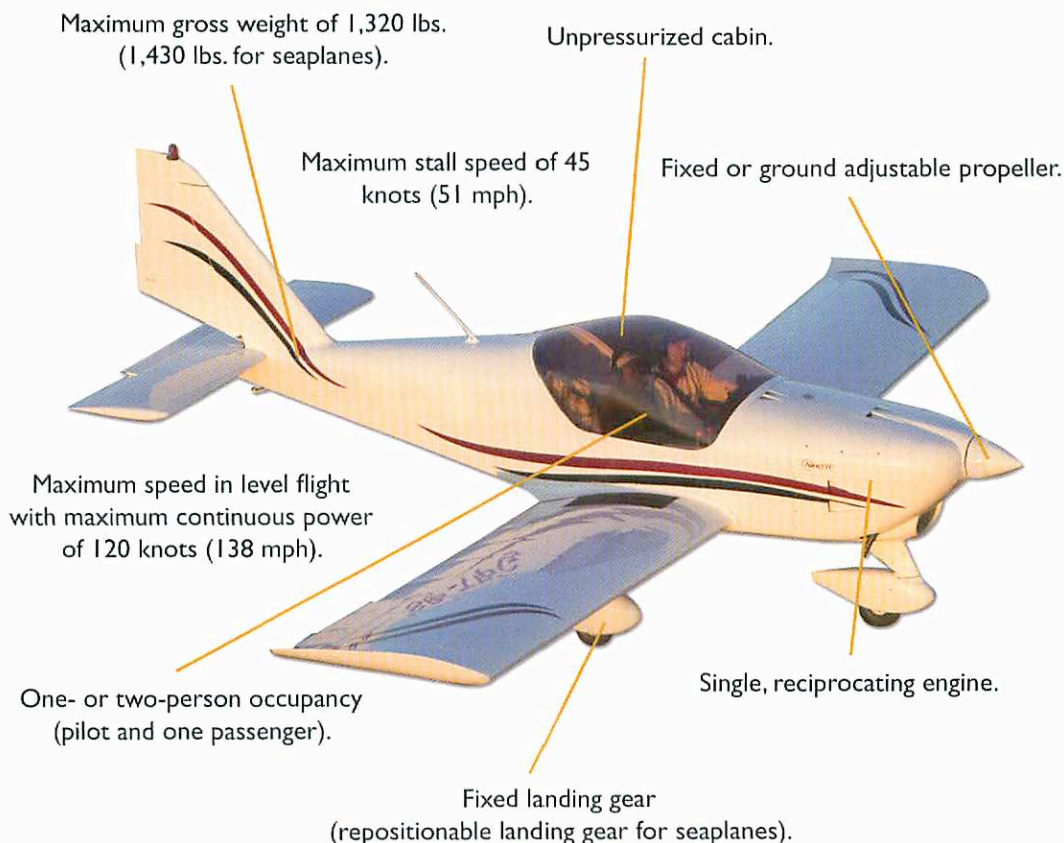


## WHAT IS A LIGHT-SPORT AIRCRAFT (LSA)?

The FAA has defined light-sport aircraft as a simple-to-operate, easy-to-fly aircraft that, since initial certification, has continued to meet the following performance definition:



### What are ASTM Consensus Standards?

For S-LSA's, airworthiness of light-sport aircraft falls under the new set of rules called consensus standards, established by ASTM International.

The light-sport aircraft ASTM consensus standards address aircraft design, production, and airworthiness. They also allow government, industry, and consumers to work together to develop standards that will ensure safety without the expense of current aircraft certification rules. This new approach to certification allows for the production of more affordable, safe, and modern factory-built aircraft.



### Special Light-Sport Aircraft (S-LSA)

The new FAA regulations have also created a new aircraft category: special light-sport aircraft (S-LSA). An S-LSA is a factory-built, ready-to-fly aircraft that has met ASTM consensus standards for design, production, quality assurance, maintenance, and continuing airworthiness. They are required to be maintained and inspected by either an FAA certified repairman with an LSA maintenance rating, an A&P, or an authorized repair station. Pilots are allowed to perform preventative maintenance on their S-LSA with appropriate training.

### Buying an S-LSA

The first step is to read aviation publications, such as *EAA Sport Pilot & Light-Sport Aircraft* magazine, to learn more about the various S-LSA's on the market. Once you've found an aircraft you're interested in, check EAA's listing of S-LSA's on [www.sportpilot.org](http://www.sportpilot.org) to determine if the manufacturer has received an S-LSA airworthiness certificate. The next step is to find out if the manufacturer is a member of the Light Aircraft Manufacturing Association (LAMA) so you'll have some assurance that they have adequately complied with ASTM consensus standards.

We advise you to use care in selecting and purchasing an aircraft to use under sport pilot privileges.

## What are the Sport Pilot Privileges and Limitations?

When operating as a sport pilot, you as the pilot must operate within the following guidelines of the sport pilot certificate:



### Privileges

Fly during the daytime using visual flight rules (VFR). Three statute miles visibility and visual contact with the ground is required.

Cross-country flying anywhere in the U.S.

Fly up to 10,000 feet above mean sea level (MSL).

Fly solo or with one passenger.

Can share operating expenses with another person.

Fly in Class E and G airspace (and B, C, and D airspace with appropriate training).

Allows sport pilots to fly production (standard airworthiness certificate) and experimental amateur-built aircraft that meet the definition of a light-sport aircraft.

Allows rental of special light-sport aircraft (S-LSA).

### Limitations

Prohibited from Class A airspace.

Prohibited from flying in Class B, C, or D airspace until you receive training and a logbook endorsement from an instructor.

No flights outside the U.S. without prior permission from the foreign aviation authority.

May not tow any object.

No flights while carrying a passenger or property for compensation, hire, or for furtherance of a business.

## How to Become a Sport Pilot

To become a sport pilot, you first earn a sport pilot certificate. This requires you to be at least 17 years old (16 for glider or balloon), hold a valid state driver's license or a current FAA third-class medical certificate, pass an FAA sport pilot knowledge test, and pass an FAA sport pilot practical (flight) test. The minimum required training time for the different categories of LSA are:

## LSA MAINTENANCE REQUIREMENTS

### *Repairman Certificate*

The two new FAA repairman certificate ratings are titled *Inspection* and *Maintenance*. To earn either of these certificates, you must:

Be at least 18 years old.

Speak, read, and understand English.

Complete the amount of training appropriate for the rating.

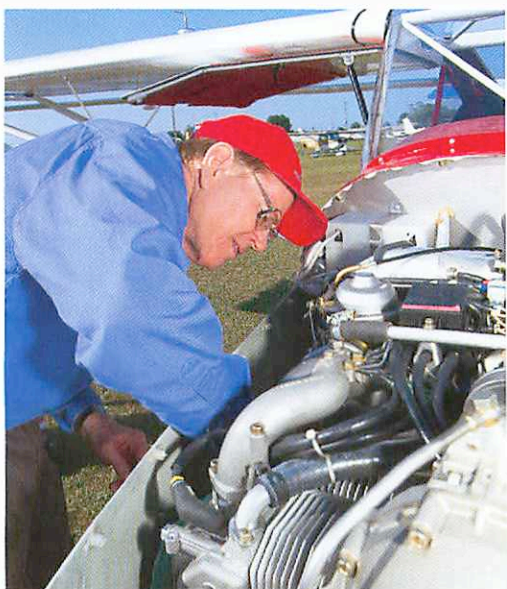
Be a U.S. citizen or permanent legal resident.

### *Inspection Rating*

This rating allows you to conduct the annual condition inspection on your own E-LSA. It requires the successful completion of an FAA-accepted, 16-hour course on the inspection of your particular class of LSA.

### *Maintenance Rating*

This commercial rating allows you to perform the annual condition inspection on S-LSA's and E-LSA's for compensation. It requires the completion of a course on the maintenance requirements of various light-sport aircraft (airplanes: 120 hours, weight-shift and powered parachutes: 104 hours, gliders and lighter-than-air: 80 hours). What repairs and maintenance you can perform are specifically authorized in the aircraft manufacturer's maintenance manual.



## EXISTING PILOT OPERATING AS A SPORT PILOT

One of the benefits of the new sport pilot regulation is that it allows individuals with higher-level pilot certificates (e.g., private, commercial, etc.) to operate under sport pilot privileges. The FAA has made this transition very easy in that there is no special certificate, endorsement, or test that an existing pilot needs in order to make this transition. However, existing pilots who've had their most recent

FAA medical certificate or application denied, revoked, withdrawn, or suspended by the FAA, are not allowed to operate using their driver's license until they clear the denial from their airman record by having a valid third-class medical certificate issued. To access additional resources regarding medical requirements, visit the Members Only section of [www.eaa.org](http://www.eaa.org) and click on the EAA Aeromedical Advisory link.



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Here's all that's necessary:

Your existing pilot certificate.

Meet the medical requirements of a sport pilot.

A current flight review recorded in your logbook.

Fly an aircraft that meets the performance definition of an LSA.

Operate within the privileges and limitations of the sport pilot certificate.

Operate within your category/class ratings.

A flight review can be accomplished in any aircraft for which you are rated. If the flight review is accomplished in an aircraft that does not meet the definition of a light-sport aircraft (LSA) and you do not hold a valid FAA medical certificate, or if your previous flight review has expired, the flight instructor conducting the flight review will have to act as pilot-in-command (PIC) for the flight portion of the review.





**Airplane:**  
20 hours



**Powered Parachute:**  
12 hours



**Weight-Shift-Controlled:**  
20 hours



**Glider:**  
10 hours



**Gyroplane:**  
20 hours



**Balloon:**  
7 hours

## EAA MEMBERS SAVE!

### Sport Pilot Home

#### Training Course

Learn how to become a sport pilot while studying for your sport pilot test from the convenience of your own home. King Schools' Computer-based Interactive Video™ Sport Pilot Knowledge Test Course is a functional, fun, and well-organized classroom on a computer. The course covers every area of knowledge the FAA expects you to master. Included in the kit are:



- Course CD-ROMs
- Computer-based Interactive Video™
- Updated Sport Pilot FAA questions and answers
- Unlimited random practice tests
- Course book with detailed notes
- Sign-off form for the FAA Sport Pilot Knowledge Test
- Personalized graduation certificate
- Bonus FAR/AIM CD-ROM

You'll even be able to review sport pilot FAA questions by subject area, FAA knowledge code, questions missed, or questions not yet answered. For more information or to purchase, call EAA Membership Services at 800/843-3612. Ask for item #F07003.

## Medical Requirements

Generally, sport pilots are allowed to use their state driver's license to establish medical fitness. They must also follow any restrictions or limitations listed on their driver's license. In addition, every pilot—from sport pilot to airline transport pilot—must determine before each flight that he or she is medically fit to operate their aircraft in a safe manner. As a pilot, it is your responsibility to ensure that your current medical health in no way jeopardizes the safety of a flight.

## Adding an Additional Category/Class Privilege as a Sport Pilot

If you receive your sport pilot certificate in one category of aircraft and want to start flying another, you may do so by taking the following 3 steps:

1. Receive training from an instructor in the knowledge and operation areas required for the new category/class. Your instructor will endorse your logbook when you are proficient.

2. Successfully complete a proficiency check from another instructor (other than the one who trained you). Upon successful completion of the proficiency check, the instructor will endorse your logbook certifying that you may fly the new category/class.

3. Your instructor will complete FAA Form 8710-11 and submit it to the FAA Airmen Certification Branch in order to have the new category/class recorded in your airman record.