

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

Dear Mr. Paskiewicz:

Reference: Comments to the Issuance of the Final Report of the Amateur-Built Aviation Rulemaking Committee (ARC), published in the Federal Register on February 15, 2008

Having read the Final Report of the Amateur-Built Aviation Rulemaking Committee (ARC) published in the Federal Register on February 15, 2008, I am writing to you with my comments.

[First Paragraph]: Use this paragraph to provide a short history of your piloting and amateur-building experience to establish your credibility and your connection to this issue. Here is an example: "I hold a private-pilot certificate and an amateur-built aircraft repairman's certificate. In 2005 I completed a (*insert your aircraft here*) quick-build kit after working on it for two years. Even though the quick-build kit allowed me to complete my airplane in a shorter period of time, I personally believe that the total construction process fulfilled the FAR 21.191(g) majority-portion requirement, and that the educational and recreational benefits derived from this project met the spirit and intent of the regulations allowing for amateur-built aircraft."]

[Second paragraph}: Use this paragraph to discuss the importance of preserving the amateur's privilege under FAR 21.191(g) to build an aircraft of any complexity, power, or size.

[Third paragraph]:

I urge you to protect the current rights to build the quick/fast built aircraft kits that are currently on the FAA-approved 51% list. **(NOTE – these comments should be in your own words. EAA recommends sharing your experiences as an amateur-built aircraft builder and use some or all of the following as topics in your discussion:**

- 1. The Kit that I built took a tremendous amount of effort and I am very confident it stating that my efforts with this project meet both the spirit and letter of the amateur-built regulations.*
- 2. The FAA has more than a decade's worth of history inspecting and certifying the aircraft that are listed on the approved 51% kit list.*
- 3. The FAA needs to honor this precedent by continuing to approve these existing FAA-approved kits.*
- 4. The baseline kits for the new kit-standard should be those kits currently on the FAA-approved 51% kit list, for example: The Van's RV-7/RV-7A Quick Built (page 14 of the current FAA-approved kit list), and the Lancair Legacy Fast Built (page 6 of the current FAA-approved kit list).*

Thank you for allowing me to make the above comments to this Final Report.

Sincerely,

Your name, address, phone number, and e-mail address.

Please provide a copy of your letter to EAA via:

e-mail - govt@eaa.org

fax - 920-426-6560

Standard mail - EAA Government Relations, P.O. Box 3086, Oshkosh, WI 54903-3086