Docusign Envelope ID: 1591DD40-560E-43B2-9A13-14372D05B517

Letter of Deviation Authority

Deviation Authority for Conducting Flight Training, Flightcrew Member Checking, or Flightcrew Member Testing in Limited Category or Experimental Aircraft (14 CFR Section 91.326(b))

1. The operator listed at the bottom of this document is authorized by this Letter of Deviation Authority (LODA) in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.326(b) to provide flight training in a limited category or experimental aircraft in accordance with the limitations and provisions of this LODA.

2. Aircraft and Authorized Training Programs. The operator is authorized to use the following approved aircraft and training programs:

Table 1 - Aircraft and Training Programs

A/C Reg. No.	A/C Serial No.	A/C M/M/S	Aircraft Certification Basis	Authorized Training Program(s)
N303AP	02-01/02-444	HOME-AMTR-AMATEUR	Amateur-Built (§ 21.191(g))	Endorsement Training-Trainees must have specific need IAW § 91.326(b)(3)(vii), Flight Review (§ 61.56)-Trainees must have specific need IAW § 91.326(b)(3)(vii), Transition Training

3. Conditions and Limitations.

a. The operator must use the aircraft-specific flight and ground training program for the training authorized by this LODA. Demonstration flights, discovery flights, experience flights, and other flights not related to the training program are not authorized.

b. As appropriate to the aircraft being flown, all trainees must hold category and class ratings; a type rating, Authorized Experimental Aircraft authorization, or temporary Letter of Authorization (LOA); and endorsements listed in 14 CFR part 61, § 61.31 with the following exceptions:

(1) Persons receiving gyroplane training or training leading to the initial issuance of a sport pilot or sport pilot instructor certificate in an aircraft with maximum speed in level flight $V_H \leq 87$ Knots Calibrated Airspeed (KCAS) are not required to hold category or class. For training leading to an endorsement for additional sport pilot privileges, the pilot receiving the training must hold at least a sport pilot certificate with appropriate category and class privileges, and endorsements issued under § 61.31.

(2) Persons with a specific need to receive training toward the issuance of an endorsement are not required to hold the § 61.31 endorsement sought. Any endorsements being provided must be authorized in Table 1.

(3) Persons receiving jet unusual attitude and upset recovery training, limited category type rating training, or authorized experimental aircraft authorization training, if required for the type of aircraft being flown, are not required to hold the applicable type rating, authorized experimental authorization rating, or a temporary LOA prior to the commencement of training.

(4) For ultralight-style training, the person receiving training is not required to meet category,

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class, or § 61.31 endorsement requirements. However, if the flight training includes a solo flight segment, this does not relieve the person receiving training from the requirements of part 61 subpart C. This training is limited to a low mass, high drag aircraft with an empty weight less than 650 pounds and a maximum speed in level flight with maximum continuous power less than 87 KCAS.

c. If the aircraft is equipped with ejection seats and systems, such systems must be rigged, maintained, and inspected in accordance with the manufacturer's recommendations. Before providing training in aircraft equipped with operable ejection systems, whether armed or not armed, all aircraft occupants must complete a course of ejection seat training.

d. When conducting spin and upset training, the operator must maintain a minimum recovery altitude of 6,000 feet above ground level unless the Administrator authorizes a lower altitude.

e. A copy of this LODA must be carried on board the aircraft during flight training conducted under this LODA.

f. The operator holder must keep a record of the training given for a period of 36 calendar months from the completion date of the training. The authorized instructor must sign the trainee's flight training records certifying that the flight training was given. When ground training is provided, the person administering the ground training must sign the record. The training record must include the following:

(1) The name and certificate number (if applicable) of the trainee;

(2) The name, signature, and certificate number of the instructor;

(3) The date trained;

(4) The training received; and

(5) The trainee's specific need for training, if applicable.

g. Notwithstanding 14 CFR part 43, § 43.1(b) or § 91.409(c)(1), all aircraft must:

(1) Except for turbine-powered or large aircraft, within the preceding 100 hours of time in service, have received an annual, 100-hour, or condition inspection equivalent to the scope and detail of part 43 appendix D and been approved for return to service in accordance with part 43. The 100-hour limitation may be exceeded by not more than 10 hours while en route to reach a place where the inspection can be done. The excess time used to reach a place where the inspection can be done must be included in computing the next 100 hours of time in service; or

(2) Except for turbine-powered or large aircraft, be inspected in accordance with an FAA-approved inspection program that includes provisions for ensuring continued airworthiness and recording the current status on life-limited parts and in accordance with the manufacturer's instructions.

(3) For turbine-powered or large aircraft, be inspected in accordance with an FAA-approved inspection program that meets the scope and detail of the requirements of § 91.409(e), (f)(4), and (g) for ensuring continued airworthiness and recording time remaining on life-limited parts in accordance with the manufacturer's instructions.

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h. Notwithstanding any exception due to the experimental airworthiness certification of the aircraft, operators with experimental aircraft must comply with FAA Airworthiness Directives (AD) applicable to any corresponding make or model aircraft holding a different type of Airworthiness Certificate or applicable to any article installed on the aircraft. The operator must evaluate the aircraft and its articles to determine if compliance with the FAA AD is necessary for the continued safe operation of the aircraft. The operator must keep a maintenance record entry of those FAA ADs evaluated. For those FAA ADs for which the operator/LODA holder determined compliance was necessary for the continued safe operation of the aircraft, the record must also include the method of compliance, and if the FAA AD requires recurring action, the time and date when the next action is required.

i. Except as provided in this subparagraph, no person other than the authorized instructor, designated examiner, person receiving flight training or being checked or tested, or persons essential for the safe operation of the aircraft may be on board during operations conducted under the deviation authority. Notwithstanding any operating limitation applicable under § 91.9(a) that prohibits the carriage of passengers for compensation or hire, up to two persons enrolled in a LODA training course for the same aircraft may observe the flight training from an observer seat, provided carriage of those persons is not prohibited by any other regulation. The observation must take place from a forwardmost observer seat with an unobstructed view of the flight deck.

j. The Administrator may limit the types of training, testing, and checking authorized under this deviation authority. Training, testing, and checking under this deviation authority must be conducted consistent with the training program submitted for FAA review.

4. Responsible Person. The Responsible Person for this authorization is listed in Table 1 of LOA A001 (revision 02c or later).

Jared Yates

HQ Control: 12/13/2024 HQ Revision: 010

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U.S. Department of Transportation
Federal Aviation Administration

14 CFR Part 91 Operations

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.

Digitally signed by Bustos, Aldo, Principal Operations Inspector (EA68)
[1] SUPPORT INFO: Requested by the operator.
[2] EFFECTIVE DATE: 8/19/2025,
[3] AMENDMENT #: 2
DATE: 2025.08.19 13:57:51 -05:00

I hereby accept and receive this Waiver or Authorization.

Jared N Yates, Resp Person-91J Training — Date: 8-25-2025