



Leading the  
Sport Pilot  
Revolution!



# Welcome EAA Members

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# OVERVIEW

The new Sport Pilot and Light-Sport Aircraft rules address the certification of:

- Sport pilots
- Light-Sport aircraft
- Flight instructors with a sport rating
- Repairmen

# EAA lead the effort because...

- ◆ Lower cost pilot's certificate
- ◆ Less time getting a certificate
- ◆ Less medical expense
- ◆ Lower cost new aircraft
- ◆ Retains or improves safety

# What Can a Sport Pilot Fly?



Airplane Single Engine Land (SEL)

# What Can a Sport Pilot Fly?



Airplane-Single Engine Sea (SES)

# What Can a Sport Pilot Fly?

Powered  
Parachute  
(Land or Sea)



# What Can a Sport Pilot Fly?



Weight-Shift-Control  
(WSC)

Land or Sea

# What Can a Sport Pilot Fly?



Glider

# What Can a Sport Pilot Fly?

Balloon

Airship



# What Can a Sport Pilot Fly?



Gyroplane

# Summary of Category/Class

Category	Class
Airplane	Land or Sea
Powered Parachute	Land or Sea
Weight Shift Control	Land or Sea
Glider	
Lighter Than Air	Airship Balloon
Rotorcraft	Gyroplane

# Sport Pilots Can Fly....

Any FAA certificated aircraft....

That meets the definition of a Light-Sport  
Aircraft (LSA)....

# Definition of a Light-Sport Aircraft (LSA)

Since initial certification has met the following:

- 1 or 2 occupants
- Maximum gross weight – 1320 lbs.
- Maximum clean stall speed – 45 knots (51 mph)
- Max straight & level airspeed - 120 kts (138 mph)
- Fixed landing gear
- Single engine (reciprocating)
- Fixed or ground-adjustable pitch propeller

# What is Not a Light-Sport Aircraft?

- "True" Part 103 Ultralights
- Hang gliders
- Powered paragliders
- Helicopters
- Multi-engine aircraft
- Complex aircraft
  - ◆ Retractable gear
  - ◆ Controllable pitch prop

# Sport Pilot Certification



# Sport Pilot Privileges (Basic Level)

## ◆ Day

- 3 Miles visibility or greater
- Maintain visual contact with ground

## ◆ Uncontrolled airspace

## ◆ Cross country

## ◆ Up to 10,000' MSL

## ◆ Flight in the U.S.

# Sport Pilot Limitations (Basic Level)

- ◆ Fly only Light-Sport Aircraft (LSA)
- ◆ Category/Class & Make/Model "set"
- ◆ No Class A airspace (18,000' MSL)
- ◆ No compensation or hire operations
- ◆ May not tow any object
- ◆ No foreign operations without approval

# Sport Pilot Privileges (Add-On Endorsements)

Additional Training and Endorsements allow:

- Operation in Class B, C, and D airspace
- Additional make and model set

# Make/Model Sets

Requires check out & sign off from an instructor to fly a new "set"

Airplane Sets	Less than 100 mph	100 mph or more
Tricycle	4A11	4A12
Tailwheel	4B11	4B12
Float	4C21	4C22
Ski	4D11	4D12

# Sport Pilot Certificate Basic Requirements

Age and language requirements –

- 17 years old (16 for glider/balloon)
- Read, speak, write and understand English



# Medical Requirements for Sport Pilot

- ◆ Driver's License or 3<sup>rd</sup> Class medical to prove medical fitness
  - ◆ Not required for balloon or glider
- ◆ HOWEVER, if your most recent medical application was denied, suspended or revoked, you cannot use your driver's license
- ◆ Special Issuance is NOT a denial

# All Pilots Must Self Certify before each flight....

Do Not Know or Have Reason to Know of Any Medical Condition That Would Make You Unable to Operate a Light-sport Aircraft In A Safe Manner



FAR  
61.23/53/303

# How to Become a Sport Pilot

- Receive flight training from a flight instructor

Airplane	20 Hrs	Glider	10 Hrs
Gyroplane	20 Hrs	Airship	20 Hrs
WSC	20 Hrs	PPC	12 Hrs
Balloon	7 Hrs		

- Pass Knowledge Test
- Pass Practical Test

# Private Pilot operating as Sport Pilot

- ◆ Meet medical requirements
- ◆ Current Flight Review
- ◆ Fly LSA that meets your category & class ratings (e.g. Airplane-SEL)
- ◆ Sport pilot level endorsements not required
- ◆ Comply with sport pilot privileges and limitations

# How to become a Sport Pilot- Registered UL Pilot before 9/1/2004

## On or Before 1/31/2007

- Obtain certified copy of your UL pilot records
- Pass Knowledge Test
- Pass Practical Test

**All Category and Class Privileges Endorsed in  
Logbook**

# How to become a Sport Pilot- Registered UL Pilot AFTER 9/1/2004

Credit is allowed for UL training and experience provided it is properly logged

- Obtain certified copy of your UL pilot records
- Receive ground instruction & endorsement from a flight instructor
- Pass Knowledge Test
- Receive flight instruction & endorsement from a flight instructor
- Pass Practical Test

**Specific Category and Class  
Privileges Endorsed in Logbook**

# Obtaining Additional Category or Class Privileges

- Receive Training from a Flight Instructor
  - Knowledge and operational areas
- ◆ Pass a Proficiency Check from another Flight Instructor
  - Other than the Flight Instructor that trained you
- Make Application on a FAA Form 8710-11
- Receive a logbook endorsement from the Flight Instructor who administered the proficiency check

# The Sport Pilot Certificate

The Sport pilot certificate:

- Will have no category or class ratings
  - ◆ Category or class privileges endorsed in pilot logbook
- New FAA Form 8710-11 processed for certificate
  - ◆ Credit experience towards higher certificates

# Light-Sport Aircraft (LSA)



# Review

## Light-Sport Aircraft (LSA)

- 1 or 2 occupants
- Maximum gross weight – 1320 lbs
- Maximum clean stall speed – 45 knots (51 mph)
- Max straight & level airspeed - 120 kts (138 mph)
- Fixed landing gear
- Single engine (reciprocating)
- Fixed or ground-adjustable pitch propeller

# Sport Pilot-Eligible Aircraft

- ◆ Standard Category
- ◆ Special-LSA (NEW)
- ◆ Experimental Amateur-Built (homebuilts)
- ◆ Experimental-LSA (NEW)
  - Transitioning ULs
  - Kit built under consensus standard
  - S-LSAs converted to E-LSA

# Standard Category Aircraft

Must meet the LSA definition continuously since initial certification

- Aircraft certification stays the same
- Maintenance rules stay the same
  - Limited preventive maintenance by pilot
  - Annual inspection performed by A&P with IA



# Special-LSA

## New Airworthiness Certification Process

- Sold Ready to Fly
  - Compensation & hire allowed for flight training and rental
- Comply with Industry Consensus Standard
  - Design, production, and maintenance
  - Statement of Compliance

**Gyroplanes excluded from S-LSA**

# What about Imported S-LSAs?

Same Core Requirements:

- ◆ Aircraft must comply with industry consensus standards

Plus:

- ◆ Country of manufacture is U.S. bilateral partner
- ◆ New aircraft eligible for flight authority in home country

# Experimental Amateur-Built "Homebuilts"

Must meet the LSA definition

- Aircraft certification stays the same
  - 51% rule to qualify
- No compensation or hire operations

# Experimental-LSA “Transitioning Aircraft”

Allows existing ultralight-like aircraft (“fat” ULs) to transition to an FAA airworthiness certificate

- Must transition by 1/31/2008
- Rental for flight instruction allowed until 1/31/2010

**No flight over congested areas**

# E-LSA Kits

## New Airworthiness Certification Process

- Up to 99% complete at factory
  - Do not meet the amateur-built 51% rule
- Manufacturer must build one aircraft to show compliance with Industry Consensus Standard
  - Design, production, and maintenance

# S-LSA Converted to E-LSA

S-LSA airworthiness certificate can be traded for E-LSA

## Benefits

- Less restrictive maintenance rules
- Easier to become the repairman
- Can modify aircraft without mfr's consent

## Drawbacks

- No longer available for rental (ever!)
- Decreased market value

# How Do I Transition My Fat Ultralight?

Must be certificated by 1/31/2008

- Register the aircraft with FAA (N Number)
- Complete a condition inspection
- Apply for your airworthiness certificate
  - DAR inspects aircraft
  - Issues E-LSA airworthiness certificate

# Certification of Repairmen



# Repairman Certificates for LSA

There is only one Repairman-LSA Certificate

◆ Eligible for two ratings:

- Inspection (personal use)
- Maintenance (commercial use)

# Inspection Rating

- ◆ Allows **owner** of E-LSA to perform the annual condition inspection
  - Issued for your specific aircraft by serial number
- ◆ Must attend 16 hour course and pass exam
  - EAA developing Inspection Rating course

# Maintenance Rating

## “Commercial” Rating

- ◆ Can perform the annual condition inspection on both E-LSA and S-LSA
- ◆ Can perform maintenance & inspections “for hire” on S-LSAs
- ◆ Can perform mfr. safety directives
- ◆ Limited to mfr. maintenance manual

# Maintenance Rating Training

- ◆ Airplane class-----120 hours
- ◆ Weight-shift class-----104 hours
- ◆ Powered parachute-----104 hours
- ◆ Lighter-than-air class-----80 hours
- ◆ Glider class-----80 hours

# Where to get training...

- ◆ EAA SportAir workshops will offer 16 hour inspection rating course
  - Airplane
  - Powered Parachute
  - Weight Shift Control
- ◆ A&P schools & manufacturers will offer maintenance rating course

# Inspection and Maintenance



# Special-LSA

## Annual condition inspection/100 hour inspections

- Repairman Certificate-Maintenance
- A&P or FAA-approved Repair Station

## Maintenance

- Limited preventive maintenance by pilot

## Continuing Airworthiness

- Mfr's Safety Directives apply
- Modifications must be approved by manufacturer

# Experimental Amateur-Built "Homebuilts"

Maintenance Rules have not changed

## Annual Condition Inspection

- Repairman Certificate holder/builder of that aircraft
- A&P or FAA-approved Repair Station

## Maintenance/Repairs

- Can be performed by anyone

# Experimental-LSA “Transitioning Aircraft”

## Annual condition inspection

- A&P or FAA-approved Repair Station
- Repairman Certificate-Maintenance
- Repairman Certificate-Inspection

## Maintenance/Repairs

- Can be performed by anyone

**If used for compensation or hire, annual condition and 100 hour inspections must be performed by Repairman-Maintenance or A&P**

# E-LSA Kits

## Annual condition inspection

- A&P or FAA-approved Repair Station
- Repairman Certificate-Maintenance
- Repairman Certificate-Inspection

## Maintenance/Repairs

- Can be performed by anyone

# S-LSA Converted to E-LSA

## Annual condition inspection

- A&P or FAA-approved Repair Station
- Repairman Certificate-Maintenance
- Repairman Certificate-Inspection

## Maintenance/Repairs

- Can be performed by anyone

# Sport Pilot CFIs



# Sport Pilot CFIs

## Sport Pilot Flight Instructors...

- Same medical criteria as sport pilots (e.g. driver's license)
- Do not have to hold a commercial or instrument rating

**Existing CFIs can train sport pilots**

# How to Become a Sport Pilot Flight Instructor

- Receive flight training from a flight instructor

Airplane	150 Hrs	Glider	25 Hrs
Gyroplane	125 Hrs	Airship	100 Hrs
WSC	150 Hrs	PPC	100 Hrs
Balloon	35 Hrs		

- Pass Knowledge Test
- Pass Fundamentals of Instruction Test
- Pass Practical Test

# Existing CFIs operating at Sport Pilot Level

- Must hold a current and valid CFI
- Same medical criteria as sport pilots (e.g. driver's license)
- Provide training only in LSA
- Must stay within your category/class
- Must have 5 hours PIC time in make/model set
- Comply with sport pilot CFI privileges and limitations

# If you are a Registered Ultralight Instructor, Before 9/1/2004 :

## On or Before 1/31/2008

- Hold a sport pilot certificate
- Meet the minimum aeronautical experience
- Provide a certified copy of your records from an FAA recognized UL organization like EAA
- Provide a certificated copy of your FOI Knowledge test
- Pass sport pilot CFI Knowledge Test
- Pass sport pilot CFI Practical Test

**All Category and Class Privileges Endorsed in Logbook**

# Where are we now?

- ◆ Rule Effective (9-1-04)
- ◆ Existing pilots can fly
- ◆ N Numbers available
- ◆ Knowledge Test available
- ◆ Practical Test Standards available
- ◆ First sport pilot examiners designated

# What are we waiting on?

## Infrastructure!

- ◆ Need FAA to accept consensus standard
  - Allows production of ready-to-fly aircraft
  - Allows training schools to buy aircraft
- ◆ Need more sport pilot examiners
  - Allows student to earn their sport pilot certificate
- ◆ Need DARs to inspect aircraft
  - Allows pilots to fly their aircraft

# EAA-Leading the Revolution

- ◆ Leading authority on Sport Pilot
- ◆ EAA Sport Pilot Centers at major fly ins
- ◆ Sport Pilot Hotline 877-359-1232
- ◆ Chair ASTM Committee on LSA
- ◆ Sport Pilot and LSA magazine
- ◆ Test preparation DVD with King Schools
- ◆ Developing Repairman Inspection course
- ◆ DAR "scholarships"
- ◆ EAA affiliate NAFI educating existing CFIs
- ◆ [www.sportpilot.org](http://www.sportpilot.org)

# More Information

EAA Aviation Services

888-EAAINFO info@eaa.org

EAA Sport Pilot Hotline 877-359-1232

[www.sportpilot.org](http://www.sportpilot.org)



**Any Questions?**



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Revolution!



**EAA**

