

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.

Not yet an EAA Member?

JOIN

EAA TODAY!

- Annual EAA Membership \$40**
(includes 12 issues of EAA SPORT AVIATION or
EAA SPORT PILOT & LIGHT-SPORT AIRCRAFT magazine)
Pick one **SPORT AVIATION** **SPORT PILOT**
- OR receive BOTH magazines** for an additional \$20

Already an EAA Member?

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EAA SPORT PILOT!

- YES! I want to add EAA SPORT PILOT & LIGHT
SPORT AIRCRAFT** magazine to my existing EAA mem-
bership for an additional \$20

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4 Easy Ways to Join

1. Call 800-JOIN EAA

**2. Renew on-line at
www.eaa.org**

**2. Mail this completed
card with payment to
EAA Membership Renewal
EAA Aviation Center, PO Box 3086,
Oshkosh, WI 54903-3086**

**4. Fax this completed
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The Leader In Recreational Aviation

P.O. Box 3086
Oshkosh, WI 54903
1-800-564-6322
www.eaa.org

The Rule: Sport Pilot & Light-Sport Aircraft



The Sport Pilot Rule

Creates a new student sport pilot certificate for operating any aircraft that meets the definition of a light sport aircraft.

- 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 instructor certificate.
- Requires FAA knowledge and practical (flight) tests.
- Credits ultralight training and experience toward a sport pilot certificate.
- Credits sport pilot flight time toward advanced pilot ratings.
- Requires an FAA third-class medical certificate or a current and valid U.S. driver's license (provided the individual doesn't have an official medical denial or revocation on file with FAA).
- Does not allow carrying passengers for compensation or hire
- Allows sharing ("pro-rata") operating expenses with another pilot.
- Allows day VFR flight only.
- Allow sport pilots to fly production aircraft (standard airworthiness certificate) that meet the definition of a light sport aircraft.

Light Sport Aircraft

- Maximum gross takeoff weight: 1,320 pounds (599 kg.) or 1,430 pounds if float equipped.
- Lighter-than-air LSA maximum gross weight: 660 pounds (300 kg.)
- Maximum stall speed: 45 knots (52 mph)
- Maximum speed in level flight with maximum continuous power: 120 knots (138 mph)
- Two-place maximum (pilot and one passenger)
- Day VFR operation only (unless the aircraft is equipped per FAR 91.209 for night flight and the pilot holds at least a private pilot certificate).
- Single, reciprocating engine only
- Fixed or ground adjustable propeller
- Unpressurized cabin

- Fixed landing gear
- Movable landing gear for seaplanes to allow amphibious operation
- Can be manufactured and sold ready-to-fly under special-LSA certification without FAR Part 23 compliance. Aircraft must meet ASTM International consensus standards. Aircraft under this certification may be used for sport and recreation, flight training, and aircraft rental.
- Kit and plans-built aircraft can be registered as experimental-LSA. These aircraft may be used only for recreation and flight instruction for the owner.
- Kit or plans-built craft operating as an ultralight trainer can be registered as an experimental-LSA until August 31, 2007.
- Will have FAA registration, N-number.
- LSA category and class include: Airplane (Land/Sea), Powered Parachute, Weight-Shift-Control (Trike Land/Sea), Glider, Gyroplane, and Lighter-Than-Air (Airship and Balloon).
- U.S. or foreign manufacture of light sport aircraft is authorized.

Sport Pilot Certificate

To earn a sport pilot certificate, you must:

- Be at least 17 years old (16 for glider or balloon)
 - Hold a current FAA third-class medical certificate or state driver's license.
 - Successfully pass an FAA sport pilot knowledge test
 - Successfully pass a FAA sport pilot practical (flight) test
- The minimum required training time for the different light sport aircraft categories are:
- Airplane: 20 hours
 - Powered Parachute: 12 hours
 - Weight-Shift-Controlled (Trikes): 20 hours
 - Glider: 10 hours
 - Rotorcraft (gyroplane only): 20 hours
 - Lighter-Than-Air: 20 hours (airship) or 7 hours (balloon)

Sport Pilot Instructors

- New sport pilot flight and ground instructor certificates.
- Allows instructors to use FAA ultralight training exemp-

tion experience.

- Allows conversion to sport pilot instructor status for ultralight instructors who were properly registered on or before September 1, 2004.
- Allows current CFIs to train sport pilots.

Repairmen Certificates

The new FAA repairmen certificate ratings are Maintenance, which allows their holders to maintain and inspect LSA, and Inspection, which authorizes LSA owners to perform the annual condition inspection on their light sport aircraft. To earn these ratings:

- Inspection—complete a 16-hour course on the inspection requirements of the particular class of light sport aircraft
- Maintenance—complete a course on the maintenance requirements: airplanes, 120 hours; weight shift and powered parachute, 104 hours; glider and lighter-than-air, 80 hours.

LSA Maintenance Options

Special-LSA maintenance and all inspections can be completed by:

- An FAA airframe and powerplant mechanics (A&P)
- An FAA authorized repair station
- A repairman (light-sport aircraft) with a maintenance rating
- A certificated pilot may perform preventative maintenance.

Experimental-LSA can be maintained by anyone, but annual condition inspections must be performed by:

- A repairman with a (LSA) maintenance or inspection rating
- An A&P
- An FAA authorized repair station

