



February 15, 2021

Gral. Carlos Antonio Rodríguez Munguía  
Director General de la Agencia Federal de Aviación Civil  
Boulevard Adolfo López Mateos 1990, Colonia Los Alpes,  
C.P. 01010, Alcaldía Álvaro Obregón, CDMX  
México

Dear Gral. Carlos Antonio Rodríguez Munguía

The Aircraft Owners and Pilots Association (AOPA) and the Experimental Aircraft Association (EAA) are the foremost organizations of pilots, aircraft owners, builders, and enthusiasts in the world, with a combined membership of more than half a million. We advocate for our members' rights and privileges in the United States and worldwide.

We are writing on behalf of our members who seek to operate US-registered Experimental Amateur-Built aircraft in Mexico. Operation of such aircraft has been common practice for several decades, but a recent change in policy by the DGAC has led to a halt in operations. Many of our members are concerned about this change and we seek an expedient solution to this problem.

Special Airworthiness Certificates issued by the FAA contain the limitation that "No person may operate [this aircraft] ... over any foreign country without the special permission of that country." Furthermore, operating limitations for all Experimental aircraft in the United States contain the following condition:

*This aircraft does not meet the airworthiness standards of Annex 8 to the Convention on International Civil Aviation. Operations in airspace outside of the United States will require the permission of the applicable foreign authority. That permission must be carried aboard the aircraft together with this U.S. airworthiness certificate and, upon request, be made available to an FAA inspector or the applicable foreign authority in the country of operation. Operations may be further restricted by the applicable foreign authority. This may include not allowing use of an airport, requiring specific routing, and restricting flight over specific areas. The operator must comply with any additional limitation prescribed by the applicable foreign authority when operating in its airspace.*

In sum, the FAA allows Experimental Amateur-Built aircraft to leave the United States, under the condition that the aircraft has the explicit written permission of the host nation. Note that under FAA regulations, Experimental Amateur-Built aircraft are only allowed to be flown for non-commercial purposes.

We have attached a prior authorization that the DGAC has issued to an Amateur-Built aircraft from the United States, however the Directorate may consider a simpler means of granting the required permission.

Both The Bahamas and Canada use “blanket” authorizations that allow any FAA-registered Amateur-Built aircraft that follows certain conditions to enter those countries without additional authorizations. The operator simply prints out the authorization and carries it aboard his or her aircraft, in accordance with the above operating limitation. The Bahamian and Canadian blanket authorizations are attached to this letter.

EAA and AOPA respectfully request that the DGAC adopt a similar “blanket authorization” that satisfies all FAA and DGAC requirements for FAA-registered Experimental Amateur-Built aircraft operating in Mexico, without requiring further inspection or authorization.

Thank you very much for your consideration. There are more than 21,000 Experimental Amateur-Built aircraft operating in the United States, and this represents 15% of all personal aircraft in the country. Their safety record is comparable to other types of private piston aircraft. They are an essential contributor to our aviation economy, and we hope that Mexico will continue to allow them across the border.

Please do not hesitate to contact us if you have any questions, and we look forward to resolving this issue quickly.

Sincerely,



Sean Elliott  
Experimental Aircraft Association  
Vice President, Advocacy and Safety



Jim Coon  
Aircraft Owners and Pilots Association  
Senior Vice President, Government Affairs and  
Advocacy

Cc: Jesus Moreno Bautista