

Action you can take today ...

Please take a couple of minutes to read the information in this brochure, and join with the EAA community of aviation enthusiasts in urging the FAA to preserve the spirit, intent, and enormous innovative potential of the amateur-built aircraft regulations.

If you have been or are a participant in amateur-building activities, please relate your experiences to the FAA as a way to support the continuation of these worthwhile activities. Tell the FAA ...

- ▶ how you value the freedom afforded by the experimental amateur-built rules to dream up, design, build, and fly the aircraft of your vision, without limitations on the complexity, power, size, or performance of the aircraft;
- ▶ how your experiences in building an aircraft — even using a quick-build kit or a commercial-assistance program — have provided recreational and educational benefits in keeping with the purpose behind the amateur-built aircraft rules; and
- ▶ how you encourage the FAA to preserve the amateur-building regulations and practices that have proven successful for more than 50 years, have contributed an immeasurably valuable legacy of innovation to all of aviation, and have fostered participation, learning, and the enjoyment of personal aviation.

Send comments to:

Mr. Frank Paskiewicz, Manager
Production and Airworthiness Division
Federal Aviation Administration, AIR-200
800 Independence Avenue, SW
Washington, D.C. 20591

If you're not a participant in amateur-building activities, you may still help this movement, which has contributed enormously to the advancement of aviation. Please follow this issue closely. Once the FAA has published its revised policy, the EAA community may need you to join the voices of support for fellow aviation enthusiasts who pursue the dream of building and flying their own aircraft.



EAA GOVERNMENT ADVOCACY

**Building and flying
our own aircraft ...
these privileges are
at the very heart of EAA.**

**Will a new FAA policy
threaten them?**



***All aviation participants benefit
from the amateur-building
community's efforts.***

***Learn more
and make your voice heard
to protect these valuable activities!***

www.EAA.org/govt

A rallying call for EAA members

Citing concerns that some modern-day practices involving aircraft-kit prefabrication and commercial builder assistance leave too few construction tasks to the amateur builder, the FAA says that it must more strictly enforce the “51% Rule.” This is the requirement that an amateur builder or group of amateurs personally carry out a majority, 51% or greater, of the aircraft construction tasks.

As an FAA announcement of its revised interpretation and enforcement policy looms, EAAers are rallying to protect an activity that provides enormous recreational and educational benefits to participants, and advances the development of all of aviation.



A core value to all EAA members

When EAA founder Paul Poberezny in 1953 organized a group of aviation enthusiasts to seize the then-new regulatory opportunity allowing private citizens, or “amateurs,” to build and fly their own aircraft, who would have envisioned the full scope of the movement he had inspired?

Then, this small cadre of amateur aircraft builders worked from only a few published aircraft plans or came up with designs of their own. Today, tens of thousands of aviation enthusiasts participate in building and flying their own aircraft. The amateur-build marketplace offers a dizzying array of pre-built assemblies, aircraft kits, “quick-build” kits, and builder-assistance services from manufacturers.

An invaluable — and ongoing — legacy

It all started with an amateur-built aircraft: the Wright Flyer! Since aviation’s beginnings, amateur aircraft builders have contributed enormously to the advancement of aviation. The liberty afforded by the amateur-building regulations — that is, the amateur builder’s freedom to construct an aircraft of any complexity, power, size, or performance — has made these contributions possible.

These breakthroughs are just a few that originated and/or proliferated through amateur-building activity:

- ▶ composite materials and construction,
- ▶ glass-cockpit instrumentation,
- ▶ winglets,
- ▶ ballistic recovery systems,
- ▶ epoxy adhesives in wood construction,
- ▶ vinyl-based coatings for fabric-covered aircraft,
- ▶ light-weight engines with high power-to-weight ratios,
- ▶ electronic ignition systems,
- ▶ spring steel landing gear, and
- ▶ private spacecraft.

The amateur-building movement’s legacy to aviation also includes providing the stimulus for revitalizing and modernizing the general aviation’s single-engine marketplace from the mid-’80s to mid-’90s, when the traditional industry was languishing.

Entire categories of modern recreational aviation are rooted in the amateur-building movement. These include ultralights, powered parachutes, and light-sport aircraft.

Looking ahead, the amateur-building community is leading the way in developing electric powerplants for general-aviation aircraft. If history and the collective creativity of EAA’s amateur-building community are any indications, a wealth of additional innovations and pioneering efforts are on the way!

A developing story ...

The FAA announced its intentions to reexamine its interpretation and enforcement of the 51% Rule at EAA AirVenture Oshkosh 2006. In this original statement and in subsequent communications on the subject, the FAA has acknowledged that its own certification practices through the years have contributed to the agency’s current concerns regarding compliance with the 51% requirement.

With an entire industry of suppliers, designers, manufacturers, and service providers having built up around the FAA’s precedents — and a groundswell of enthusiasts rushing in to support this industry — EAAers are urging the FAA not to unduly restrict amateur builders as it more strictly enforces its regulations.

Accordingly, we believe:

- ▶ The FAA should not change the rules that allow amateur builders to design, build, and fly aircraft of any specifications.
- ▶ The FAA should protect the spirit and intent of the amateur-building rules, and preserve the educational and recreational benefits that so many enthusiasts are realizing in today’s environment.
- ▶ The amateur-building rules do not and should not prohibit the assistance of paid professionals ... so long as the amateur performs the majority of the construction tasks.

