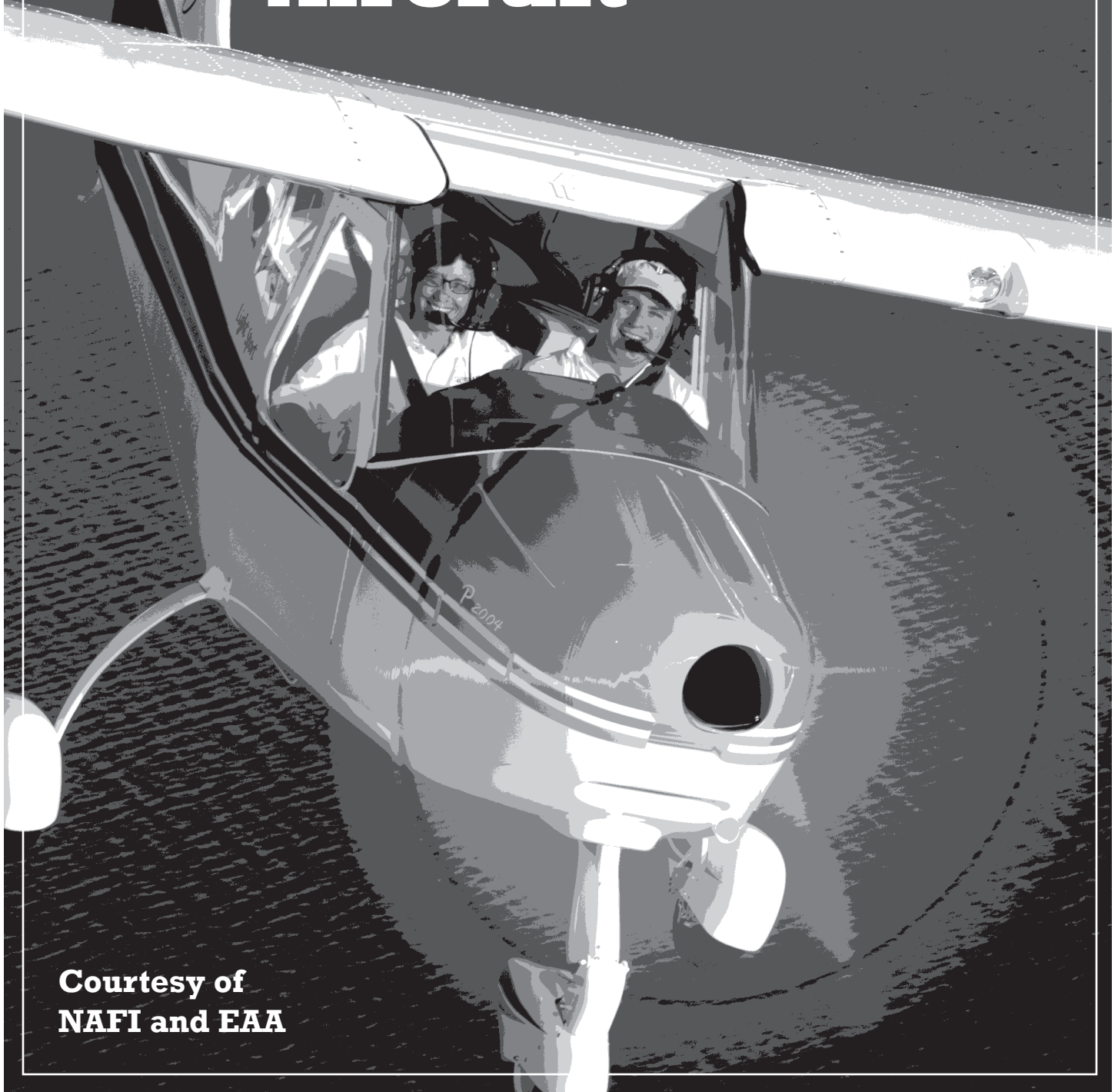


CFI's Guide to Sport Pilot and Light-Sport Aircraft



**Courtesy of
NAFI and EAA**

7 Steps to Teaching Sport Pilots

1. Review the new Subpart J sport pilot rules.
2. Review the Practical Test Standards (go to *www.sportpilot.org*).
3. Locate a sport pilot-eligible aircraft for instruction.
4. Inform your insurance company.
5. Select or develop sport pilot training materials.
6. Sign up to be listed on EAA's Sport Pilot Instructor database at *www.sportpilot.org*.
7. Check into DPE availability (go to *www.sportpilot.org*).



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CFI's Guide to Sport Pilot and Light-Sport Aircraft

Introduction

The FAA regulations establishing the sport pilot certificate and light-sport aircraft have opened the sky to countless new pilots. These regulations gave birth to a new entry level to flying, with a means for young and old to involve themselves in recreational aviation. At the same time, they created opportunities for flight instructors to become involved with both new and seasoned pilots.

The most distinct feature of this new entry level to aviation is accessibility. Previously, it took 40 hours of training to become eligible to take a practical test for a pilot certificate; the regulations now require only 20, which drops the cost to earn a pilot certificate by 50 percent! As costs diminish, more people will be free to consider taking up aviation. But not all pilots who start off seeking a sport pilot certificate will stop at the sport pilot level. Many will want to add night flying or instrument flying privileges or will want to fly larger aircraft. Sport pilot is an entry level for recreational aviation.

The purpose of this guide is to serve as a handy reference for those aviation educators currently certificated under Part 61, subpart H of the Federal Aviation Regulations (FARs), which has recently been retitled Flight Instructors with Other Than a Sport Pilot Rating.

Overview

The essence of what has come to be called the sport pilot/light-sport aircraft (SP/LSA) rule is the addition to the FARs of two new Subparts: Subpart J, Sport Pilots and Subpart K, Instructors with a Sport Pilot Rating. The regulations can be confusing the first time one reads them; this Guide will minimize that confusion.

Because the vast majority of CFIs are familiar with airplanes, we will focus on airplanes. Sport pilots may also fly gliders, gyrocopters, balloons, airships, powered parachutes, and weight-shift-control aircraft. We will mention those less common aircraft in appropriate sections of the Guide, but our principal focus will be on airplanes.

Important: One of the crucial things for a CFI to understand is that *except in exceedingly rare circumstances* **YOU DON'T NEED ANY NEW CERTIFICATION TO TRAIN SPORT PILOTS. YOU ALREADY HAVE ALL THE NECESSARY QUALIFICATIONS.** If your certificate permits you to instruct in single-engine airplanes, you're all set to start. Of course, you need a tail-wheel endorsement to teach in conventional-gear aircraft, but **ANY CURRENT CFI MAY TRAIN SPORT PILOTS WITHIN THE CATEGORY AND CLASS LIMITATIONS OF HIS CERTIFICATE.**

Sport Pilot Certificate

Until 2004, the FAA offered six different pilot certificates: student, recreational, private, commercial, airline transport, and flight instructor. The sport pilot certificate was created to fill a gap between the student certificate and the recreational certificate. It gives the holder a well-defined set of privileges and carries an equally well-defined set of limitations on its use. For a detailed comparison of the sport, recreational, and private pilot certificates, see the chart inside the back cover.

The privileges of a sport pilot certificate (FAR 61.315) allow one to:

- Operate as pilot in command of a sport-pilot eligible aircraft;
- Carry a passenger and share expenses (fuel, oil, airport expenses, and aircraft rental);
- Fly in airspace not requiring contact with air traffic control;

- Fly cross country;
- Fly in Class B, C, or D airspace with applicable training and logbook endorsement from an authorized instructor;
- Fly without an FAA medical certificate, provided the individual (1) has a current and valid U.S. driver's license; and (2) complies with all limitations on that license.

The limitations inherent in this certificate preclude one from operating an aircraft:

- Other than a light-sport aircraft;
- For hire or carrying passengers or cargo for hire;
- In the furtherance of business;
- Carrying more than one passenger;
- At night;
- In Class A airspace;
- Outside the United States (unless you have permission from the country in whose airspace you wish to fly);
- In Class B, C, or D airspace without appropriate logbook endorsements;
- At an altitude above 10,000 feet MSL;
- When the flight or surface visibility is less than three statute miles or without visual contact with the ground;
- While towing any object;
- In other circumstances set forth in FAR 61.315(c).

It is also the general rule that any individual holding a recreational pilot certificate or higher may exercise the privileges of a sport pilot certificate, provided the holder complies with the limitations of a sport pilot certificate. There are some exceptions to this rule regarding flight in Class B, C, and D airspace, flight in different sets of aircraft, and flight in various categories and classes of aircraft. We will discuss these exceptions below.

The Medical Issue

One of the great benefits of the sport pilot rule is that it requires only a valid state driver's license to establish medical fitness. No more need for a third-class medical! Unfortunately, the rule includes one major exception: Existing pilots, including previous student pilots who have had their **most recent** FAA medical certificate application denied, suspended, or revoked by the FAA, are not allowed to operate using their driver's license. To qualify to use their valid state driver's license, they must clear the denial from their airman record by obtaining a valid third-class medical certificate. Any time thereafter they may switch to using their driver's license. Note that a special issuance is not a denial.

In addition, FAR 61.53 requires every pilot, from sport pilot to ATP, to self-certify medical fitness to operate the aircraft in a safe manner before each flight. As pilots, it is our responsibility to ensure that our current medical health in no way jeopardizes the safety of a flight.

New Sport Pilots

Individuals seeking the sport pilot certificate as their initial pilot certificate must receive training, pass a knowledge test, and pass a practical test. One may obtain a sport pilot certificate for the following categories and classes of aircraft:

Sport Pilot FAR 61.313

Category	Class
Airplane	Single Engine Land/Sea
Weight-shift control	Land/Sea
Powered Parachute	Land/Sea
Rotorcraft	Gyroplane
Glider	
Lighter Than Air (LTA)	Airship Balloon

Ground training must meet the requirements of FAR 61.309. The applicant for a sport pilot certificate must meet certain flight proficiency requirements, set forth in FAR 61.311. The required aeronautical experience depends on the category and class privileges sought by the applicant.

Minimum flight experience is as follows:

Category	Hours	Dual	Solo
Airplane	20 hours	15	5
Weight-shift-control	20 hours	15	5
Powered Parachute	12 hours	10	2
Rotorcraft-Gyroplane	20 hours	15	5
Glider	10 hours	8	2
LTA-Balloon	7 hours		

There are additional requirements for solo and cross-country flight, takeoffs, launches, landings, and preparation for the practical test. These requirements are set forth in a table in FAR 61.313.

Training for the sport pilot certificate may take place in any aircraft. If the student has no medical, however, solo flight is restricted to sport pilot-eligible aircraft. The practical test for a sport pilot certificate must be taken in a sport pilot-eligible aircraft, as well. All sport pilot students must comply with Subpart C of FAR 61, which addresses pre-solo written tests and endorsements, cross-country training and endorsements, and student pilot limitations and restrictions.

Existing Pilots Operating as Sport Pilots, FAR 61.303

An individual holding a recreational pilot certificate or higher may exercise the privileges of a sport pilot certificate, provided the holder complies with the privileges and limitations of a sport pilot certificate. The main benefit of operating at the sport pilot level is that any certificated pilot may fly without an FAA medical (see The Medical Issue section above for more information). Here's all a pilot needs:

- A valid pilot certificate.
- Compliance with the medical requirements of a sport pilot.
- A current flight review (recorded in logbook).
- Fly a sport pilot-eligible aircraft.
- Operate within the privileges and limitations of the sport pilot certificate.
- Operate within the category/class ratings on the pilot certificate.

An individual with a private, commercial, or ATP certificate may perform the flight review in any aircraft authorized by the person's pilot certificate, assuming the CFI is pilot in command.

A private pilot choosing to operate at the sport pilot level need not do anything more than comply with the rules. No change of certificates is necessary. If ramp checked, a private pilot may simply present the private pilot certificate and valid state driver's license and inform the FAA inspector that you are operating as a sport pilot.

Converting Ultralight Pilots

Registered Ultralight Pilot on or before September 1, 2004, FAR 61.329(a)(1)

Ultralight (UL) pilots who registered with a training program offered by EAA, Aero Sports Connection (ASC), or the United States Ultralight Association (USUA) prior to September 1, 2004, are provided an opportunity to convert to a sport pilot certificate no later than January 31, 2007, by simply completing the following:

1. Obtain a certified copy of their UL pilot training records.
2. Pass the knowledge test.
3. Pass the practical test.

NOTE: Registered UL pilots do NOT need an endorsement from a CFI to take either the knowledge test or the practical test. A certified copy of their UL training record is all that is needed; no student pilot certificate is required. As a practical matter, however, a student pilot certificate may be needed so that the UL pilot can fly his registered/certificated aircraft to the examiner. You may be approached by registered UL pilots for training to meet the requirements of FAR 61 Subpart C, including a pre-solo written test, solo endorsement, or cross-country endorsement.

Registered UL Pilot After September 1, 2004, FAR 61.329(a)(2)

The FAA has created an incentive for ultralight pilots to participate in industry-established ultralight registration programs, such as the EAA ultralight pilot registration program. The FAA-given incentive allows ultralight pilots who have registered as ultralight pilots with EAA, ASC, or the USUA after September 1, 2004, to use aeronautical experience (flight hours) obtained in ultralight vehicles (no FAA N-number) to meet the experience requirements to obtain a sport pilot certificate in accordance with FAR 61.52. Simply stated, this means a person could use time flown in an ultralight vehicle to meet the sport pilot certificate hourly experience requirement.

For example, the 20 hours flight experience required for sport pilot airplanes could all be flown in an ultralight vehicle. However, the flight time must be properly logged per FAA requirements for logging flight time. Any flight instruction this ultralight pilot has had from an ultralight flight instructor should also be properly logged and endorsed by the ultralight flight instructor in the same way an FAA CFI would endorse a student logbook after a flight lesson. This flight instruction received from an ultralight flight instructor can be used to meet the flight proficiency requirements specified in FAR 61.311. To verify candidates were registered ultralight pilots, they need to get a copy of their certified ultralight training records from the organization with whom they are registered.

These post-September 1, 2004, registered ultralight pilots must, however, obtain FAA flight instructor endorsements prior to taking the required FAA knowledge and practical tests in accordance with 61.307. Additionally, the endorsement for the practical test must include 3 hours of flight training from an authorized instructor in the areas of operation specified in 61.311 within 60 days before the date of the practical test.

Light-Sport Aircraft

Sport Pilot-Eligible Aircraft

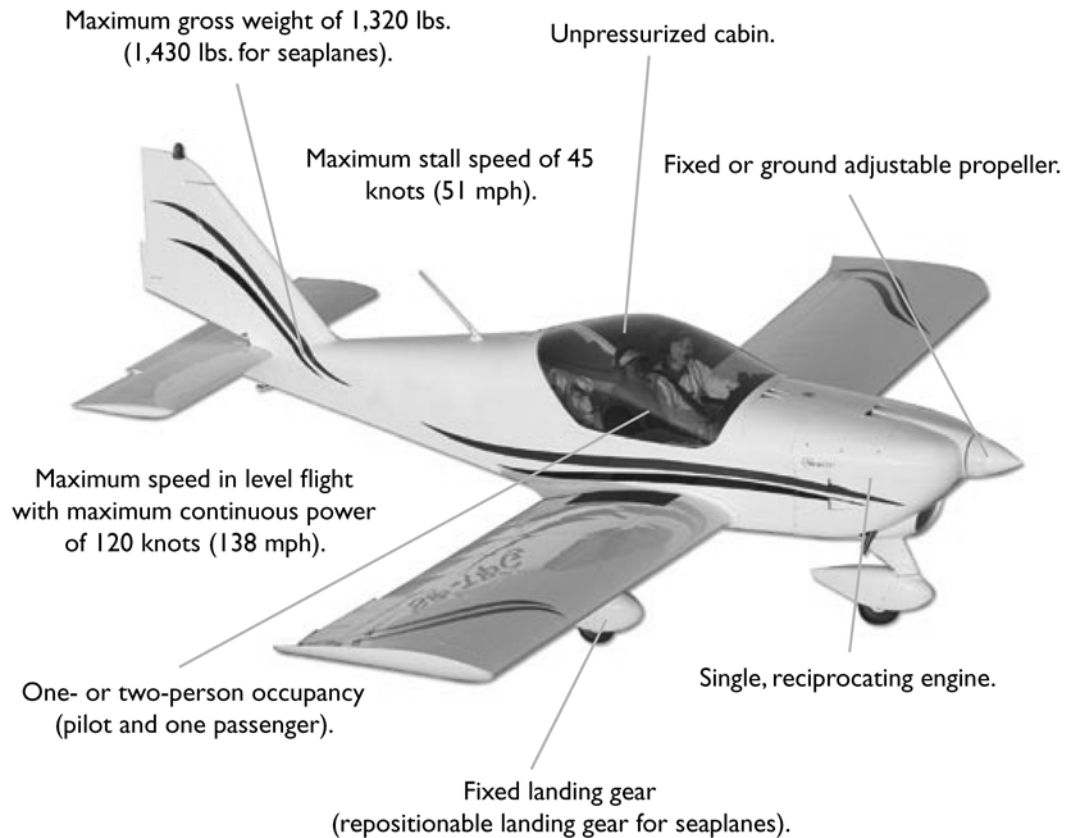
Because of the operational freedoms, relaxed medical standards, and reduced training times accorded to sport pilots, the FAA has limited sport pilots to aircraft that are simple to operate and easy to fly. The FAA accomplished this by defining light-sport aircraft (LSA) by performance characteristics. To be considered an LSA, an aircraft must have met this definition continuously since its initial certification. If this is the case, it is considered sport pilot-eligible. An LSA is defined in FAR §1.1 as an aircraft, other than a helicopter or powered-lift, that, since its original certification, has continued to meet the following:

- A maximum takeoff weight of not more than--
 - 1,320 pounds (600 kilograms) for aircraft not intended for operation on water; or
 - 1,430 pounds (650 kilograms) for an aircraft intended for operation on water;
 - 660 pounds (300 kilograms) for lighter-than-air aircraft.
- A maximum airspeed in level flight with maximum continuous power (V_H) of not more than 120 knots (138 mph) CAS under standard atmospheric conditions at sea level.
- A maximum never-exceed speed (V_{NE}) of not more than 120 knots (138 mph) CAS for a glider.
- A maximum stalling speed or minimum steady flight speed without the use of lift-enhancing devices (V_{S1}) of not more than 45 knots (51mph) CAS at the aircraft's maximum certificated takeoff weight and most critical center of gravity.
- A maximum seating capacity of no more than two persons, including the pilot.
- A single, reciprocating engine, if powered.
- A fixed or ground-adjustable propeller if a powered aircraft other than a powered glider.
- A fixed or autofeathering propeller system if a powered glider.
- A fixed-pitch, semi-rigid, teetering, two-blade rotor system, if a gyroplane.
- An unpressurized cabin, if equipped with a cabin.
- Fixed landing gear, except for an aircraft intended for operation on water or a glider.
- Fixed or repositionable landing gear, or a hull, for an aircraft intended for operation on water.
- Fixed or retractable landing gear for a glider.

So if the aircraft meets the above performance parameters, it is eligible to be flown by a sport pilot. An aircraft meeting this definition may have a standard category, experimental amateur-built, experimental-LSA, or special-LSA airworthiness certificate.

EAA prefers the term "sport pilot-eligible aircraft" to describe an aircraft that meets the definition of an LSA, no matter how it is certificated. We feel it is less confusing since the aircraft may not hold an airworthiness certificate that says LSA on it.

Summary of a Sport Pilot-Eligible Airplane



Special Light-Sport Aircraft

The FAA regulations also created a new airworthiness 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. An S-LSA may be rented to both students and rated pilots. They must be maintained and inspected by: (1) an FAA-certificated repairman with an LSA maintenance rating, (2) an A&P, or (3) an authorized repair station. Pilots who have received appropriate training may perform preventative maintenance on their S-LSA. 100-hour inspections are required for any S-LSA used for compensation or hire.

As of July 5, 2006, 30 new factory-built S-LSA airplane designs have been approved by the FAA. To review a complete list of S-LSAs, go to EAA's list at www.sportpilot.org and look under "Aircraft".

NOTE: Operating limitations are issued as part of the airworthiness certificate for all S-LSA aircraft. FAA-issued operating limitations are "mini regulations" that govern the use of that specific aircraft. It's the responsibility of the pilot in command to operate the aircraft as allowed by the operating limitations. Do not confuse operating limitations with the Pilot's Operating Handbook (POH); they are entirely different and unrelated documents.

Experimental Light-Sport Aircraft

Any ultralight may obtain a registration and airworthiness certificate to become an FAA-certificated aircraft. The FAA's goal is to have all unregistered aircraft that do not currently meet the definition of a FAR Part 103 single-seat ultralight convert to experimental light-sport aircraft (E-LSA) by January 31, 2008. Two-seat E-LSA are eligible to be used for hire for flight training through January 31, 2010.

Augmented Privileges

Among the new concepts introduced in connection with the sport pilot rule is the augmentation of a pilot's privileges without direct FAA involvement. Several of the limitations on the holder of a sport pilot certificate may be removed by obtaining appropriate training and a logbook endorsement from an authorized instructor.

Advisory Circular 61-65E has been revised to include sport pilot endorsements. We have included all the appropriate sample endorsements in Appendix 2 and 3.

Controlled Airspace Endorsement, FAR 61.325

A sport pilot may gain authority to fly within Class B, C, or D airspace and within other airspace controlled by a control tower, by receiving ground training, flight training, and a logbook endorsement from an authorized instructor. The appropriate endorsement is included in Appendix 3, #7.

This is a one-time endorsement and need not be renewed. The endorsement may be granted to a student pilot as well, but special provisions set forth in FAR 61.94 and 61.95 apply to student pilots.

NOTE: Recreational pilots and higher are exempt from this endorsement per FAR 61.303.

V_H of 87 Knots or Greater, FAR 61.327

Another one-time endorsement is used to grant sport pilot privileges to fly as pilot in command of an aircraft with V_H greater than 87 knots calibrated airspeed (CAS). The appropriate endorsement is included in Appendix 3, #8.

NOTE: Recreational pilots and higher are exempt from this endorsement per FAR 61.303.

Aircraft Sets, FAR 61.323

In addition to category and class, sport pilots are further limited by aircraft sets. A set consists of aircraft sharing similar configuration and operating characteristics. See Appendix 4 for a list of FAA aircraft sets. For sport pilots to fly as pilot in command of a new set of aircraft, they must receive ground and flight training in a make and model within the set, and a logbook endorsement from the authorized instructor who provided the training. The appropriate endorsement is included in Appendix 3, #9.

NOTE: Recreational pilots and higher are exempt from this endorsement, per FAR 61.303.

Category and Class: Proficiency Checks, FAR 61.321

Perhaps the most radical change introduced with the SP/LSA rule is the method created to permit a sport pilot to fly additional categories and classes of aircraft. Unlike other pilot certificates, a sport pilot certificate carries no specification as to category or class; those details are handled by logbook endorsements rather than by certification.

A pilot seeking to add a new category or class must first receive ground instruction and flight training from an authorized instructor, then pass a proficiency check with an instructor other than the person who provided the training. The proficiency check must be conducted in compliance with the applicable Practical Test Standards published by the FAA.

The appropriate endorsement is included in Appendix 3, #4 & 5. For detailed guidance on proficiency checks, consult the FAA's website (see Appendix 5).

Existing CFIs Operating at the Sport Pilot Instructor Level, FAR 61.429

One of the great benefits of the SP/LSA rule is that it allows flight instructors certificated under Subpart H—flight instructors who hold other than a sport pilot instructor rating—to operate with the same medical requirements as a sport pilot (that is, a valid state driver's license) provided they limit their activity to that permitted an instructor certificated under Subpart K.

Appendix 1

7 Steps to Teaching Sport Pilots

1. Review the new Subpart J sport pilot rules.
2. Review the Practical Test Standards (go to www.sportpilot.org).
3. Locate a sport pilot-eligible aircraft for instruction.
4. Inform your insurance company.
5. Select or develop sport pilot training materials.
6. Sign up to be listed on EAA's Sport Pilot Instructor database at www.sportpilot.org.
7. Check into DPE availability (go to www.sportpilot.org).

Appendix 2

Student Pilot- Seeking a Sport Pilot Certificate - Endorsements

Prior to a local solo place in log book:

1. Presolo aeronautical knowledge: § 61.87(b)

I certify that (First name, MI, Last name) has satisfactorily completed the presolo knowledge exam of §61.87(b) for the (make and model aircraft).

2. Presolo flight training: § 61.87(c)

I certify that (First name, MI, Last name) has received the required presolo training in a (make and model aircraft). I have determined he/she has demonstrated the proficiency of § 61.87() and is proficient to make solo flights in (make and model aircraft).*

* Use following letter for category of aircraft: (d) Airplane, (g) Gyroplane, (i) Glider, (J) Airship, (k) Balloon, (L) PPC or (m) WSC

3. Solo flight (1st 90-day period): § 61.87(n)(2)

I certify that (First name, MI, Last name) has received the required training to qualify for solo flying. I have determined he/she meets the applicable requirements of § 61.87(n) and is proficient to make solo flights in (make and model).

4. Solo flight (each additional 90-day period): § 61.87(p)(1)(v)

I certify that (First name, MI, Last name) has received the required training to qualify for solo flying. I have determined he/she meets the applicable requirements of § 61.87(p) and is proficient to make solo flights in (make and model).

5. Solo takeoffs and landings at another airport within 25 NM: § 61.93(b)(1)

I certify that (First name, MI, Last name) has received the required training of § 61.93(b)(1). I have determined that he/she is proficient to practice solo takeoffs and

landings at (airport name). The takeoffs and landings at (airport name) are subject to the following conditions: (List any applicable conditions or limitations.)

Prior to 1st cross-country solo place in logbook: (Instructor that did the training)

6. Initial solo cross-country flight Training: § 61.93(c)(1)

I certify that (First name, MI, Last name) has received the required solo cross-country training. I find he/she has met the applicable requirements of § 61.93, and is proficient to make solo cross-country flights in a (make and model aircraft).

Prior to each solo cross-country flight: (Any Instructor that reviews the flight planning)

7. Solo cross-country flight: § 61.93(c)(2)

I have reviewed the cross-country planning of (First name, MI, Last name). I find the planning and preparation to be correct to make the solo flight from (location) to (destination) via (route of flight) with landings at (name the airports) in a (make and model aircraft) on (date). (List any applicable conditions or limitations.)

8. Repeated solo cross-country flights not more than 50nm from the point of departure: §61.93(b)(2)

I certify that (First name, MI, Last name) has received the required training in both directions between and at both (airport names). I have determined that he/she is proficient of § 61.93(b)(2) to conduct repeated solo cross-country flights over that route, subject to the following conditions: (List any applicable conditions or limitations.)

9. Solo flight in Class B, C, and D airspace: § 61.94(a) (required each additional 90-day period)

I certify that (First name, MI, Last name) has received the required training of § 61.94 (a). I have determined he/she is proficient to conduct solo flights in (name of Class B, C, or D) airspace. (List any applicable conditions or limitations.)

10. Solo flight to, from, or at an airport located in Class B, C, or D airspace or on an airport having an operational control tower: §§ 61.94(a) and 91.131(b)(1) (required each additional 90-day period)

I certify that (First name, MI, Last name) has received the required training of § 61.94 (a) (1). I have determined that he/she is proficient to conduct solo flight operations at (name of airport) located in Class B, C, or D airspace or on an airport having an operational control tower. (List any applicable conditions or limitations.)

Appendix 3

Sport Pilot Endorsements

1. Taking Aeronautical Knowledge Test: §§ 61.35(a)(1) and 61.309

I certify that (First name, MI, Last name) has received the required training of § 61.309. I have determined that he/she is prepared for the (category and class) knowledge test.

2. Taking Sport Pilot Practical Test §§ 61.309, 61.311 and 61.313

I certify that (First name, MI, Last name) has received the required training of §§ 61.309, 61.311 and met the experience requirements of 61.313. I have determined that he/she is prepared for the (category and class) proficiency check.

3. DPE Endorsement: Passing the Sport Pilot Practical Test: §§ 61.309 and 61.311 (Required by 61.317)

I certify that (First name, MI, Last name) has met the training and endorsement requirements of §§ 61.309, 61.311 and 61.313. I have determined him/her proficient to act as PIC of (category and class) of light-sport aircraft.

4. Taking Flight Proficiency Check for an Additional Category or Class of Aircraft: §§ 61.321

I certify that (First name, MI, Last name) has received the required training of §§ 61.309 and 61.311. I have determined that he/she is prepared for the (category and class) proficiency check.

5. Passing Flight Proficiency Check for an Additional Category or Class of Aircraft: §§ 61.321

I certify that (First name, MI, Last name) has met the training and endorsement requirements of §§ 61.309 and 61.311. I have determined him/her proficient to act as PIC of (category or class) of light-sport aircraft.

6. Ultralight Pilots Transitioning with Ultralight Organizations Under § 61.329

I certify that (First name, MI, Last name) has presented a certified letter from an FAA-recognized ultralight organization that states he/she is qualified to act as PIC in (category and class) aircraft in accordance with 61.329(b).

7. Class B, C, Or D Airspace, at an Airport Located in Class B, C, Or D Airspace, or To, From, Through, or On an Airport Having an Operational Control Tower: §61.325

I certify that (First name, MI, Last name) has received the required training of § 61.325. I have determined he/she is proficient to conduct operations in Class B, C, or D airspace, at an airport located in Class B, C, or D airspace, or to, from, through, or on an airport having an operational control tower.

8. Light-Sport Aircraft That Has A V_H Greater Than 87 Knots CAS: § 61.327

I certify that (First name, MI, Last name) has received the required training of § 61.327 in a (make and model aircraft). I have determined him/her proficient to act as PIC of a light-sport aircraft that has a V_H greater than 87 knots CAS.

9. Privileges to Operate a Make and Model of Aircraft in the Same Category and Class Within a Different Set of Aircraft: § 61.323

I certify that (First name, MI, Last name) has received the required training of § 61.323 in a (make and model aircraft) (Set Number - See Aircraft Set Table below, i.e. AP-1). I have determined him/her proficient to act as PIC of that light-sport aircraft.

Appendix 4

Sets of Aircraft

Example: A sport pilot received all of her training in an Aeronca Champ. She is signed off for the set “Airplane, < 87 KCAS, tailwheel” (set AP-2). She is able to fly, without any additional training or endorsement, any tailwheel airplane that is sport pilot eligible and has a V_H of 87KCAS or below. She is interested in buying one of the new, fast tricycle-geared S-LSAs. Before she can act as PIC of the aircraft she purchases, she will need to train with a CFI in a sport pilot-eligible tricycle geared aircraft with a V_H of > 87 KCAS and receive an endorsement for aircraft set “AP-5”. A sport pilot could end up with up to 8 logbook endorsements in order to fly every type of sport pilot-eligible airplane.

Airplane							
87 KCAS V_H or BELOW				87 KCAS V_H and ABOVE			
Tricycle gear (AP-1)	Tailwheel (AP-2)	Ski equipped (AP-3)	Float equipped (AP-4)	Tricycle gear (AP-5)	Tailwheel (AP-6)	Ski equipped (AP-7)	Float equipped (AP-8)

Powered Parachute			
Square Wing		Elliptical Wing	
Land (PP-1)	Sea (PP-2)	Land (PP-3)	Sea (PP-4)

Glider	
Non-powered (GL-1)	Self-launch (GL-2)

Weight-shift Controlled		
Tricycle gear (WS-1)	Ski equipped (WS-2)	Float equipped (WS-3)

Light-than-air (Balloon-Airship)	
Gas (LTA-1)	With airborne heater (LTA-2)

Gyroplane				
Tractor (GP-1)	Pusher, Fully enclosed, side-by-side seating (GP-2)	Pusher, Fully enclosed, single or tandem seating (GP-3)	Pusher, Not Fully enclosed, side-by-side seating (GP-4)	Pusher, Not Fully enclosed, single or tandem seating (GP-5)

Appendix 5

Resources

EAA

Sport Pilot & Light Sport Aircraft Magazine

EAA Sport Pilot Hotline, 877/359-1232.

Sport Pilot Website www.sportpilot.org

- Sport Pilot Instructor database
- List of S-LSAs
- Link to FAA DPEs
- Link to Practical Test Standard
- *The Reluctant Flight School* by Arlynn McMahon (NAFI *Mentor*, January 2006)

EAA & King Schools offer test preparation materials

NAFI

NAFI *Mentor* magazine

920.426.6801

www.nafinet.org

FAA

FAA AFS-610

Larry W. Clymer

Branch Manager

Phone: (405) 954-6400

www.faa.gov

http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs600/afs610/

Appendix 6
Pilot Certificate Comparison - Airplane Category

Minimum Flight Experience-Hours	Sport Pilot	Recreational Pilot	Private Pilot
Flight Time	20	30	40
Dual	15	15	20
Dual Cross Country	2	2	3
Solo	5	3	10
Solo Cross Country	1	0	5
Night Flight	0	0	3
Instrument Training	0	0	3
Flight Test Prep	3	3	3
Testing			
Knowledge Test	Yes	Yes	Yes
Practical Test	Yes	Yes	Yes
Medical	Driver's license or 3rd class	3rd class	3rd class
Privileges & Limitations			
Day	Yes	Yes	Yes
Night	No	No	Yes
IFR	No	No	Yes, with instrument rating
VFR, greater than 3 miles visibility	Yes	Yes	Yes
VFR, less than 3 miles visibility	No	No	Yes
VFR above clouds	No	No	Yes
Passenger carriage	1- passenger	1- passenger	Yes, no limit
Demonstrate aircraft as salesperson	No	No	Yes, with 200 hours total time
Fly in furtherance of a business	No	No	Yes
Tow UL hang glider or LSA glider	No	No	Yes, with training and endorsement
Fly in charitable event	No	No	Yes
Flight in Class A airspace	No	No	Yes, with instrument rating
Flight in Class B, C, D airspace	Yes, with additional training and endorsement	Yes, with additional training and endorsement	Yes
Flight in Class E and G airspace	Yes	Yes	Yes
Flight greater than 10,000 ft. MSL	No	Yes, if less than 2,000 ft. AGL	Yes
Cross Country	Yes	Yes, with training and endorsement	Yes
Type of airplane	Light-Sport Aircraft	4 seats, 1 engine no more than 180 hp, fixed gear	Less than 12,500 lbs. max takeoff wt., higher wt. with type rating
Fly airplane with V _H faster than 87 knots	Yes, with training endorsement	Yes	Yes
Fly airplane with V _H faster than 120 knots	No	Yes	Yes

CFI's Guide to Sport Pilot and Light-Sport Aircraft

The FAA regulations establishing the sport pilot certificate and light-sport aircraft have opened the sky to countless new pilots. These regulations gave birth to a new entry level to flying, with a means for young and old to involve themselves in recreational aviation. At the same time, they created opportunities for flight instructors to become involved with both new and seasoned pilots.

The most distinct feature of this new entry level to aviation is accessibility. Previously, it took 40 hours of training to become eligible to take a practical test for a pilot certificate; the regulations now require only 20, which drops the cost to earn a pilot certificate by 50 percent! As costs diminish, more people will be free to consider taking up aviation. But, not all pilots who start off seeking a sport pilot certificate will stop at the sport pilot level. Many will want to add night flying or instrument flying privileges or will want to fly larger aircraft. Sport pilot is an entry level for recreational aviation.

The purpose of this Guide is to serve as a handy reference for those aviation educators currently certificated under Part 61, subpart H of the Federal Aviation Regulations (FARs), which has recently been retitled Flight Instructors with Other Than a Sport Pilot Rating.



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