

Chapter 7. Special Flight Authorizations (SFA) for Foreign Civil Aircraft

700. General.

a. The navigation of foreign-registered civil aircraft in the United States is permitted under 49 U.S.C. 41703(a). This section is implemented by 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 foreign civil aircraft in the United States. Part 375 also specifies that foreign civil aircraft being operated in the United States must carry current and effective airworthiness and registration certificates issued or rendered valid by the State of Registry. Part 375 also allows the operation of foreign aircraft that do not carry current airworthiness certificates, but that have been issued an SFA by the FAA.

b. Foreign civil aircraft that do not have a current airworthiness certificate issued by the State of Registry require an SFA issued by the FAA in accordance with § 91.715(a). An aircraft registered in a country that is not a member of the ICAO *always* requires an authorization from the Department of Transportation (DOT) and an SFA issued by the FAA before operating in the United States. Inquiries regarding DOT authorization may be referred to—

Department of Transportation
Office of International Aviation
Foreign Carrier Licensing Division
1200 New Jersey Avenue SE.
Washington, DC 20590

Note: A listing of ICAO Member States is contained on the ICAO website at <http://www.icao.int/about-icao/Pages/member-states.aspx>.

701. Eligibility.

a. **General.** Section 91.715 is applicable to foreign aircraft that do not have a current airworthiness certificate, or an equivalent to a U.S. standard airworthiness certificate, that indicates that the aircraft complies with a detailed and comprehensive airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. An SFA is required for an aircraft carrying an airworthiness certificate, flight permit, or similar document issued by the State of Registry that is equivalent to a U.S. special airworthiness certificate.

b. **Basic Eligibility.** An SFA is required when the following conditions exist:

(1) The aircraft is registered in an ICAO member state but does not have an airworthiness certificate attesting that the aircraft complies with Annex 8 to the Convention on International Civil Aviation requirements, or it has an invalid airworthiness certificate.

(2) The aircraft is registered in a non-ICAO member state regardless of the type of airworthiness certificate issued or its planned operation.

c. Basic Ineligibility. An SFA must not be issued when the following conditions exist:

(1) If the aircraft is of foreign military registry (non-civil) and an SFA is requested, the applicant should be referred to the U.S. Department of State. Such aircraft may enter the United States only with a diplomatic clearance that would be issued solely on a government-to-government, non-commercial basis.

(2) The aircraft is registered in a country that has special overflight approval requirements under the U.S. Department of State Special Interest Flight (SIF) program. For requests involving aircraft identified under the SIF program, the non-U.S. owner/operator, or a U.S. individual or firm acting on behalf of the owner/operator, must request overflight clearance from the U.S. Department of State. The request must include the complete itinerary, schedule, and proposed routing through U.S. airspace. For further information, contact FAA, Air Traffic System Operation, AJR-2.

(3) The aircraft is a Canadian Owner–Maintenance category aircraft. For additional information, refer to FAA Order 8900.1, volume 12, chapter 11, section 1, paragraph 12-648.

702. Blanket SFAs. An SFA may be requested for an operation that will be conducted many times during a given period or for a number of aircraft engaged in the same operation, for example, an export delivery flight. A blanket SFA may be issued when deemed appropriate by the issuing office manager.

703. Application.

a. General. The application for an SFA may be in the form of a letter, email, or fax from the owner or operator. The application should be addressed to the AFS division manager or AIR directorate manager of the FAA region in which the applicant is located, or the region within which the U.S. point of entry is located.

b. Aviation Events. The application may be made to the AFS division manager or AIR directorate manager of the FAA region in which the event is located. Aviation events encompass many different activities. Refer to FAA Order 8900.1 for additional information.

c. SFA for Operation of Canadian-Registered Recreational Aircraft in the United States. Operation in the United States of Canadian-registered amateur-built aircraft or advanced ultralight aeroplanes is permitted by the issuance of an SFA under § 91.715. The SFA must be obtained before operation in the United States is permitted. An SFA may be obtained from the FAA for operation of these aircraft in U.S. airspace by following the instructions on the FAA website at www.faa.gov/aircraft/gen_av/ultralights/sfa.

d. Individual Aircraft Authorizations. An application for an SFA must contain the following information, as applicable, and any other information deemed appropriate by the cognizant FAA field office:

(1) The name and address of the applicant.

- (2) The name and address of the aircraft owner.
- (3) The purpose for which the SFA is requested, including—
 - (a) Whether the aircraft will be used as a test aircraft in the development of a U.S. STC and will require flight testing for the purpose of showing compliance with the regulations; and
 - (b) If flying the aircraft to a base where repairs or maintenance are to be performed, a description of the needed repairs and the operating limitations, if any, assigned by the State of Registry.
- (4) The type of airworthiness document, if any, issued for the aircraft by the State of Registry.
- (5) Information such as total aircraft time, maintenance status, date of last inspection, type of inspection, and the name and title of the person performing the inspection. This information is necessary to establish that the requested flight(s) will not adversely affect safety.
- (6) The make, model, and serial number of the aircraft.
- (7) The assigned nationality and registration marks. If applicable, include a valid copy of the registration document issued by the State of Registry and translated into the English language.
- (8) The base of operations for the proposed flights and the areas where the flights will be conducted.
- (9) The proposed U.S. port of entry and the itinerary while operating in the United States.
- (10) The proposed U.S. port of departure and the ultimate destination.
- (11) The duration for which the SFA is requested.

e. Blanket Authorizations. An application for a blanket SFA should contain the following information:

- (1) The name and address of the promotion sponsor; or the name and address of the manufacturer, when the purpose is for export.
- (2) The purpose(s) for which the blanket SFA is requested and the number of signed copies required to meet operating needs.

(3) Enough information to establish that the flights will not adversely affect safety.

(4) For aviation events, the name and address of the owner or operator, make, model, serial number, registration number, type of airworthiness certificate carried, reason why the aircraft does not comply with standard airworthiness requirements, and aircraft maintenance provisions. The listing of owners, pilots, and aircraft participating may be provided separately.

(5) Any other information deemed appropriate by the ASI.

704. Issuance.

a. General. If the aircraft is located in the United States, the local FAA office is responsible for processing the SFA. If the aircraft is not in the United States, the region or directorate having jurisdiction over FAA matters in that country is the office responsible for processing the application.

b. Format. The various formats shown in figures 7-1 through 7-7 of this order must be followed during the preparation of an SFA.

c. Numbering. Each SFA issued must be assigned a number beginning with "01" and prefixed by the appropriate location identifier code of the FAA office, for example, AGL-MKE-FSDO-13-01 or ASW-OKC-MIDO-41-01. If an SFA is extended, based on valid reasons provided by the applicant, a new SFA must be issued using the number assigned to the original followed by the letter "A," for example, AGL-MKE-FSDO-13-01A. In some cases an SFA may require extension more than once. The second extension would still use the original number followed by the letter "B."

d. Control. The FAA issuing office must establish a permanent file for record and must keep at least one copy of each SFA issued. This file serves as a control in assigning sequential numbers to new issuances. An alternate system for control may be used at the office's discretion. The transmittal letter should advise that the applicant is accountable for each signed copy. When authorized to make copies for export purposes, add a limitation requiring the applicant to maintain the following information:

- (1) Name and address of the aircraft owner;
- (2) Nationality and registration marks displayed on the aircraft;
- (3) Make, model, and serial number of the aircraft;
- (4) Date the copy is issued for the aircraft; and
- (5) Signature of authorized representative.

e. Aircraft Inspection. The aircraft may need to be inspected before issuance of the SFA to ensure it is capable of safe flight. The ASI may make, or require the applicant to make, appropriate inspections or tests considered necessary for safety.

705. Duration. Discretion should be used by the issuing office when determining the duration of an SFA issued for an individual aircraft. For example, if the purpose is one for which delays may be expected, such as in STC projects or extended ferry flights, the office may establish a longer duration than was requested to preclude the need for extensions. In general, the duration of the SFA is as requested by the applicant.

706. Operating Limitations. Because an SFA is issued to cover operation of an aircraft that may not meet the airworthiness standards established by ICAO, appropriate limitations may need to be prescribed to minimize hazards to persons or property. Certain limitations would be applicable for all SFAs issued under § 91.715(b). The special operating limitations for specific operations shown in the examples are not intended to be prescriptive or all-inclusive, and the issuing office may prescribe any limitations deemed necessary in the interest of safety. In certain circumstances, such as a flight for export delivery, no additional limitations may be necessary. The following provides examples of minimum and special limitations for specific operations:

a. Minimum Operating Limitations. The following are applicable to all SFAs issued unless otherwise noted:

(1) A copy of this authorization must be available to the pilot in command when operating under the terms of this SFA.

(2) You must comply with all limitations imposed by the State of Registry and this authorization.

(3) Persons or property must not be carried for compensation or hire.

(4) This authorization is valid in the United States only.

(5) Upon request, this authorization must be made available to an FAA inspector.

(6) This authorization is valid until [insert expiration date] unless superseded or rescinded.

b. Damaged Aircraft. The minimum operating limitations apply to any aircraft operated under this section. Additional limitations may be prescribed as individual conditions warrant.

(1) Aircraft Located in the United States. The determination that the aircraft has been damaged to the extent that the airworthiness certificate is invalid is the responsibility of the State of Registry. Under Annex 8 to the Convention on International Civil Aviation, the State of Registry may either prohibit further flights of the aircraft until it is restored to an airworthy condition, or may prescribe limitations under which the aircraft would be safe to fly to a base where repairs can be made. In the event the State of Registry requests the FAA to inspect the aircraft on its behalf, the regional office or directorate should arrange for inspection of the aircraft by personnel from the nearest FSDO or MIDO. Any limitations considered necessary because of the inspection must be prescribed as special limitations in addition to the minimum limitations.

(2) Aircraft Located Outside the United States. An applicant with a foreign-registered aircraft needing repair, who wants the repair to be accomplished at a manufacturer or repair facility in the United States, may do so regardless of the country in which the damage was sustained. The State of Registry remains responsible for inspection of the aircraft and for establishing any necessary special operating conditions and limitations.

c. Change in Nationality. This paragraph applies when the C of A for an aircraft has been invalidated by the new State of Registry. If the aircraft complies with U.S. and/or ICAO airworthiness requirements, except for the invalid airworthiness certificate, it may not be necessary to prescribe additional operating limitations. It should be noted that a aircraft need not have a registration certificate issued by the country of the non-U.S. buyer, but must bear the ID marks issued by the State of Registry or intended registry.

d. Flight Testing. The ASI must evaluate the reasons the flight test must be conducted in the United States, the qualifications of the individual or company in the United States who will be primarily responsible for the flight test operations, and the nature of the flight tests. The conclusions reached from that evaluation are an important factor in determining the special operating limitations that must be prescribed in addition to the minimum limitations. The following special operating limitations generally would be applicable, but may be altered or added to as deemed appropriate:

(1) All flight tests must be conducted in compliance with § 91.305. (If the flight tests involve the dropping of materials, for example, water drops to test a new forest fire suppression system, § 91.15 also must be cited in this limitation.)

(2) All maintenance and inspection of the aircraft must be conducted under the direct supervision of qualified personnel holding appropriate licenses issued or rendered valid by the [insert State of Registry] CAA and according to [insert State of Registry] aircraft maintenance requirements.

(3) Except for flight tests conducted according to the terms of this authorization, additional flights within the United States must be limited to those necessary to proceed from [specify origin] to [insert the name of the airport or other area from which the flight test will be conducted], and return to [specify destination] by the most practical direct route.

e. Flight Training of Customers, Employees, or Designees. In most cases, an SFA issued for this purpose would be a blanket authorization issued to an aircraft manufacturer. The following special operating limitations, in addition to the required standard limitations, are worded to indicate that more than one aircraft is involved. If an SFA under this paragraph is issued for a single aircraft, an appropriate change must be made.

(1) Each aircraft operated for customer crew training flights must carry this SFA attached to a statement that includes the name and address of the aircraft owner, the aircraft's assigned nationality and registration marks, and the dates on which the customer crew training flights are scheduled to begin and end. This limitation applies only if a blanket authorization has been issued.

(2) All customer crew training and aircraft maintenance must be conducted under the direct supervision of [insert name of manufacturer] personnel.

f. Ferrying an Aircraft for Export Delivery.

(1) Individual Aircraft Authorizations. The limitations below may be omitted if the aircraft has a valid FAA Export C of A with no major exceptions listed, and is not carrying extra fuel or navigational equipment. If temporary fuel system(s)/equipment are installed and/or the aircraft is to be operated in excess of its maximum certificated takeoff weight, the limitations below must be included as applicable:

(a) Operation in the overweight condition must be conducted to avoid cities, towns, villages, and congested areas, or any other areas where the flights might create hazards to persons or property.

(b) The aircraft must not be operated with temporary fuel system(s) or temporary navigation equipment installed, or at a weight in excess of its maximum certificated takeoff weight, unless approved in writing by the CAA of the State of Registry.

(2) Blanket Authorization. The limitations applicable to an individual aircraft authorization generally apply to a blanket authorization. Because the manufacturer is authorized to issue copies without individual FAA review, the blanket authorization must be worded so any possible situation will be covered by each copy issued. A sample blanket authorization has been developed to show all of the operating limitations that should be prescribed (refer to figure 7-6 of this order).

g. Demonstration or Test. The issuing office should determine that the applicant for an SFA for demonstration has satisfied, as applicable, the items listed in part 91. Persons having an interest in the demonstration, for example, customers, may be carried in an aircraft issued an SFA for demonstration.

**Figure 7-1. Sample SFA for the Flight of an Aircraft to a Place Where Repairs
or Alterations Are To Be Made**



U.S. Department
of Transportation

**Federal Aviation
Administration**

FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.:	<u>NE-03-09</u>
Aircraft Make:	<u>Cessna</u>
Aircraft Model:	<u>180H</u>
Serial No.:	<u>18051515</u>
Nationality and Registration Marks:	<u>CF-ABC</u>
Name and address of Registered Owner:	<u>Mr. Richard A. Roe</u> <u>777 Quebec Street</u> <u>Smithton, Ontario, Canada</u>

Pursuant to Title 14 of the Code of Federal Regulations (14 CFR) 91.715, Mr. Richard A. Roe is hereby authorized to operate the aircraft identified above for the purpose of flying it from Hartford, Connecticut, to Ontario, Canada, for permanent repair of damage incurred during a landing accident at Hartford. A representative of Transport Canada Civil Aviation has inspected the aircraft and found it safe for the intended flight provided that the airspeed does not exceed 130 knots and no passengers are carried aboard the aircraft. All operations must be in accordance with the following restrictions and limitations.

1. A copy of this authorization must be available to the pilot in command when operating under the terms of this SFA.
2. You must comply with all limitations imposed by the State of Registry and this authorization.
3. Persons or property must not be carried for compensation or hire.
4. This authorization is valid in the United States only.
5. Upon request, this authorization must be made available to an FAA inspector.
6. All flights must be conducted under visual flight rules, day only.

Figure 7-1. Sample SFA for the Flight of an Aircraft to a Place Where Repairs or Alterations Are To Be Made (Continued)

7. All flights must be conducted at airspeeds not to exceed 130 knots.
8. This SFA is valid until March 16, 2015, unless superseded or rescinded.

J.A. Smith, Manager
Flight Standards District Office

Issued in Windsor Locks, Connecticut, on March 4, 2015.

**Figure 7-2. Sample SFA for the Flight of an Aircraft to a New State of Registry
(This Format is Generally Applicable to a Single Aircraft Authorization for
Ferry Flights)**



U.S. Department
of Transportation

**Federal Aviation
Administration**

FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.: SO-11-01
Aircraft Make: Beech
Aircraft Model: D185
Serial No.: A-23456
Nationality and Registration Marks: HK-ABC
Name and address of Registered Owner: Mr. Hernando Restrepo
22 Calle de Presidente
Fusagasuga, Colombia

Pursuant to Title 14 of the Code of Federal Regulations (14 CFR) 91.715, Mr. Hernando Restrepo is hereby authorized to operate the aircraft identified above for the purpose of flying from Quebec, QC, Canada, to Fusagasuga, Colombia. The aircraft identified above was under Canadian registry and held a current and valid Canadian airworthiness certificate before its sale to Mr. Restrepo. A current and valid Colombian airworthiness certificate will not be issued until after its entry into Colombia. All operations of the aircraft must be in accordance with the following restrictions and limitations.

1. A copy of this authorization must be available to the pilot in command when operating under the terms of this SFA.
2. You must comply with all limitations imposed by the State of Registry and this authorization.
3. Persons or property must not be carried for compensation or hire.
4. This authorization is valid in the United States only.
5. Upon request, this authorization must be made available to an FAA inspector.
6. The identification markings assigned to the aircraft by the State of Colombia must be displayed on the aircraft according to that country's applicable requirements.

**Figure 7-2. Sample SFA for the Flight of an Aircraft to a New State of Registry
(This Format is Generally Applicable to a Single Aircraft Authorization for
Ferry Flights) (Continued)**

7. This SFA is valid until March 15, 2015, or unless superseded or rescinded.

J.A. Smith, Manager
Portland Flight Standards District Office

Issued in Portland, Maine, on March 2, 2015.

Figure 7-3. Sample SFA for the Purpose of Flight Testing



	
U.S. Department of Transportation	
Federal Aviation Administration	
FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)	
Authorization No.:	<u>ASW-1</u>
Aircraft Make:	<u>McDonnell Douglas</u>
Aircraft Model:	<u>DC-9-11</u>
Serial No.:	<u>12345</u>
Nationality and Registration Marks:	<u>CF-POH</u>
Name and address of Registered Owner:	<u>Canada Air, Montreal, Canada</u>
Name and Address of Agent:	<u>John Doe Company,</u> <u>21 Blackfoot Drive</u> <u>San Antonio, Texas 78216</u>
<p>Pursuant to Title 14 of the Code of Federal Regulations (14 CFR) 91.715, the John Doe Company is hereby authorized to operate the aircraft identified above for the purpose of conducting flight test(s) required to obtain a supplemental type certificate (STC) covering the installation in the aircraft of General Electric CGY2 turbofan engines. All operations of the aircraft must be in accordance with the following restrictions and limitations.</p>	
<ol style="list-style-type: none">1. A copy of this authorization must be available to the pilot in command when operating under the terms of this SFA.2. You must comply with all limitations imposed by the State of Registry and this authorization.3. Persons or property must not be carried for compensation or hire.4. This authorization is valid in the United States only.5. Upon request, this authorization must be made available to an FAA inspector.6.. No person may be carried in the aircraft during flight unless that person is essential to the purpose of the flight and has been advised of the contents of this SFA and of the airworthiness status of the aircraft.	

Figure 7-3. Sample SFA for the Purpose of Flight Testing (Continued)

7. All flight tests must be conducted in compliance with § 91.305.
8. All flights must be conducted under visual flight rules, day only.
9. All maintenance and inspection of the aircraft must be conducted under the direct supervision of qualified personnel holding appropriate licenses issued or rendered valid by the Canadian Department of Transportation and according to Canadian aircraft maintenance requirements.
10. This SFA is valid until October 4, 2015, or unless superseded or rescinded.

J.A. Smith, Manager
Manufacturing Inspection Office
Rotorcraft Directorate

Issued in Fort Worth, Texas, on September 29, 2015.

Figure 7-4. Sample Blanket SFA for Customer Crew Training

U.S. Department
of Transportation

**Federal Aviation
Administration**

FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.: NE-02-43

Pursuant to Title 14 of the Code of Federal Regulations (14 CFR) 91.715 to the Yankee Airplane Company, John Hancock Airport, Boston, Massachusetts 02111, this constitutes authority in lieu of an airworthiness certificate. For the purpose of giving customer crew training to the buyer, its employees, or designees in any aircraft manufactured by the Yankee Airplane Company when the aircraft has been placed under non-U.S. registry, each aircraft operated under this SFA must be operated according to the following restrictions and limitations.

1. Each aircraft operated for customer crew training flights must carry this SFA attached with a statement including the name and address of the aircraft owner, the aircraft's assigned nationality and registration marks, and the dates on which the customer crew training flights are scheduled to begin and end.
2. All customer crew training and aircraft maintenance must be conducted under the direct supervision of qualified Yankee Airplane Company personnel.
3. Customer crew training flights on any one aircraft must be conducted during an interval not to exceed 30 days.
4. Before beginning customer crew training flights with any one aircraft, the Yankee Airplane Company must submit to the local FAA Manufacturing Inspector the information specified in paragraph 1 of this authorization pertaining to that aircraft.
5. The identification markings assigned to the aircraft by the State of Registry must be displayed on the aircraft according to that country's applicable requirements.
6. Persons or property must not be carried for compensation or hire.
7. No person may be carried in the aircraft during flight unless that person is essential to the purpose of the flight and has been advised of the contents of this SFA and of the airworthiness status of the aircraft.

Figure 7-4. Sample Blanket SFA for Customer Crew Training (Continued)

8. This authorization is valid in the United States only.
9. This SFA is valid until superseded or rescinded.

J.A. Smith, Manager
Flight Standards Division
New England Region

Issued in Burlington, Massachusetts, on February 29, 2000.

Figure 7-5. Sample SFA for Export Delivery


 U.S. Department of Transportation Federal Aviation Administration	<p style="text-align: center;">FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)</p> <p>Authorization No.: <u>NE-03-59</u> Aircraft Make: <u>Piper</u> Model: <u>PA 84</u> Serial No.: <u>1334</u> Nationality and Registration Marks: <u>I-JAB</u> Registered Owner: <u>Joseph A. Banco, Via Banco, Rome, Italy</u></p> <p>Pursuant to Title 14 of the Code of Federal Regulations (14 CFR) 91.715, Mr. Joseph A. Banco is hereby authorized to operate the aircraft identified above for the purpose of export and delivery from Westfield, Massachusetts, to Rome, Italy. This aircraft is on Italian registry and an airworthiness certificate has not yet been issued.</p> <ol style="list-style-type: none">1. A copy of this authorization must be available to the pilot in command when operating under the terms of this SFA.2. You must comply with all limitations imposed by the State of Registry and this authorization.3. Persons or property must not be carried for compensation or hire.4. This authorization is valid in the United States only.5. Upon request, this authorization must be made available to an FAA inspector.6. No person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight and has been advised of the content of this SFA and of the airworthiness status of the aircraft.7. The aircraft must not be operated with temporary fuel system(s) or temporary navigation equipment installed or at a weight in excess of its maximum certificated takeoff weight, unless approved, by the civil aviation authority (CAA) State of Registry in writing.
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Figure 7-5. Sample SFA for Export Delivery (Continued)

8. The kinds of operations authorized are visual flight rules, instrument flight rules, day, and night.

9. This SFA is valid until May 30, 2015, unless superseded or rescinded.

J.A. Smith, Manager
Flight Standards Division
New England Region

Issued in Burlington, Massachusetts, on May 4, 2015.

**Figure 7-6. Sample Blanket SFA for Delivering Aircraft
for the Purpose of Export Delivery**



U.S. Department
of Transportation

**Federal Aviation
Administration**

FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.: WP-26-22

This SFA is issued to the John Smith Airplane Company, 711 Water Boulevard, San Diego, California 82101, pursuant to Title 14 of the Code of Federal Regulations (14 CFR) 91.715. A copy of this SFA furnished by the above constitutes authority in lieu of an airworthiness certificate for the purpose of export delivery of aircraft manufactured by that Company. This SFA is applicable to aircraft that are on a non-U.S. registry and have no airworthiness certificate.

1. A copy of this authorization must be available to the pilot in command when operating under the terms of this SFA.
2. No person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight and has been advised of the content of this SFA and of the airworthiness status of the aircraft.
3. The aircraft must not be operated with temporary fuel system(s) or temporary equipment installed, or at a weight in excess of its maximum certificated takeoff weight, unless approved by the civil aviation authority (CAA) of the State of Registry in writing.
4. Persons or property may not be carried in the aircraft for compensation or hire.
5. This authorization is valid in the United States only.
6. The kinds of operations authorized are visual flight rules, instrument flight rules, day, and night.
7. This SFA is valid until December 31, 2015.

J.A. Smith, Manager
Flight Standards Division
Western-Pacific Region

Issued in Los Angeles, California, on January 4, 2014.

Figure 7-7. Sample SFA for the Purpose of Demonstration


 U.S. Department of Transportation	
Federal Aviation Administration	
FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)	
Authorization No.:	<u>NE-01-31</u>
Aircraft Make:	<u>Hansa</u>
Model:	<u>HFB-320</u>
Serial No.:	<u>1024</u>
Nationality and Registration Marks:	<u>D-CARO</u>
Name and Address of Registered Owner:	<u>Hamburger Flugzeugbau G.M.B.H.</u> <u>2103 Hamburg</u> <u>Finkenwerder Postfact 109, Germany</u>
<p>Pursuant to Title 14 of the Code of Federal Regulations (14 CFR) 91.715, Hamburger Flugzeugbau G.M.B.H. is hereby authorized to operate the aircraft identified above for the purpose of conducting demonstration flights in the United States. The aircraft has been issued a provisional certificate of airworthiness by the Luftfahrt-Bundesamt and has been shown to meet standards equivalent to those required for provisional certification of a U.S.-registered civil aircraft. All operations of the aircraft must be in accordance with the following restrictions and limitations:</p>	
<ol style="list-style-type: none"> 1. A copy of this authorization must be available to the pilot in command when operating under the terms of this SFA. 2. You must comply with all limitations imposed by the State of Registry and this authorization. 3. Persons or property must not be carried for compensation or hire. 4. This authorization is valid in the United States only. 5. Upon request, this authorization must be made available to an FAA inspector. 6. The identification markings assigned to the aircraft by the State of Registry must be displayed on the aircraft according to that country's applicable requirements. 7. Persons or property must not be carried for compensation or hire. 8. No person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight and has been advised of the content of this SFA and of the airworthiness status of the aircraft. 	

Figure 7-7. Sample SFA for the Purpose of Demonstration (Continued)

9. All flights must be conducted under visual flight rules, day only.

10. This SFA is valid until April 14, 2015, unless superseded or rescinded.

J.A. Smith, Manager
Flight Standards Division
New England Region

Issued in Burlington, Massachusetts, on February 16, 2015.

Figure 7-8. Sample SFA for Participating in Aviation Events



U.S. Department
of Transportation

**Federal Aviation
Administration**

FOREIGN CIVIL AIRCRAFT SPECIAL FLIGHT AUTHORIZATION (SFA)

Authorization No.:	<u>NE-01-31</u>
Aircraft Make:	<u>Aero Vodochody</u>
Model:	<u>L-39C</u>
Serial No.:	<u>1024</u>
Nationality and Registration Marks:	<u>ES-XXX</u>
Name and Address of Registered Owner:	<u>Hamburger Flugzeugbau G.M.B.H.</u> <u>2103 Hamburg</u> <u>Finkenwerder Postfact 109, Germany</u>

Pursuant to Title 14 of the Code of Federal Regulations (14 CFR) 91.715, Hamburger Flugzeugbau G.M.B.H. is hereby authorized to operate the aircraft identified above for the purpose of participating in aviation events. The aircraft does not meet the airworthiness requirements specified in Annex 8 to the Convention on International Civil Aviation and has been issued an Estonian permit to fly. The airplane will enter the United States on or about May 10, 2015, from Canada and will exit to Mexico approximately September 15, 2015. The intended aviation events include—

- Rhode Island National Guard Open House & Air Show, North Kingstown, RI
- Bethpage Air Show at Jones Beach, Wantagh, NY
- Virginia Beach Patriotic Festival, Virginia Beach, VA
- Westmoreland County Air Show, Latrobe, PA
- Denton Air Show, Denton, TX
- Spectacle Aerien International Bagotville, Bagotville, QC, Canada
- Battle Creek Field of Flight Air Show & Balloon Festival, Battle Creek, MI
- EAA AirVenture, Oshkosh, WI
- National Championship Air Races, Reno, NV

All operations of the aircraft must be in accordance with the following restrictions and limitations.

1. A copy of this authorization must be available to the pilot in command when operating under the terms of this SFA.
2. You must comply with all limitations imposed by the State of Registry and this authorization.
3. Persons or property must not be carried for compensation or hire.
4. This authorization is valid in the United States only.
5. Upon request, this authorization must be made available to an FAA inspector.

Figure 7-7. Sample SFA for Participating in Aviation Events (Continued)

6. Operation is restricted to airports that are within airspace class C, D, E, or G, except in the case of a declared emergency or authorized operations under an airshow waiver.
7. Kinds of operations authorized by the State of Registry are authorized, with the following restriction. If instrument flight operations are authorized, the pilot in command must have a method to avoid operating over densely populated areas or in congested airways.
8. Flight over densely populated areas is authorized only for the purpose of takeoff or landing.
9. Flight in Reduced Vertical Separation Minimum (RVSM) designated airspace is prohibited.
10. Flight with any externally mounted equipment is prohibited.
11. Preflight planning runway length requirements:
 - a. Takeoff is prohibited unless takeoff planning determines that it is possible to stop the airplane safely on the runway, as shown by the accelerate-stop distance data. In addition, the aircraft must be able to clear all obstacles by at least 50 feet vertically.
 - b. Landing will not be attempted unless landing planning determines that a full stop landing can be made within 60 percent of the effective length of the runway from a point 50 feet above the runway.
 - c. When calculating takeoff or landing performance, corrections must be made for any runway gradient. Performance data based on still air may be corrected by taking into account not more than 50 percent of any reported headwind component and not less than 150 percent of any reported tailwind component. Calculations may not include the use of reverse thrust or drag chute.
12. This authorization is valid until September 30, 2015, unless superseded or rescinded, or the Estonian permit to fly becomes invalid.

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