

# You're Invited

We welcome you to join the membership of EAA, the association dedicated to making aviation accessible to people who share an interest and desire in the joys of flight. Whether you're a current pilot, want to be a pilot, or just love airplanes and airplane people, EAA is here for you. With your membership you'll receive one of our award-winning, monthly full-color magazines—take your pick: SPORT AVIATION is EAA's official membership magazine dedicated to informative and entertaining reading on flying, building, restoring, and owning all types of aircraft. EAA SPORT PILOT & LIGHT-SPORT AIRCRAFT, EAA's newest official membership magazine, informs, educates, and entertains sport pilots as well as light-sport aircraft and ultralight enthusiasts.

# Maintenance of Light-Sport Aircraft

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## Sport Pilot Eligible Aircraft

Sport pilots can fly aircraft that meet 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)

We call aircraft that fall within this performance envelope “sport pilot eligible.” A sport pilot-eligible aircraft 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

## Standard Category aircraft

Certain standard category aircraft are sport pilot eligible. For example, sport pilots can fly the Piper J3 Cub and Aeronca 7AC Champ because they fall within the performance definition. What certificate the pilot holds has no bearing on the airworthiness certificate of a standard category aircraft. It is still a standard category aircraft. Therefore, its maintenance requirements remain unchanged and an airframe and powerplant mechanic with inspection authorization (A&P-IA) must conduct the aircraft’s annual inspection.

## Experimental-Amateur Built aircraft

Many experimental-amateur built (or homebuilt) aircraft are sport pilot eligible. Two examples are the Sonex and Zenith 601. As before, what certificate the

pilot holds doesn’t change the requirements of experimental-amateur built airworthiness certificate. It is still an experimental-amateur built aircraft. Therefore, the person who holds the repairman certificate for that homebuilt, or an A&P, must perform the aircraft’s annual condition inspection.

## Special-Light Sport Aircraft

The new sport pilot regulations create a new aircraft category: special-light sport aircraft (S-LSA). A special LSA is a factory-built, ready-to-fly aircraft. They will be designed and constructed according to ASTM consensus standards. 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.

## Experimental-Light Sport Aircraft (Existing Aircraft)

Existing ultralights and ultralight trainers that are sport pilot eligible can transition to the new experimental-light sport aircraft (E-LSA) airworthiness certificate. Aircraft owners can maintain their aircraft, and they can perform the annual condition inspection if they hold an FAA repairman certificate-inspection. An A&P or an FAA authorized repair station can also perform the annual condition inspection.

## Experimental-Light Sport Aircraft (New Kit-Built)

The new regulations create a new airworthiness certificate for LSAs constructed from eligible kits will be designed and produced in accordance with the ASTM consensus standard. Kit manufacturers can build up to 99 percent of the kit, and the builder must perform all maintenance in accordance with the manufacturers maintenance manual. Builders can perform the annual condition inspection if they hold an FAA repairman certificate-inspection, otherwise an A&P or FAA authorized repair station must perform the inspection.

## Earning a Repairman Certificate—Base Requirements

To earn an FAA repairman certificate of any type, you must be:

- 18 years old
- Speak, read, and understand English
- Demonstrate the requisite skill to determine whether a LSA is in a condition for safe operation
- U.S. citizen or legal permanent resident

## Repairman Certificate—Inspection

In addition to meeting the base requirements, to earn an FAA repairman certificate-inspection you must complete an FAA-approved 16-hour training course on inspecting light sport aircraft. This certificate enables you to perform the annual condition inspection on the Experimental-LSA you own.

## Repairman Certificate-Maintenance

In addition to meeting the base requirements, to earn an FAA repairman certificate-maintenance you must complete an FAA-approved 80- to 120-hour training course on inspecting and maintaining light sport aircraft (time depends on LSA type). This certificate allows you to maintain, repair, and perform the annual condition inspection on all Special-LSAs and condition inspections on Experimental-LSAs. What repairs and maintenance you can perform are specifically authorized in the aircraft manufacturer’s maintenance manual. A&Ps or FAA authorized repair stations must perform all major modifications.

