

<https://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:**

David Menzimer at (202) 267–1100, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591.

**SUPPLEMENTARY INFORMATION:****Background**

Some experimental aircraft operating limitations require a pilot to hold an authorization to act as PIC; a type rating, an Authorized Experimental Aircraft (AEA) authorization (formerly called a letter of authorization (LOA)), or a temporary LOA.<sup>1</sup> AEs can be obtained by completing specialized training and testing, similar to that required to obtain a type rating, which authorizes a pilot to act as PIC of a specific make and model experimental aircraft. In section 806 of the FAA Reauthorization Act of 2024 (Public Law (Pub. L.) 118–63), Congress mandated that the Federal Aviation Administration (FAA) take such action as may be necessary to authorize pilots who hold three AEs in high-performance single- or multi-engine piston aircraft to act as PIC of these aircraft by completing aircraft specific ground and flight training, only, without completing a practical test in the subsequent aircraft. FAA will facilitate this through FAA Order 8900.1; therefore, this publication serves as notice that volume 5, chapter 9, section 7 of FAA Order 8900.1 now sets forth the parameters and related information pertaining to the Experimental Aircraft “All Makes and Models” Program.

Prior policy allowed for an “All Makes and Models” authorization and subsequent AEs to be issued on a person’s pilot certificate after submitting an FAA Form 8710–1, Airman Certificate and/or Rating Application, and documentation of the completed training requirements to the FAA. However, to reduce the burden and increase efficiency for the regulated community, and to reduce costs to the FAA, pilots who hold three AEs on their pilot certificate and seek to operate additional experimental aircraft in accordance with this program will no longer send an application or

documentation to the FAA. Additional authorizations issued in accordance with this program will no longer be listed on the pilot certificate.

Instead, authorizations added in accordance with this program will be issued in the form of a logbook endorsement by the authorized instructor who provided the training.

Pilots who do not yet hold the requisite three AEs on their pilot certificate will continue to reference the process outlined in FAA Order 8900.1, volume 5, chapter 9, section 2, Airman Qualification Requirements for Aircraft for Which the Operating Limitations Require an FAA-Issued Authorization to Act as Pilot in Command, to obtain an AEA. Likewise, pilots may continue to add additional AEs in accordance with that process and are not required to utilize this new program.

Relatedly, FAA is simultaneously updating the aforementioned operating limitation to add an endorsement as a means of compliance to meet the operating limitation, as appropriate. In other words, currently, the operating limitation explicitly recognizes the AEA as a pilot authorization; FAA simultaneously revises the operating limitation through a deviation memo to FAA Order 8130.2K to include an endorsement as a pilot authorization. FAA notes that because previously-issued airworthiness certificate operating limitations specify that pilots must hold a model-specific type rating, AEA, or temporary LOA, persons seeking to utilize this new program (*i.e.*, procure the aforementioned endorsement) must first apply for an amended airworthiness certificate with an operating limitation that allows for such endorsement.<sup>2</sup>

**Summary of Program**

As specified in volume 5, chapter 9, section 7 of FAA Order 8900.1, for authorizations issued in accordance with this program, the trainee must:

- Hold at least three AEs in high-performance single-engine piston or high-performance multi-engine piston aircraft (as appropriate to the endorsement sought).
- Receive the same ground and flight training required to obtain an AEA from an authorized instructor (see volume 5, chapter 9, section 2, subparagraph 5–1582B, Training Requirements).

<sup>2</sup> Persons seeking an amended airworthiness certificate may reach out to their local Flight Standards District Office, Certificate Management Section, or Designee, as appropriate. Issuers will utilize FAA Order 8130.2, *Airworthiness Certification of Aircraft*, for issuance of an amended airworthiness certificate.

- Receive a logbook endorsement from the authorized instructor who provided the training stating the following: “I certify that [John Doe, certificate number] holds at least three [high-performance single-engine piston or high-performance multi-engine piston (instructors must choose the option appropriate to the endorsement sought)] Authorized Experimental Aircraft (AEA) authorizations, has received the required ground and flight training, and is proficient to act as PIC of [make/model] experimental aircraft.”

Pilots seeking an endorsement in accordance with this program must hold an instrument rating. If the aircraft used for the training is not equipped such that the applicant can demonstrate instrument skills, the instructor will place a limitation on the endorsement noting “VFR ONLY.”

**Inviting Comments**

The FAA is requesting comments on the new program described herein. A copy of the associated guidance is being posted for review to Docket No.: FAA–2025–0906. The new program may be revised based on comments received.

Issued in Washington, DC.

**Robert M. Ruiz,**

*Deputy Executive Director, Flight Standards Service.*

[FR Doc. 2025–08167 Filed 5–8–25; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Notice of Intent To Rule on a Land Release Request at Malden Regional Airport & Industrial Park (MAW), Malden, MO**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation.

**ACTION:** Notice of request to release airport land.

**SUMMARY:** The FAA proposes to rule and invites public comment on the request to release and sell a 10.59 acre parcel of federally obligated airport property at the Malden Regional Airport & Industrial Park (MAW), Malden, Missouri.

**DATES:** Comments must be received on or before June 9, 2025.

**ADDRESSES:** Comments on this application may be mailed or delivered to the FAA at the following address: Amy J. Walter, Airports Land Specialist, Federal Aviation Administration, Airports Division, ACE–620G, 901

<sup>1</sup> See Operation Limitation #8 of FAA Order 8130.2K.

Locust, Room 364, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to: David Blalock, Airport Manager, City of Malden Regional Airport & Industrial Park, 3077 Mitchell Drive, P.O. Box 411, Malden, MO 63863–0411, (573) 276–2279.

**FOR FURTHER INFORMATION CONTACT:**

Amy J. Walter, Airports Land Specialist, Federal Aviation Administration, Airports Division, ACE–620G, 901 Locust, Room 364, Kansas City, MO 64106, (816) 329–2603, [amy.walter@faa.gov](mailto:amy.walter@faa.gov). The request to release property may be reviewed, by appointment, in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA invites public comment on the request to release a 10.59-acre parcel of airport property at the Malden Regional Airport & Industrial Park (MAW) under the provisions of 49 U.S.C. 47107(h)(2). This is a Surplus Property Airport. The City of Malden requested a release from the FAA to sell the parcel to Aycorp, LLC, which proposes to develop the parcel. The FAA determined this request to release and sell property at the Malden Regional Airport & Industrial Park (MAW) submitted by the Sponsor meets the procedural requirements of the FAA and the release and sale of the property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this notice.

The following is a brief overview of the request:

The Malden Regional Airport & Industrial Park (MAW) is proposing the release and sale of a parcel of airport property containing 10.59 acres. The release of land is necessary to comply with Federal Aviation Administration Grant Assurances that do not allow federally acquired airport property to be used for non-aviation purposes. The sale of the subject property will result in the land at the Malden Regional Airport & Industrial Park (M) being changed from aeronautical to non-aeronautical use and release the lands from the conditions of the Airport Improvement Program Grant Agreement Grant Assurances in order to sell the land. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market value for the property, which will be subsequently reinvested in another eligible airport improvement project for general aviation use.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may request an appointment to inspect the application, notice and other documents determined by the FAA to be related to the application in person at the Malden City Hall.

Issued in Kansas City, MO, on May 5, 2025.

**Rodney N. Joel,**

*Director, FAA Central Region, Airports Division.*

[FR Doc. 2025–08121 Filed 5–8–25; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

[Docket No. FAA–2024–2216]

**Agency Information Collection Activities: Requests for Comments; Clearance of Approval of Information Collection To Provide for the Amount of Aqueous Film Forming Foam (AFFF) Located at Part 139 Airports**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval for an information collection. The collection involves S. 4319—*A bill to provide for progress reports on the national transition plan related to a fluorine-free firefighting foam* that requires that the FAA provide progress reports on the status of part 139 airports transition to fluorine-free firefighting foam no later than 180 days after the date of enactment of this Act, and every 180 days thereafter until the progress report termination date. *Within this report, a comprehensive list of the amount of AFFF at each part 139 airport has as of the date of the submission of the progress report, including the amount of such firefighting foam held in firefighting equipment and the number of gallons regularly kept in reserve at each such airport.* These progress reports on the development and implementation of a national transition plan related to a fluorine-free firefighting foam that meets the performance standards referenced in Chapter 3—*Agent Compatibility, Substitutions, and Performance Requirements* of Advisory Circular 150/

5210.6E—*Aircraft Fire Extinguishing Agents for Airports* (AC 150/5210.62) issued on November 27, 2023 shall be submitted to the appropriate committees of Congress.

**DATES:** Written comments should be submitted by July 8, 2025.

**ADDRESSES:** Please send written comments:

*By Electronic Docket:*

[www.regulations.gov](http://www.regulations.gov).

*Enter docket number:* FAA–2024–2216 into search field.

*By email:* [anthony.butters@faa.gov](mailto:anthony.butters@faa.gov).

**FOR FURTHER INFORMATION CONTACT:**

Anthony Butters by email at: [anthony.butters@faa.gov](mailto:anthony.butters@faa.gov); phone: 202–267–9616.

**SUPPLEMENTARY INFORMATION:**

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

*OMB Control Number:* 2024–2216.

*Title:* Collection for Progress Reports related to the National Transition Plan for fluorine-free firefighting foam.

*Form Numbers:* N/A.

*Type of Review:* New information collection.

The required respondents to this new information request are civilian U.S. part 139 airport certificate holders who operate airports that serve scheduled and unscheduled operations of air carrier aircraft with more than 10 passenger seats (approximately 517 airports). These airport operators already hold an AOC and comply with all current information collection requirements.

Operators of certificated airports are permitted to choose the methodology to report information and can design their own recordkeeping system. As airports vary in size, operations and complexities, the FAA has determined this method of information collection allows airport operators greater flexibility and convenience to comply with reporting and recordkeeping requirements. 100% of the information may be submitted electronically.

The FAA Reauthorization Act of 2024, sec. 762 requires the FAA to provide a progress report on the national transition plan related to a fluorine free