

What Can I Fly as a Sport Pilot?

Regardless of what airworthiness certificate it has, a sport pilot may fly any aircraft that meets the following performance parameters:

- 1,320 pounds Maximum Gross Weight (1,430 pounds for floatplanes)
- 45 knots (52 mph) Max Landing Configuration Stall
- 120 knots (138 mph) Max. Straight & Level
- Single & Two-Place Aircraft
- Fixed Pitch or Ground Adjustable Props
- Fixed Landing Gear (except for amphibious aircraft)

An aircraft that falls within this performance envelope is "sport pilot eligible," and it may be certificated in one of the following different categories:

Existing Categories

- Standard Category Aircraft
- Experimental-Amateur Built Aircraft

New Categories

- Special-Light Sport Aircraft
- Experimental-Light Sport Aircraft

What is a Special-Light-Sport Aircraft?

A special-light sport aircraft (S-LSA) is a factory-built ready-to-fly aircraft designed and constructed in accordance with the ASTM consensus standard. In addition to recreational flying, S-LSA can be rented and used for flight instruction. They must be maintained and inspected by a certificated repairman with a LSA maintenance rating, an A&P, or an FAA authorized repair station. Pilots can perform preventive maintenance on S-LSA.

When Can I Buy a Special-LSA?

You can buy a S-LSA when all the following items are complete:

- After the sport pilot/light sport aircraft rule takes effect on September 1, 2004
- After the industry-established consensus standards

are complete for the LSA type (airplane, powered parachute, weight-shift trike, etc.)

- After the FAA adopts the industry-established consensus standards published by ASTM
- After the manufacturer "factory builds" an aircraft in accordance with the FAA-adopted consensus standards for light sport-aircraft and issues a manufacturer's statement of compliance with the aircraft
- For imported LSAs, the aircraft must be eligible for an airworthiness certificate in the aircraft's country of manufacture and the country must have a bilateral airworthiness agreement with the U.S.

We advise you to use caution at this time because some aircraft suppliers may try to sell you an aircraft certificated in another category, such as experimental-exhibition. These other categories have restrictions making them less desirable for general use and the FAA stated that no airworthiness certificate changes would be allowed in the future. Therefore, aircraft certificated as experimental-exhibition, for example, cannot be changed to light-sport aircraft.

How Do I Know if the Aircraft is Safe?

Factory-built special-light sport aircraft must conform to standards of aircraft design, production, and airworthiness.

What Are the Available Configurations of Special-Light-Sport Aircraft?

- Airplane
- Powered Parachute
- Weight Shift (Trike)
- Glider
- Lighter-than-air (Balloon, Airship)

What are "ASTM Consensus Standards"?

ASTM International is one of the world's largest voluntary standards development organizations. ASTM standards play an important part in the global economy by covering subjects such as metals, paints, plastics, textiles, petroleum, con-

struction, energy, the environment, consumer products, medical services and devices, computerized systems, electronics, and many others. ASTM consensus standards have made products and services safer, better and more cost-effective.

The light-sport aircraft ASTM consensus standards must address aircraft design, production, and airworthiness. The ASTM consensus standards allow government, industry and consumers to work together to develop standards that will insure safety without the expense of current aircraft certification rules.

Will Insurance be Available for Light Sport Aircraft and Sport Pilots?

EAA's approved insurance provider, the Falcon Insurance Agency, has committed to offering insurance products for this market.

Will Financing be Available?

Financing is highly dependent on the ability to insure what is being financed. In most cases, a finance company will not finance unless full insurance coverage is carried on the aircraft. With Falcon's commitment to insuring light sport aircraft, we can expect that finance companies will step into the market of financing light sport aircraft.

