



EAA SPORT PILOT SOURCEBOOK

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A NEW AVIATION HORIZON

In 2004, the FAA created sport pilot/light-sport aircraft (SP/LSA) regulations. The most significant change in FAA regulations in 50 years, it allows easier and lower-cost access for those wishing to participate in the joy of flight. For the past half century, EAA has been a leader in providing people with more opportunities to take to the sky, and for the past 10 years has worked with the FAA on the development of SP/LSA.

Because of EAA's efforts, flying has become less expensive and easier than ever before. You can become a sport pilot with as little as 20 hours of flight instruction. You can fly a one- or two-seat aircraft capable of speeds up to 138 mph. And in most cases, you can pass the medical requirements just by showing your driver's license. That's not all...



Now You Can:

Obtain an FAA pilot certificate at a lower cost and with less time commitment than ever before.

Fly a sport pilot-eligible aircraft with your driver's license serving as evidence of medical eligibility.

Purchase new, more affordable, ready-to-fly aircraft.

Build an approved light-sport aircraft kit that's as much as 99% complete from the factory.

Make your dreams of flying come true more easily and less expensively.

Fly interesting alternative aircraft such as powered parachutes, weight shift-controlled (trikes), gliders, gyroplanes, or balloons.

Maintain your own aircraft.

THE SPORT PILOT RULE & YOU

The sport pilot rule is more than just a new pilot certificate. It's an entire plan to lower the barriers to participation in aviation. It addresses everything from getting that first entry-level pilot certificate to creating a new way of certifying ready-to-fly aircraft that are much more affordable than most aircraft currently on the market.

Here's how else the sport pilot rule affects you:

Creates a new sport pilot certificate for operating any aircraft that meets the definition of a light-sport aircraft (LSA).

Creates a new sport pilot flight instructor certificate.

Creates FAA knowledge and practical flight tests just for sport pilots.

Credits ultralight training and experience toward a sport pilot certificate.

Credits sport pilot flight time toward advanced pilot ratings.

Allows you to prove medical fitness by either a current and valid U.S. driver's license or an FAA third-class medical certificate.

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 LSA are:



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.

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 FAA medical certificate or most recent 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 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.



Ultralight Pilot Converting to a Sport Pilot

Ultralight pilots also have the opportunity to receive a sport pilot certificate. Ultralight pilots who registered with an FAA-recognized organization on, or before, September 1, 2004, will receive credit for the required aeronautical knowledge, flight proficiency, and aeronautical experience. You have until January 31, 2007, to take advantage of this opportunity. The FAA's only condition is for you to demonstrate that you have the knowledge and ability to exercise the privileges of a sport pilot certificate. This includes obtaining a copy of your ultralight pilot records from your registering organization, passing an FAA sport pilot knowledge test, passing an FAA sport pilot practical (flight) test, and being at least 17 years of age (16 for glider or balloon).

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 brand 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 certificated 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 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.

Aircraft certificated in other categories, such as experimental-exhibition, have restrictions making them less desirable for general use and the FAA has stated that no airworthiness certificate changes will be allowed in the future. Therefore, aircraft certificated as experimental-exhibition, for example, cannot be changed to light-sport aircraft. If in doubt about certification, EAA members should contact EAA Aviation Services at 877/359-1232 for assistance.



Converting an Ultralight to an Experimental Light-Sport Aircraft (E-LSA)

All ultralights have the opportunity to obtain an N-number and airworthiness certificate to become an FAA-certificated aircraft. The FAA's goal is to have all ultralights that do not currently meet the definition of a FAR Part 103 single-seat ultralight be converted to an E-LSA by January 31, 2008. Here's the 3-step process to convert your ultralight to an E-LSA:

1. Aircraft registration (N-number).
2. Prepare your aircraft for inspection.
3. Airworthiness Certification Inspection.

E-LSA Kits

The FAA has allowed manufacturers to market an aircraft that complies with S-LSA design, production, maintenance, and continuing airworthiness consensus standards as a kit that requires only minor assembly. The final assembly, however, must be done in accordance with a factory-supplied, final assembly manual that complies with the appropriate ASTM consensus standard. Only manufacturers that have already received an S-LSA airworthiness certificate are eligible to offer an E-LSA Kit.

Standard Category Aircraft

A sport pilot can fly any aircraft that meets the LSA performance definition, regardless of what FAA airworthiness certificate the aircraft holds. In other words, a standard category aircraft like a J-3 Cub, Aeronca 7AC Champ, or Ercoupe 415C qualify as LSA's and may be flown by sport pilots. For a complete listing of standard category aircraft that meet the performance definition of an LSA, go to www.sportpilot.org. The maintenance rules for these aircraft remain unchanged.

Experimental Amateur-Built Aircraft

A sport pilot can fly any aircraft that meets the LSA performance definition, regardless of what FAA airworthiness certificate the aircraft holds. An experimental amateur-built or "homebuilt" aircraft like a Sonex, Kitfox Model IV, or Zenith 601 qualify as LSA's and therefore may be flown by sport pilots. For a complete listing of homebuilt aircraft that meet the performance definition of an LSA, go to www.sportpilot.org. The maintenance rules for these aircraft also remain unchanged.

Insurance for Sport Pilots and Their Aircraft

The EAA Aircraft Insurance Plan has coverage available for most sport pilots. For a free quote, call 866/647-4322 or visit www.eaainsurance.org. If you already have insurance and are switching to

EAA MEMBERS SAVE! EAA E-LSA Conversion Kit

EAA's new E-LSA Conversion Kit includes everything you need to convert an ultralight into an experimental-light-sport aircraft. Included in this all-inclusive kit is a 15-page, Step-By-Step Conversion Guide that walks you through the entire process. The guide clearly explains the FAA aircraft registration (N-number) process, including how to obtain a custom N-number. You'll also learn how to prepare for, and undergo, the airworthiness inspection. To order, call EAA at 800/843-3612 or buy online at <http://shop.eaa.org>.



operate under sport pilot privileges, you need to discuss this change with your insurance provider to ensure your coverage continues while operating as a sport pilot.

Financing Your Aircraft

Financing is highly dependent on the ability to insure the aircraft that's being financed. In most cases, a finance company will decline unless full insurance coverage is carried on the aircraft. Since EAA is committed to making sure insurance is available for light-sport aircraft, we can expect that more finance companies will step into the market of financing light-sport aircraft in the near future.

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.



EAA MEMBERS SAVE!

EAA SportAir Workshop— Repairman Course

EAA has already received FAA approval for our airplane Repairman Inspection course. EAA also has plans to develop a powered parachute and weight-shift control course. These classes will be offered around the country and EAA members receive a \$40 discount. For more information, go to www.sportair.com or call 800/967-5746.

BECOMING A SPORT PILOT INSTRUCTOR

The new sport pilot regulations allow tremendous opportunities for potential sport pilot instructors as thousands of new pilots are expected to become sport pilot certificated over the coming years.

To become a certified flight instructor-sport pilot (CFI-SP), you must receive and log ground and flight instruction with a currently certified flight instructor. You'll be required to learn the fundamentals of aeronautical knowledge, instruction, and flight training required for instructing sport pilots. A CFI-SP has



the same medical requirements as a sport pilot. You must simply hold a sport pilot certificate; an instrument or commercial rating is not required. In addition, you must have at least the following minimum aeronautical experience:

Category	Minimum Logged Flight Time
Airplane	150 hours
Glider	25 hours
Rotorcraft/Gyroplane	125 hours
Lighter-than-air/airship	100 hours
Weight-shift-control	150 hours
Powered-parachute	100 hours

Once your instructor is satisfied that you've met the requirements, you will then need to pass the knowledge test, a fundamentals of instruction test, and a practical test.

Existing Certified Flight Instructors (under §61 subpart H)

If you're already a certified flight instructor (CFI), you don't need any additional preparation to train sport pilots within your category/class. However, you will need to know and understand the new sport pilot regulations.



Ultralight Instructor Transitioning to Sport Pilot Instructor

Ultralight instructors who registered on, or before, September 1, 2004, will receive credit toward their sport pilot instructor (SPI) certificate. If you are currently an authorized ultralight instructor operating under a two-place ultralight training exemption, you will receive credit for your aeronautical knowledge, flight proficiency, and aeronautical experience requirements. The FAA's only stipulation will be for you to demonstrate that you have the knowledge and ability to exercise the privileges of a sport pilot instructor. These include:

Being at least 18 years old.

Obtaining a copy of your ultralight pilot records from the FAA-recognized organization you are registered with.

Meeting the minimum flight time requirements.

Having a current and valid sport pilot or higher certificate.

Passing an FAA sport pilot instructor knowledge test.

Passing an FAA sport pilot instructor practical (flight) test.



The Complete Idiot's Guide to Sport Flying

by Dan Ramsey and Earl Downs

With the new sport pilot rule finalized, there are now great new opportunities for those who couldn't afford to fly before. The FAA's sport pilot rule allows people to fly at a fraction of the cost and time of a traditional pilot certificate. *The Complete Idiot's Guide to Sport Flying*, co-authored by *EAA Sport Pilot & Light-Sport Aircraft* magazine contributor Earl Downs, gives you a fresh look at this new type of flying and offers countless insider tips on how to fly smart.

To order your own copy, call EAA at 800/843-3612 or buy online at <http://shop.eaa.org>.

LOOKING BEYOND THE HORIZON

EAA has worked with government and industry for more than ten years to create a safe and affordable new way to enjoy personal flight. Because of this effort, participating in aviation has now become more accessible than ever before. You're able to earn a sport pilot certificate without many of the time and expense barriers that accompany the pursuit of a private pilot certificate. And the wide variety of affordable aircraft that constitute the light-sport aircraft category represent more opportunities to own your own aircraft.



These historic changes mark the beginning of a bright new era for aviation. One that we can all look forward to participating in.

EAA Membership—Your Best First Step

The sport pilot/light-sport aircraft regulations can put real wings on your dreams of flight. And EAA membership is a great first step toward turning that dream into a reality. EAA membership provides access to the most up-to-date information and educational/training opportunities you'll need to maximize your enjoyment of aviation. With an EAA membership you'll receive...

EAA Sport Pilot & Light-Sport Aircraft and/or *EAA Sport Aviation* magazine.

Participation opportunities through EAA Chapters in your area.

Access to EAA informational forums, EAA SportAir Workshops, and sport pilot training and transition materials.

Free use of the EAA Flight Planner.

Web-based publications that provide today's aviation news.

EAA advocacy that ensures your right to fly as a sport pilot.

EAA's technical staff of sport pilot professionals as your go-to source for sport pilot and light-sport aircraft information.

Unlimited free admission to the EAA AirVenture Museum in Oshkosh.

Discounts on Ford and John Deere products.

Discounts on LaserGrade testing for sport pilot certificates, and much more!

Membership in EAA is your best path to accurate information, quality resources, and the inspiration to begin pursuing this exciting new aviation opportunity. So join the 170,000 EAA members worldwide who share your passion for recreational flight. We'd love to count you as one of us!



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