA. If the LOA does not specify a specific make, model, or type, the airman must include copies of logbook pages and/or training records to identify which aircraft

types will be included on the airman certificate. Only aircraft for which the airman can show training and experience will be added to the certificate.

(5) A copy of the airman's valid driver's license or other government-issued photo identification.

7. APPLYING FOR AN AUTHORIZED INSTRUCTOR CERTIFICATE. The airman's application for conversion must include:

a. A completed and signed FAA Form 8710-1, Airman Certificate and/or Rating Application.

b. A copy of the unrestricted FAA commercial pilot or airline transport pilot (ATP) certificate, front and back.

c. A copy of the current FAA medical certificate.

d. A copy of the LOOA. If the LOOA does not specify a specific make, model, or type, the airman must include copies of logbook pages and/or training records to identify which aircraft types will be included on the instructor certificate. Only aircraft for which the airman can show training and experience will be added to the certificate.

e. A copy of the airman's valid driver's license or other government-issued photo identification.

NOTE: This package must be notarized and sent to the address in paragraph 6a. The package should be sent with delivery verification to ensure receipt.

8. EXCHANGE PROGRAM EXPIRATION. The exchange program expires on July 31, 2005. After this date, airmen must complete the training and practical test to add authorizations to their airman certificate.

9. OBTAINING AN AUTHORIZATION. An airman who does not hold an LOA must hold at least an unrestricted private pilot certificate with the appropriate category and class and must complete an FAA-accepted training program and pass a practical test administered by an EAE. This practical test will be conducted in accordance with the ATP/type rating practical test standards.

10. TYPE RATINGS IN VINTAGE AIRCRAFT. An airman who wishes to receive a type rating in a vintage aircraft must hold at least an unrestricted private pilot certificate with the appropriate category and class and must pass a practical test administered by a designated pilot examiner (DPE) or an NDPER in accordance with ATP/type rating practical test standards.

11. DISPOSITION. Questions concerning policies and procedures for these and other experimental aircraft issues may be addressed to AFS-800 at (202) 267-8212 or by mail to the address listed in paragraph 6a. This guidance will not be incorporated into Order 8700.1, General Aviation Operations Inspector's Handbook.

/s/ John M. Allen for
James J. Ballough
Director, Flight Standards Service