



A CFI'S **guide** TO **SPORT** PILOT AND LIGHT SPORT AIRCRAFT



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Introduction

The FAA regulations establishing the new sport pilot certificate, sport pilot instructor certificate (CFI-S), and light sport aircraft (LSA) have opened the sky to countless new pilots. These regulations gave birth to a new entry level to flying and instructing, 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. These new regulations also created the opportunity for pilots to more easily enter the world of flight instructing.

The most distinct feature of this entry level to aviation is accessibility. Previously, it took 40 hours of training to become eligible to take a practical test for a private pilot certificate; the sport pilot regulations now require a minimum of only 20 hours. This can lower the cost to earn a pilot certificate by 50 percent and will allow more pilots to take the first step in involvement in aviation.

Not all pilots who start off by 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—or even pursue a career in aviation as a result of their first experience gained in the sport pilot certification process. Sport pilot certification is an entry level for recreational aviation and opens the door for more people to participate in the aviation community or in aviation careers.

The purpose of this guide is to serve as a handy reference for those aviation educators who wish to teach under the light sport rules.

The essence of the sport pilot/light sport aircraft (SP/LSA) rule is two new Federal Aviation Regulation subparts: 14 CFR Part 61, 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 attempt to lessen that confusion.

Because the vast majority of CFIs are familiar with airplanes, this guide will focus on airplanes. Sport pilots and sport pilot instructors may also fly gliders, gyrocopters, balloons, airships, powered parachutes, and weight-shift-control aircraft if appropriately certificated or endorsed. We will mention those aircraft types and related considerations in sections of the guide, but the principal focus will be on airplanes.

Important: One of the crucial things for a CFI to understand is that, except for in very 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 instructing sport pilots in light sport aircraft. Of course, you need a tailwheel endorsement to teach in conventional gear aircraft, but **any current CFI may train sport pilots within the category and class limitations of his or her current CFI certificate.**

Sport Pilot Certificate

The sport pilot rule has been in effect since September 2004 with some minor changes to the regulations along the way. A sport pilot certificate 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 and private pilot certificates, see the chart in Appendix 5.

The privileges of a sport pilot certificate (14 CFR §61.315) allow one to:

- operate as pilot-in-command of a sport-pilot eligible (light sport) aircraft;
- carry one (1) passenger and share expenses in a pro-rata share (fuel, oil, airport expenses, and aircraft rental);
- fly in airspace not requiring contact with air traffic control;
- fly cross country (unlimited distance anywhere in the U.S.);
- 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 complies with the limitations of 14 CFR §61.303(b).

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 U.S. (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 of more than 10,000 feet MSL or 2,000 feet AGL, whichever is higher;
- when the flight or surface visibility is less than three statute miles or without visual contact with the ground;
- while towing any object;
- at certain Class B airports specified in Section 4 of Appendix D to 14 CFR Part 91;
- in other circumstances set forth in 14 CFR §61.315(c).

It is also the general rule that any individual holding a private pilot certificate or higher may exercise the privileges of a sport pilot certificate if their medical certificate has expired (but not revoked or otherwise deemed invalid), 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, 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. There is no need for an FAA medical certificate of any level. 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. Additionally, if during the medical application process an applicant should fail to provide the information requested by their examiner, his or her application will be withdrawn, which for the purpose of this rule counts as a denial. To qualify to use a valid state driver’s license, a pilot must clear the denial from their airman record by obtaining a valid third-class medical certificate. Anytime thereafter, the pilot may allow his or her medical certificate to expire or may surrender the medical certificate and switch to using a driver’s license as a basis of medical fitness certification. Note that a special issuance is not a denial.

In addition, 14 CFR §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 flight.

Student Pilot Certificates

All student pilots must have a student pilot certificate before they can fly solo. Student pilot certificates are issued by an FAA Aviation Safety Inspector or an FAA Designated Pilot Examiner (DPE). FAA Flight Standards District Offices offer this service free of charge. Obtaining a student pilot certificate from an FAA DPE may be done for a nominal charge. A U.S. driver’s license is required to obtain a student pilot certificate for sport pilot that is not part of an aviation medical certificate, and this certificate is valid for 5 years (60 calendar months).

A student pilot may also obtain a student pilot certificate as part of an aviation medical exam. In this case, the student does not need to present a U.S. driver’s license—only a valid government-issued photo ID is necessary. A student pilot certificate issued as part of an aviation medical is valid for 5 years (60 calendar months), if the applicant is under 40 years of age when it is first issued. If the applicant is 40 or over when the certificate is issued, it is good for 2 years (24 calendar months).

New Sport Pilots

Individuals seeking the sport pilot certificate as their initial pilot certificate must receive training, pass a knowledge test specific to sport pilot (private pilot knowledge exam does not count), and pass a practical test. A sport pilot certificate may be obtained in the following categories and classes of aircraft:

Sport Pilot 14 CFR §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 14 CFR §61.309. The applicant for a sport pilot certificate must meet certain flight proficiency requirements as set forth in 14 CFR §61.311. The required aeronautical experience depends on the category and class privileges sought by the applicant.

Basic minimum flight experience for a sport pilot certificate in each category and class 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		

For each of these there are additional specific flight experience 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 14 CFR §61.313.

Dual flight training for the sport pilot certificate may take place in any aircraft the instructor is certified to teach in. If the student has not obtained a medical certificate, however, solo flight is restricted to sport-pilot-eligible (light sport) 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 14 CFR Part 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, 14 CFR §61.303

An individual holding a private 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 above in “The Medical Issue” for more information). To operate as a sport pilot, a pilot must:

- have a valid pilot certificate (paper pilot certificates are no longer valid).
- comply with the medical requirements of a sport pilot.
- have received a flight review within the preceding 24 calendar months (recorded in logbook).
- fly only sport-pilot-eligible (light sport) aircraft.
- operate within the privileges and limitations of the sport pilot certificate.
- operate within the category/class ratings on the pilot certificate.

A private pilot choosing to operate at the sport pilot level need not do anything more than comply with

the rules for operating as a sport pilot. 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 he/she is operating as a sport pilot.

Augmented Privileges and Endorsements

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 61-65 includes sport pilot endorsements. Appropriate sample endorsements are also included in Appendices 2 and 3 of this publication.

Controlled Airspace Endorsement, 14 CFR §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.

For a sport pilot, 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 14 CFR 61.94 and 61.95 apply to student pilots. It should also be noted that AC 61-65 has three separate sport pilot endorsements to operate in the same controlled airspace, two for students and a third for a rated pilot. It may be helpful to combine the wording of these endorsements into a single endorsement for a student, so that privileges will remain intact upon passing the checkride.

V_H of Greater Than or Less Than 87 knots, 14 CFR §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 either greater than or less than 87 knots calibrated airspeed (CAS). One or the other of these endorsements is required by a sport pilot to fly any given light sport eligible plane.

Note: These endorsements should also be given to student pilots when they solo a light sport aircraft.

Category and Class: Proficiency Checks, 14 CFR §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 limiting category or class. These privileges are given by logbook endorsements rather than by certification. A pilot with a rating higher than sport pilot may also add on privileges at the sport level to fly an additional category or class of aircraft through this method.

A pilot seeking to add a new category or class must first receive ground instruction and flight training from an authorized instructor. Training of the applicant will proceed much as that for an applicant for an initial sport pilot certificate; however, no written test is required no matter what category or class the applicant is transitioning from, nor is the applicant held to the minimum flight time requirements of an initial applicant. Additionally, since the pilot is already rated, a student pilot certificate is not required, nor is the applicant held to any of the prerequisite solo or cross-country training requirements of a student pilot. A different endorsement (listed in Appendix 3) is used to solo this applicant than would be used to solo a student pilot.

Note: It is critical to spell out detailed limitations when writing this solo endorsement. Without additional explanation as to the limitations, the endorsement has no time limit and allows the pilot to operate that category and class of aircraft solo to the full extent of his pilot certificate level (with medical if appropriate) and that of his instructor's instructional certificate level. For example, if a subpart H flight instructor should solo a helicopter private pilot on a Tecnam P92 using this endorsement, without placing appropriate limitations on it, 30 years from now the pilot could legally fly that P92 coast to coast at night time up to 17,500 feet on that CFI's endorsement, without additional training.

Additional note: Some flight school insurance plans may be written to only allow student pilots or pilots rated for airplane single-engine land to fly the flight school airplane solo. Check with your insurance company before soloing a pilot previously rated in a different category and/or class, as this person is not considered a student pilot.

When the applicant's instructor feels that the applicant meets PTS standards, he/she will endorse the

applicant to take a proficiency check. A proficiency check is given by an instructor other than the person who provided the training (but not necessarily with an examiner, as with other ratings), and it must be conducted in compliance with the applicable FAA Practical Test Standards. It is the responsibility of the instructor who is conducting the proficiency check to not only endorse the student's logbook, but to complete and submit form 8710-11 for the applicant. The appropriate endorsement is included in Appendix 3. Note: the 8710-11 is a different Airman Certificate/Rating form than the 8710-1; it is specific to sport pilot and sport instructor applicants. The 8710-11 must be submitted to:

Federal Aviation Administration
Airman Certification Branch (AFS-760)
P.O. Box 25082
Oklahoma City, Ok 73125

For additional guidance on proficiency checks, including detailed guidance on how to complete the 8710-11, consult the ASF-610 website.

Since a sport pilot applying for privileges in a new category and class may not receive a new certificate, it is important that the pilot check either the FAA Airman Database or the AFS-610 website to be certain that the FAA has received their 8710-11, indicating addition category and class privileges that have been earned.

Conducting a Flight Review for a Sport Pilot

You will likely find that flight reviews given at the sport level comprise one of three groups of pilot: sport pilots, private or commercial pilots who wish to transition to sport flying to take advantage of the driver's license medical, and private or commercial pilots who wish to try out LSA to learn more about this sector of aviation.

Flight reviews for an active sport pilot are straightforward and similar to those for any other pilot. Many sport pilots do have endorsements for certain types of controlled airspace or minimal or no experience with ATC services. Offering related training to a sport pilot as part of his/her flight review may increase the pilot's enjoyment of the review as well as his/her aeronautical knowledge and experience.

Private and commercial pilots who wish to complete their flight review in a light sport eligible aircraft, especially those with little or no light aircraft

or tailwheel experience, often require basic stick and rudder practice to master a light sport eligible plane. Crosswind practice and weight and balance are important training areas to include in such a flight review.

Many of the private and commercial pilots who wish to complete a flight review in a light sport plane no longer want to exercise privileges greater than sport pilot, and instead would like to take advantage of the “driver’s license medical” afforded at the sport pilot level. Often these pilots have not flown for years, or decades. In addition to stick and rudder, and weight and balance training, these pilots generally need to be taught subject such as the modern airspace system, telephone and computerized weather and flight planning, and limitations of a pilot operating at the sport level. Additionally, since these pilots often become renters, it is important to teach them proper servicing and securing of a light sport eligible airplane.

With the simplification of the medical requirements for operating as a sport pilot, it is not uncommon to have older customers who have not flown for several decades requesting a flight review. These customers require a significant amount of retraining. It is important to note that there is no means under the current regulatory structure to “solo” these pilots without completion of the entire flight review.

More information about conducting a flight review can be found in AC 61-98 and also at AOPA’s Air Safety Foundation website: <http://www.aopa.org/asf/publications/sa03.pdf>

Existing CFIs Operating at the Sport Pilot Instructor Level

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 and still be PIC of the aircraft, provided they are instructing in LSA and limit their flights to conditions under which a sport pilot may fly. Additional training is not required, although instructors are still limited to instructing in the category and class of aircraft in which they are rated and would need a tailwheel endorsement to instruct in a tailwheel aircraft.

Sport Pilot Flight Instructors (CFI-S)

One aspect of the sport pilot rules is that it is a new way for a pilot to become a flight instructor. Under this rule, known as “Subpart K,” a sport or private pilot can become a flight instructor eligible to teach at the sport level without costly and time-consuming instrument and commercial training, or the need for a medical. Finally, the many excellent private pilots of our community who wish to share their love of flying by teaching others to fly have an easily attainable route to becoming a flight instructor. This may also include retiring commercial pilots who wish to return to their general aviation roots and teach new pilots from their vast experience base. Subpart K promises to bring a fresh group of instructors into the flight instruction and broader aviation training community, who are interested in sharing their love of aviation with students.

Sport pilot instructors may:

- Teach a student pilot seeking a sport pilot certificate.
- Teach sport pilots wishing to add on additional privileges.
- Teach a pilot wishing to become a CFI-S.
- Give a flight review to a pilot of any certificate level.
- Perform aircraft checkouts.
- Perform introductory flight lessons.
- Give tail-wheel transition training to all pilots.

Instruction must be given in LSA and under the conditions set forth for sport pilots such as day VFR.

Due to an unfortunate choice of wording, the FAA has interpreted the flight instruction rules in such a way that instruction by a CFI-S will not count towards a higher rating. Should a student earn his sport pilot certificate under a CFI-S, his/her total flight time and solo time will be credited towards requirements for a private pilot or higher certificate, but not his/her dual instruction.

Teaching a CFI-S is similar to teaching a traditional CFI. Training can take place in any airplane the instructor is certified to teach in, although the checkride must take place in an LSA. The instructor is not required have 2 years of instructional experience to sign off the applicant. The applicant will take the practical test with an FAA DPE approved to give sport pilot instructor tests, or with a FSDO FAA staff

member. Most sport pilot instructors take their practical test with an FAA DPE.

An applicant for airplane CFI-S must have at least 150 hours of flight experience to include:

- 100 hours PIC in powered aircraft;
- 50 hours of flight time in a single-engine airplane;
- 25 hours of cross country time; and
- 15 hours PIC in a light sport aircraft.

One other exciting aspect of this rule is that a CFI for a different category and class of aircraft, such as an FAA Certified Glider Instructor, can easily add-on airplane instructional privileges at the light sport level through a proficiency check in an LSA by another instructor. While the proficiency check will be conducted under the same PTS standards as would a checkride, the applicant will not need to take a written test, bring a complex airplane to the checkride, or be tested on commercial maneuvers.

As with any light sport proficiency check, the successful applicant will not be issued a new license but will receive a logbook endorsement from the instructor performing the check. The instructor will submit an 8710-11 to the FAA and the applicant should check the airman registry or the AFS-610 website where sport pilot privileges are listed, in order to be sure that the FAA has successfully processed the 8710-11.

Sport Pilot Examiners

Current designated pilot examiners (DPEs) who wish to become a sport pilot DPE can do so by contacting the Principal Operations Inspector (POI) at their FSDO, who can add it to the DPE's Letter of Authorization. If the FSDO has questions or concerns about this, they should refer to AFS-610 (the Light Sport Aviation branch of the FAA in Oklahoma City, (405) 954-6400), who will confirm this. Additional information can be found in the *General Aviation Airman Designee Handbook* (FAA Order 8900.2).

Instructors who wish to become a sport pilot examiner should contact AFS-610 and go through the requirements set forth by the National Examiner Board. The process to become a sport pilot DPE is done at the national level, unlike the traditional DPE process that includes local FSDOs (unless the privilege is being added onto an existing DPE letter of authorization). Experience requirements for sport pilot DPEs are shown in the table below.

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

Specific Eligibility Requirements for Sport Pilot Examiner Designees

Category of LSA applied for:	PIC total	PIC in LSA category	Total flight instruction given	Total flight instruction given in LSA category	PIC last 12 months in LSA category	Total flight instruction given in last 12 months
<i>Airplane</i>	500	250	200	100	50	N/A
<i>Powered Parachute</i>	250	100	100	50	25	N/A
<i>Weight Shift Control</i>	500	250	200	100	50	N/A
<i>Gyroplane</i>	500	250*	200	200*	50*	N/A
<i>Glider</i>	250	100*	100	50*	10 HRS* 10 FLTS*	N/A
<i>Airship</i>	200	100*	N/A	100*	20*	N/A
<i>Balloon</i>	200	100*	N/A	50*	20 HRS* 10 FLTS*	10

* Note: Not required to be in LSA for this category.

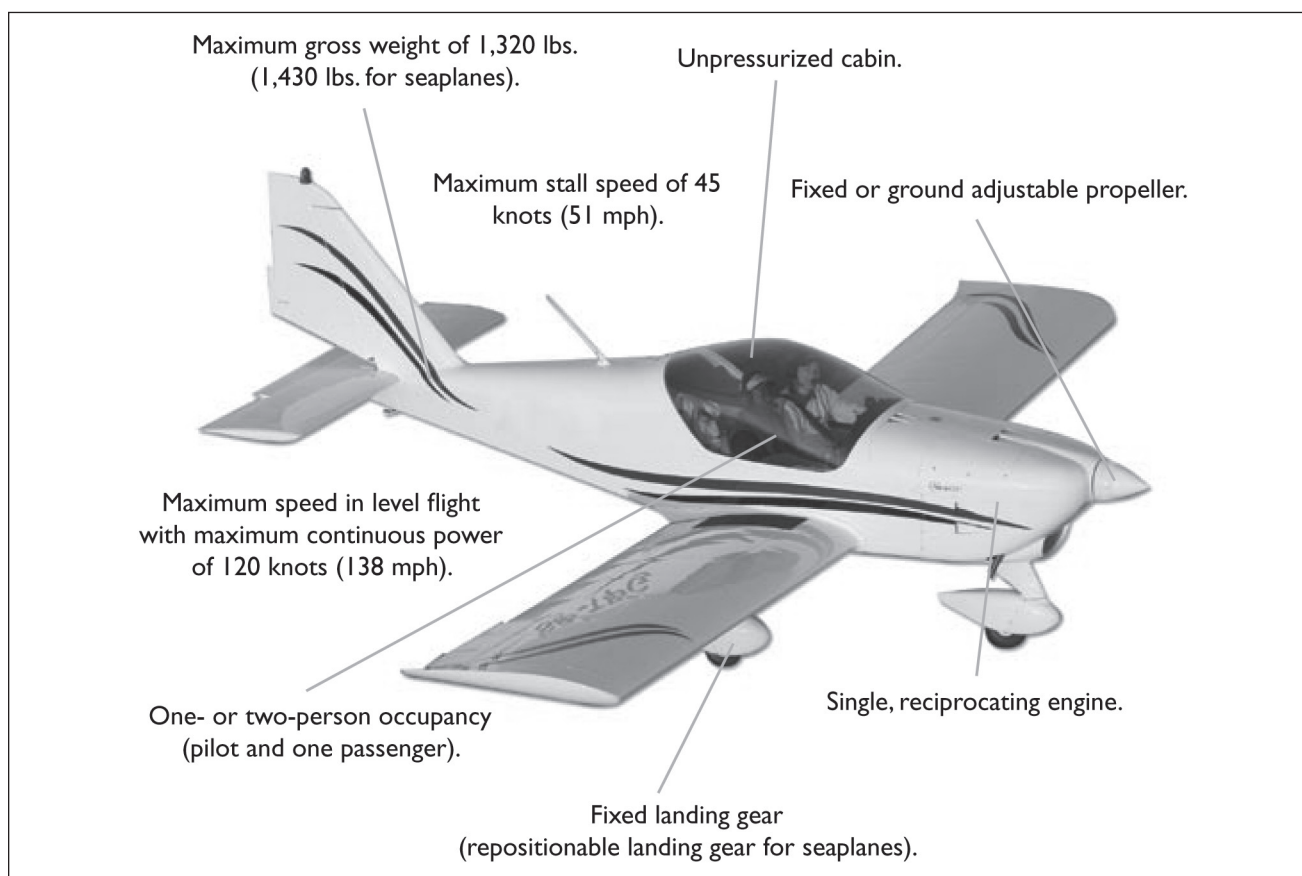
aircraft that are simple to operate and easy to fly. The FAA accomplished this by defining LSA by their performance characteristics. To be considered an LSA, an aircraft must have met this definition continuously since its initial certification. If this is the case, it is considered sport-pilot-eligible. An LSA is defined in 14 CFR §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 (VH) of not more than 120 knots (138 mph) CAS under standard atmospheric conditions at sea level;
- a maximum never-exceed speed (VNE) 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 (VS1) 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;
- an unpressurized cabin, if equipped with a cabin;
- fixed landing gear, except for an aircraft intended for operation on water; and
- fixed or repositionable landing gear, or a hull, for an aircraft intended for operation on water.

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.

The term “sport-pilot-eligible aircraft” is preferred to describe an aircraft that meets the definition of an LSA, no matter how it is certificated. This is less confusing, since the aircraft might not hold an airworthiness certificate that states “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. Standards are established for certificating light sport aircraft that applies to aircraft design, production, quality assurance, and airworthiness.

An S-LSA may be rented to students for flight training and also rented to rated pilots for pleasure. S-LSAs cannot be used for any other compensation or hire although there are some exceptions for towing. In general, experimental LSAs are not eligible for flight training and rental.

S-LSAs must be maintained and inspected by: (1) an FAA-certificated Repairman Light Sport Aircraft with a Maintenance rating, (2) an A&P, or (3) an authorized repair station (appointed by the aircraft manufacturer). Additionally, engine specific factory training is required for those working on Rotax engines. Owners may be permitted to perform limited maintenance on their S-LSA, but this varies by manufacturer. The guidebook on who can do what is in the maintenance manual specific to that aircraft. The maintenance manual includes information on the condition inspections, repair of the aircraft, and authorization for repairs and maintenance.

One-hundred-hour inspections are required for any S-LSA used for flight training and rental. Condition inspections (like an annual but can be signed off by an A&P or light sport repairman rather than an IA) are also required for personal and flight school use.

Owners must comply with all Safety Directives issued by the manufacturer and Airworthiness Directives if any FAA certificated components are installed on the airframe. The manufacturer can issue one of three types of safety directives: Safety Alert for conditions that require immediate action; Service Bulletin for conditions that don't require immediate action but have a recommended future action; and Notification, which doesn't necessarily recommend future action but is primary for promulgation of information such as change of factory ownership, address, etc. Safety directives are not distributed by the FAA but can generally be found on the website of the airframe and engine manufacturers. Owners must receive a letter of authorization (LOA) from the manufacturer for any changes in equipment or components they want to make to their aircraft.

As of March 1, 2010, 106 new factory-built S-LSA airplane designs are listed on EAA's website. 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 as a separate document. 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 a Pilot's Operating Handbook (POH). Operating limitations on an SLSA are generally about 3 pages long and will be signed by a designated airworthiness representative (DAR) on the last page. They are often attached to the airworthiness certificate. SLSAs do not have a POH, but a flight manual instead. The operating limitations, flight manual (with flight training supplement), registration, airworthiness certificate, and weight and balance are all required to be kept on board the aircraft.

Unresolved Issues

The sport pilot rule is new and as such, it is a work in progress. The issue of who may provide instruction with reference solely to instruments to a sport pilot applicant is one such issue. While instruction with reference solely to instruments is not a specific prerequisite for the sport pilot practical exam, it is required prior to solo cross-country for a student wishing to fly a light sport aircraft with a VH greater than 87 knots. Due to the wording of this new rule, the initial FAA interpretation requires this training to be conducted by an instructor who holds at least a private pilot rating in addition to a flight instructor certificate. The instructor does not need to hold a third class medical certificate. The FAA will continue to look at this issue and possibly may change their interpretation of this rule.

Updates to this and other pending questions may be obtained by contacting AFS-610.

Appendix 1:

7 Steps to Teaching Sport Pilots and Sport Pilot Instructors

1. Review the Subpart J and K 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 beginning flight training, place in logbook

1. TSA Security Endorsement

I certify that (First name, Middle initial, Last name) has presented to me a (type of document presented) number (the relevant control or sequential number on the document) establishing that (s)he is a U.S. citizen or national in accordance with 49 CFR §1552.3.

/s/ [date] J. Jones 987654321 CFI [expiration date]

Prior to a local solo place in logbook

2. 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).

/s/ [date] J. Jones 987654321 CFI [expiration date]

3. 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).

/s/ [date] J. Jones 987654321 CFI [expiration date]

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

4. Light Sport Aircraft with a VH 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 VH greater than 87 knots CAS.

/s/ [date] J. Jones 987654321 CFI [expiration date]

5. Light Sport Airplane with a VH Less 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 VH less than 87 knots CAS.

/s/ [date] J. Jones 987654321 CFI [expiration date]

6. 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).

/s/ [date] J. Jones 987654321 CFI [expiration date]

7. 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).

/s/ [date] J. Jones 987654321 CFI [expiration date]

8. 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.)

/s/ [date] J. Jones 987654321 CFI [expiration date]

Prior to first cross-country solo place in logbook (instructor that did the training)

9. 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).

/s/ [date] J. Jones 987654321 CFI [expiration date]

Prior to each solo cross-country flight (any instructor that reviews the flight planning)

10. 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.)

/s/ [date] J. Jones 987654321 CFI [expiration date]

11. Repeated solo cross-country flights not more than 50 NM 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.)

/s/ [date] J. Jones 987654321 CFI [expiration date]

12. 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.)

/s/ [date] J. Jones 987654321 CFI [expiration date]

13. 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.)

/s/ [date] J. Jones 987654321 CFI [expiration date]

14. Knowledge Test Review

I certify that (First name, MI, Last name) has demonstrated satisfactory knowledge of the areas in which he/she was found deficient on the airman knowledge test.

/s/ [date] J. Jones 987654321 CFI [expiration date]

15. 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.

/s/ [date] J. Jones 987654321 CFI [expiration date]

16. Prerequisites for Practical Tests: §61.39(a)

I certify that (First name, MI, Last name) has received the training as required by §61.39(a)(6)(i) within the preceding two calendar months and have determined that (he/she) is prepared for the sport pilot practical test.

/s/ [date] J. Jones 987654321 CFI [expiration date]

17. 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) practical test.
/s/ [date] J. Jones 987654321 CFI [expiration date]

18. Passing the Sport Pilot Practical Test: §§61.309 and 61.311 (required by 61.317 issued by a DPE)

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) (make and model aircraft) of light sport aircraft.
/s/ [date] J. Jones 987654321 CFI [expiration date]

Appendix 3: Sport Pilot Endorsements

1. To act as PIC of an aircraft in solo operations when the pilot does not hold an appropriate category/class rating: §61.31(d)(3)

I certify that (First name, MI, Last name) has received the training as required by section 61.31(d)(2) to serve as a PIC in a (category and class of aircraft). I have determined that he/she is prepared to serve as PIC in that (make and model of aircraft).
/s/ [date] J. Jones 987654321 CFI [expiration date]

2. 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.
/s/ [date] J. Jones 987654321 CFI [expiration date]

3. Passing A 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) (make and model aircraft) of light sport aircraft.
/s/ [date] J. Jones 987654321 CFI [expiration date]

4. 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.
/s/ [date] J. Jones 987654321 CFI [expiration date]

5. Light Sport Aircraft with a VH 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 VH greater than 87 knots CAS.
/s/ [date] J. Jones 987654321 CFI [expiration date]

6. Light Sport Airplane with a VH Less 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 VH less than 87 knots CAS.
/s/ [date] J. Jones 987654321 CFI [expiration date]

Appendix 4: Additional Sport Pilot Instructional Resources

AOPA

(800) 872-2672

www.aopa.org

ASA

Aviation Supplies & Academics, Inc.

1-800-ASA-2-FLY

www.asa2fly.com

EAA

EAA Sport Pilot Hotline, (877) 359-1232

www.sportpilot.org

FAA

FAA AFS-610

Phone: (405) 954-6400

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

FAA Sport Pilot Information

FAA Airman Certification Branch

http://www.faa.gov/licenses_certificates/airmen_certification/sport_pilot/

FAA Sport Pilot Practical Test Standards

http://www.faa.gov/training_testing/testing/airmen/test_standards/pilot/

NAFI

(920) 426-6801

NAFI@eaa.org

www.nafinet.org

Rotax

www.rotax-owner.com

www.rotax.com

Appendix 5: Pilot Certificate Comparison—Airplane Category

	<i>Sport Pilot</i>	<i>Private Pilot</i>
<i>Minimum Flight Experience-Hours</i>		
Flight Time	20	40
Dual	15	20
Dual Cross Country	2	3
Solo	5	10
Solo Cross Country	1	5
Night Flight	0	3
Instrument Training	0	3
Flight Test Prep	2	3
<i>Testing</i>		
Knowledge Test	Yes	Yes
Practical Test	Yes	Yes
<i>Medical</i>		
Certificate	Driver's license or 3rd class	3rd class
<i>Privileges and Limitations</i>		
Day	Yes	Yes
Night	No	Yes
IFR	No	Yes, with instrument rating
VFR, greater than 3 miles visibility	Yes	Yes
VFR, less than 3 miles visibility	No	Yes
VFR above clouds	No	Yes
Passenger carriage	1- passenger	Yes, no limit
Demonstrate aircraft as salesperson	No	Yes, with 200 hours total time
Fly in furtherance of a business	No	Yes
Tow UL hang glider or LSA glider	No	Yes, with training and endorsement
Fly in charitable event	No	Yes
Flight in Class A airspace	No	Yes, with instrument rating
Flight in Class B, C, D airspace	Yes, with additional training and endorsement	Yes
Flight in Class E and G airspace	Yes	Yes
Flight greater than 10,000 ft. MSL	No	Yes
Cross Country	Yes	Yes
Type of airplane	Light Sport Aircraft	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
Fly airplane with V_H faster than 120 knots	No	Yes

