



# Leading the Sport Pilot REVOLUTION!

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*Sport Pilot Rule, effective September 1, 2004*

## PART 1—DEFINITIONS AND ABBREVIATIONS

Amend §1.1 by adding the following definitions in alphabetical order to read as follows:

### §1.1 General definitions.

\* \* \* \* \*  
Consensus standard means, for the purpose of certifying light-sport aircraft, an industry-developed consensus standard that applies to aircraft design, production, and airworthiness. It includes, but is not limited to, standards for aircraft design and performance, required equipment, manufacturer quality assurance systems, production acceptance test procedures, operating instructions, maintenance and inspection procedures, identification and recording of major repairs and major alterations, and continued airworthiness.  
\* \* \* \* \*

\* \* \* \* \*  
Light-sport aircraft means an aircraft, other than a helicopter or powered-lift that, since its original certification, has continued to meet the following:

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

\* \* \* \* \*  
Powered parachute means a powered aircraft comprised of a flexible or semi-rigid wing connected to a fuselage so that the wing is not in position for flight until the aircraft is in motion. The fuselage of a powered parachute contains the aircraft engine, a seat for each occupant and is attached to the aircraft's landing gear.  
\* \* \* \* \*

\* \* \* \* \*  
Weight-shift-control aircraft means a powered aircraft with a framed pivoting wing and a fuselage controllable only in pitch and roll by the pilot's ability to change the aircraft's center of gravity with respect to the wing. Flight control of the aircraft depends on the wing's ability to flexibly deform rather than the use of control surfaces.  
\* \* \* \* \*

## PART 21—CERTIFICATION PROCEDURES FOR PRODUCTS AND PARTS

Amend §21.175 by revising paragraph (b) to read as follows:

### §21.175 Airworthiness certificates: classification.

\* \* \* \* \*  
(b) Special airworthiness certificates are primary, restricted, limited, light-sport, and provisional airworthiness certificates, special flight permits, and experimental certificates.

Amend §21.181 by redesignating paragraph (a)(3) as paragraph (a)(4) and revising it to read as follows, and adding new paragraph (a)(3) to read as follows:

### §21.181 Duration.

- (a) \* \* \*
- (3) A special airworthiness certificate in the light-sport category is effective as long as—
  - (i) The aircraft meets the definition of a light-sport aircraft;
  - (ii) The aircraft conforms to its original configuration, except for those alterations performed in accordance with an applicable consensus standard and authorized by the aircraft's manufacturer or a person acceptable to the FAA;
  - (iii) The aircraft has no unsafe condition and is not likely to develop an unsafe condition; and
  - (iv) The aircraft is registered in the United States.
- (4) An experimental certificate for research and development, showing compliance with regulations, crew training, or market surveys is effective for 1 year after the date of issue or renewal unless the FAA prescribes a shorter period. The duration of an experimental certificate issued for operating amateur-built aircraft, exhibition, air-racing, operating primary kit-built aircraft, or operating light-sport aircraft is unlimited, unless the FAA establishes a specific period for good cause.  
\* \* \* \* \*

Amend §21.182 by revising paragraph (b)(2) to read as follows:

### §21.182 Aircraft identification.

- (b) \* \* \*
- (2) An experimental certificate for an aircraft not issued for the purpose of operating amateur-built aircraft, operating primary kit-built aircraft, or operating light-sport aircraft.  
\* \* \* \* \*

Add §21.190 to read as follows:

### §21.190 Issue of a special airworthiness certificate for a light-sport category aircraft.

(a) Purpose. The FAA issues a special airworthiness certificate in the light-sport category to operate a light-sport aircraft, other than a gyroplane.

- (b) Eligibility. To be eligible for a special airworthiness certificate in the light-sport category:
- (1) An applicant must provide the FAA with—
    - (i) The aircraft's operating instructions;
    - (ii) The aircraft's maintenance and inspection procedures;
    - (iii) The manufacturer's statement of compliance as described in paragraph (c) of this section; and
    - (iv) The aircraft's flight training supplement.

(2) The aircraft must not have been previously issued a standard, primary, restricted, limited, or provisional airworthiness

certificate, or an equivalent airworthiness certificate issued by a foreign civil aviation authority.

(3) The aircraft must be inspected by the FAA and found to be in a condition for safe operation.

(c) Manufacturer's statement of compliance for light-sport category aircraft. The manufacturer's statement of compliance required in paragraph (b)(1)(iii) of this section must—

- (1) Identify the aircraft by make and model, serial number, class, date of manufacture, and consensus standard used;
- (2) State that the aircraft meets the provisions of the identified consensus standard;
- (3) State that the aircraft conforms to the manufacturer's design data, using the manufacturer's quality assurance system that meets the identified consensus standard;

(4) State that the manufacturer will make available to any interested person the following documents that meet the identified consensus standard:

- (i) The aircraft's operating instructions.
- (ii) The aircraft's maintenance and inspection procedures.
- (iii) The aircraft's flight training supplement.

(5) State that the manufacturer will monitor and correct safety-of-flight issues through the issuance of safety directives and a continued airworthiness system that meets the identified consensus standard;

(6) State that at the request of the FAA, the manufacturer will provide unrestricted access to its facilities; and

(7) State that the manufacturer, in accordance with a production acceptance test procedure that meets an applicable consensus standard has—

- (i) Ground and flight tested the aircraft;
- (ii) Found the aircraft performance acceptable; and
- (iii) Determined that the aircraft is in a condition for safe operation.

(d) Light-sport aircraft manufactured outside the United States. For aircraft manufactured outside of the United States to be eligible for a special airworthiness certificate in the light-sport category, an applicant must meet the requirements of paragraph (b) of this section and provide to the FAA evidence that—

(1) The aircraft was manufactured in a country with which the United States has a Bilateral Airworthiness Agreement concerning airplanes or Bilateral Aviation Safety Agreement with associated Implementation Procedures for Airworthiness concerning airplanes, or an equivalent airworthiness agreement; and

(2) The aircraft is eligible for an airworthiness certificate, flight authorization, or other similar certification in its country of manufacture.

Amend §21.191 by revising the heading of paragraph (h) and adding paragraph (i) to read as follows:

**§21.191 Experimental certificates.**

\* \* \* \* \*

(h) Operating primary kit-built aircraft. \* \* \*

(i) Operating light-sport aircraft. Operating a light-sport aircraft that—

(1) Has not been issued a U.S. or foreign airworthiness certificate and does not meet the provisions of §103.1 of this chapter. An experimental certificate will not be issued under this paragraph for these aircraft after January 31, 2008;

(2) Has been assembled—

(i) From an aircraft kit for which the applicant can provide the information required by §21.193 (e); and

(ii) In accordance with manufacturer's assembly instructions that meet an applicable consensus standard; or

(3) Has been previously issued a special airworthiness certificate in the light-sport category under §21.190.

Amend § 21.193 by adding paragraph (e) to read as follows:

**§21.193 Experimental certificates: general.**

\* \* \* \* \*

(e) In the case of a light-sport aircraft assembled from a kit to be certificated in accordance with §21.191 (i)(2), an applicant must provide the following:

(1) Evidence that an aircraft of the same make and model was manufactured and assembled by the aircraft kit manufacturer and issued a special airworthiness certificate in the light-sport category.

(2) The aircraft's operating instructions.

(3) The aircraft's maintenance and inspection procedures.

(4) The manufacturer's statement of compliance for the aircraft kit used in the aircraft assembly that meets §21.190 (c), except that instead of meeting §21.190 (c)(7), the statement must identify assembly instructions for the aircraft that meet an applicable consensus standard.

(5) The aircraft's flight training supplement.

(6) In addition to paragraphs (e)(1) through (e)(5) of this section, for an aircraft kit manufactured outside of the United States, evidence that the aircraft kit was manufactured in a country with which the United States has a Bilateral Airworthiness Agreement concerning airplanes or a Bilateral Aviation Safety Agreement with associated Implementation Procedures for Airworthiness concerning airplanes, or an equivalent airworthiness agreement.

**PART 43—MAINTENANCE, PREVENTIVE MAINTENANCE, REBUILDING, AND ALTERATION**

Amend §43.1 by:

a. Revising the introductory text of paragraph (a);

b. Revising paragraph (b); and

c. Adding paragraph (d).

The revisions and additions read as follows:

**§43.1 Applicability.**

(a) Except as provided in paragraphs (b) and (d) of this section, this part prescribes rules governing the maintenance, preventive maintenance, rebuilding, and alteration of any—

\* \* \* \* \*

(b) This part does not apply to any aircraft for which the FAA has issued an experimental certificate, unless the FAA has previously issued a different kind of airworthiness certificate for that aircraft.

\* \* \* \* \*

(d) This part applies to any aircraft issued a special airworthiness certificate in the light-sport category except:

(1) The repair or alteration form specified in §§43.5 (b) and 43.9 (d) is not required to be completed for products not produced under an FAA approval;

(2) Major repairs and major alterations for products not produced under an FAA approval are not required to be recorded in accordance with appendix B of this part; and

(3) The listing of major alterations and major repairs specified in paragraphs (a) and (b) of appendix A of this part is not applicable to products not produced under an FAA approval.

Amend §43.3 by revising paragraphs (c) and (g) to read as follows:

**§43.3 Persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations.**

\* \* \* \* \*

(c) The holder of a repairman certificate may perform maintenance, preventive maintenance, and alterations as provided in part 65 of this chapter.

\* \* \* \* \*

(g) Except for holders of a sport pilot certificate, the holder of a pilot certificate issued under part 61 may perform preventive maintenance on any aircraft owned or operated by that pilot which is not used under part 121, 129, or 135 of this chapter. The holder of a sport pilot certificate may perform preventive maintenance on an aircraft owned or operated by that pilot and issued a special airworthiness certificate in the light-sport category.

\* \* \* \* \*

Amend §43.7 by adding paragraphs (g) and (h) to read as follows:

**§43.7 Persons authorized to approve aircraft, airframes, aircraft engines, propellers, appliances, or component parts for return to service after maintenance, preventive maintenance, rebuilding, or alteration.**

\* \* \* \* \*

(g) The holder of a repairman certificate (light-sport aircraft) with a maintenance rating may approve an aircraft issued a special

airworthiness certificate in light-sport category for return to service, as provided in part 65 of this chapter.

(h) The holder of at least a sport pilot certificate may approve an aircraft owned or operated by that pilot and issued a special airworthiness certificate in the light-sport category for return to service after performing preventive maintenance under the provisions of §43.3 (g).

Amend §43.9 by:

- a. Revising the section heading;
- b. Redesignating the concluding text of paragraph (a) as paragraph (d);
- c. Revising new paragraph (d); and
- d. Removing the reference "123" from paragraph (c).

The revisions read as follows:

**§43.9 Content, form, and disposition of maintenance, preventive maintenance, rebuilding, and alteration records (except inspections performed in accordance with part 91, part 125, §135.411 (a)(1), and §135.419 of this chapter).**

(d) In addition to the entry required by paragraph (a) of this section, major repairs and major alterations shall be entered on a form, and the form disposed of, in the manner prescribed in appendix B, by the person performing the work.

**PART 45—IDENTIFICATION AND REGISTRATION MARKING**

Amend §45.11 by:

- a. Amending the third sentence of paragraph (a) to revise the words "paragraphs (c) and (d) of this section" to read "paragraphs (c), (d), and (e) of this section"; and
- b. Adding paragraph (e) to read as follows.

**§45.11 General.**

(e) For powered parachutes and weight-shift-control aircraft, the identification plate prescribed in paragraph (a) of this section must be secured to the aircraft fuselage exterior so that it is legible to a person on the ground.

Amend §45.23 by revising paragraph (b) to read as follows:

**§45.23 Display of marks; general.**

(b) When marks include only the Roman capital letter "N" and the registration number is displayed on limited, restricted or light-sport category aircraft or experimental or provisionally certificated aircraft, the operator must also display on that aircraft near each entrance to the cabin, cockpit, or pilot station, in letters not less than 2 inches nor more than 6 inches high, the words "limited," "restricted," "light-sport," "experimental," or "provisional," as applicable.

Amend §45.27 by adding paragraph (e) to read as follows:

**§45.27 Location of marks; non-fixed-wing aircraft.**

(e) Powered parachute and weight-shift-control aircraft. Each operator of a powered parachute or a weight-shift-control aircraft must display the marks required by §45.23. The marks must be displayed horizontally and in two diametrically opposite positions on any fuselage structural member.

Amend §45.29 by revising paragraphs (b)(1)(iii) and (b)(2) to read as follows:

**§45.29 Size of marks.**

- (b) \*\*\*
- (1) \*\*\*
- (iii) Marks at least 3 inches high may be displayed on an aircraft for which the FAA has issued an experimental certificate under §21.191 (d), §21.191 (g), or §21.191 (i) of this chapter to operate as an exhibition aircraft, an amateur-built aircraft, or a light-sport aircraft when the maximum cruising speed of the aircraft does not exceed 180 knots CAS; and

(2) Airships, spherical balloons, nonspherical balloons, powered parachutes, and weight-shift-control aircraft must be at least 3 inches high; and

**PART 61—CERTIFICATION: PILOTS, FLIGHT INSTRUCTORS, AND GROUND INSTRUCTORS**

Amend §61.1 by:

- a. Revising paragraphs (b)(3)(i) introductory text and (b)(3)(ii) introductory text;
- b. Redesignating paragraphs (b)(3)(iii), (b)(3)(iv), (b)(3)(v), and (b)(15) as paragraphs (b)(3)(v), (b)(3)(vi), (b)(3)(vii), and (b)(16), respectively; and
- c. Adding new paragraphs (b)(3)(iii), (b)(3)(iv), and (b)(15).

The additions and revisions read as follows:

**§61.1 Applicability and definitions.**

(b) \*\*\*  
(3) \*\*\*  
(i) Except as provided in paragraphs (b)(3)(ii) through (b)(3)(vi) of this section, time acquired during flight—

(ii) For the purpose of meeting the aeronautical experience requirements (except for a rotorcraft category rating), for a private pilot certificate (except for a powered parachute category rating), a commercial pilot certificate, or an instrument rating, or for the purpose of exercising recreational pilot privileges (except in a rotorcraft) under §61.101 (c), time acquired during a flight—

(iii) For the purpose of meeting the aeronautical experience requirements for a sport pilot certificate (except for powered parachute privileges), time acquired during a flight conducted in an appropriate aircraft that—

(A) Includes a point of landing at least a straight line distance of more than 25 nautical miles from the original point of departure; and

(B) Involves, as applicable, the use of dead reckoning; pilotage; electronic navigation aids; radio aids; or other navigation systems to navigate to the landing point.

(iv) For the purpose of meeting the aeronautical experience requirements for a sport pilot certificate with powered parachute privileges or a private pilot certificate with a powered parachute category rating, time acquired during a flight conducted in an appropriate aircraft that —

(A) Includes a point of landing at least a straight line distance of more than 15 nautical miles from the original point of departure; and

(B) Involves, as applicable, the use of dead reckoning; pilotage; electronic navigation aids; radio aids; or other navigation systems to navigate to the landing point.

(15) Student pilot seeking a sport pilot certificate means a person who has received an endorsement—

(i) To exercise student pilot privileges from a certificated flight instructor with a sport pilot rating; or

(ii) That includes a limitation for the operation of a light-sport aircraft specified in §61.89 (c) issued by a certificated flight instructor with other than a sport pilot rating.

Amend §61.3 by:

- a. Revising paragraph (c)(2)(i);
- b. Redesignating paragraphs (c)(2)(ii) through (c)(2)(vii) as paragraphs (c)(2)(vi) through (c)(2)(xi) respectively;
- c. Revising the reference to "paragraph (c)(2)(iii)" to read "paragraph (c)(2)(vii)" in newly redesignated paragraph (c)(2)(viii); and
- d. Adding new paragraphs (c)(2)(ii) through (c)(2)(v).

The revisions and additions read as follows:

**§61.3 Requirement for certificates, ratings, and authorizations.**

- (c) \*\*\*
- (2) \*\*\*
- (i) Is exercising the privileges of a student pilot certificate while seeking a pilot certificate with a glider category rating, a balloon class rating, or glider or balloon privileges;

(ii) Is exercising the privileges of a student pilot certificate while seeking a sport pilot certificate with other than glider or balloon privileges and holds a current and valid U.S. driver's license;

(iii) Is exercising the privileges of a student pilot certificate while seeking a pilot certificate with a weight-shift-control aircraft category rating or a powered parachute category rating and holds a current and valid U.S. driver's license;

(iv) Is exercising the privileges of a sport pilot certificate with glider or balloon privileges;

(v) Is exercising the privileges of a sport pilot certificate with other than glider or balloon privileges and holds a current and valid U.S. driver's license. A person who has applied for or held a medical certificate may exercise the privileges of a sport pilot certificate using a current and valid U.S. driver's license only if that person--

(A) Has been found eligible for the issuance of at least a third-class airman medical certificate at the time of his or her most recent application; and

(B) Has not had his or her most recently issued medical certificate suspended or revoked or most recent Authorization for a Special Issuance of a Medical Certificate withdrawn.

Amend §61.5 by:

a. Redesignating paragraphs (a)(1)(ii) through (a)(1)(v) as paragraphs (a)(1)(iii) through (a)(1)(vi), respectively;

b. Redesignating paragraphs (b)(5) and (b)(6) as paragraphs (b)(7) and (b)(8), respectively; and

c. Adding new paragraphs (a)(1)(ii), (b)(1)(vi), (b)(1)(vii), (b)(5), (b)(6), and (c)(5) to read as follows:

**§61.5 Certificates and ratings issued under this part.**

(a) \*\*\*

(1) \*\*\*

(ii) Sport pilot.

(b) \*\*\*

(1) \*\*\*

(vi) Powered parachute.

(vii) Weight-shift-control aircraft.

(5) Weight-shift-control aircraft class ratings--

(i) Weight-shift-control aircraft land.

(ii) Weight-shift-control aircraft sea.

(6) Powered parachute class ratings--

(i) Powered parachute land.

(ii) Powered parachute sea.

(c) \*\*\*

(5) Sport pilot rating.

Amend §61.23 by:

a. Revising paragraphs (a) introductory text, (a)(3)(iii), (a)(3)(iv), (b) introductory text, and (b)(1) through (b)(4);

b. Redesignating paragraph (c) as paragraph (d); and

c. Adding new paragraph (c).

The additions and revisions read as follows:

**§61.23 Medical certificates: Requirement and duration.**

(a) Operations requiring a medical certificate. Except as provided in paragraphs (b) and (c) of this section, a person--

(3) \*\*\*

(iii) When exercising the privileges of a student pilot certificate;

(iv) When exercising the privileges of a flight instructor

certificate, except for a flight instructor certificate with a glider category rating or sport pilot rating, if the person is acting as pilot in command or is serving as a required flight crewmember; or

(b) Operations not requiring a medical certificate. A person is not required to hold a valid medical certificate--

(1) When exercising the privileges of a student pilot certificate while seeking--

(i) A sport pilot certificate with glider or balloon privileges; or

(ii) A pilot certificate with a glider category rating or balloon

class rating;

(2) When exercising the privileges of a sport pilot certificate with privileges in a glider or balloon;

(3) When exercising the privileges of a pilot certificate with a glider category or balloon class rating;

(4) When exercising the privileges of a flight instructor certificate with--

(i) A sport pilot rating in a glider or balloon; or

(ii) A glider category rating;

(c) Operations requiring either a medical certificate or U.S. driver's license. (1) A person must hold and possess either a valid medical certificate issued under part 67 of this chapter or a current and valid U.S. driver's license when exercising the privileges of--

(i) A student pilot certificate while seeking sport pilot privileges in a light-sport aircraft other than a glider or balloon;

(ii) A sport pilot certificate in a light-sport aircraft other than a glider or balloon; or

(iii) A flight instructor certificate with a sport pilot rating while acting as pilot in command or serving as a required flight crewmember of a light-sport aircraft other than a glider or balloon.

(2) A person using a current and valid U.S. driver's license to meet the requirements of this paragraph must--

(i) Comply with each restriction and limitation imposed by that person's U.S. driver's license and any judicial or administrative order applying to the operation of a motor vehicle;

(ii) Have been found eligible for the issuance of at least a third-class airman medical certificate at the time of his or her most recent application (if the person has applied for a medical certificate);

(iii) Not have had his or her most recently issued medical certificate (if the person has held a medical certificate) suspended or revoked or most recent Authorization for a Special Issuance of a Medical Certificate withdrawn; and

(iv) Not know or have reason to know of any medical condition that would make that person unable to operate a light-sport aircraft in a safe manner.

Amend §61.31 by:

a. Revising paragraphs (k)(1) and (k)(2)(iii);

b. Removing the word "or;" from the end of paragraph (k)(2)(iv) and placing it at the end of paragraph (k)(2)(v); and

c. Adding paragraph (k)(2)(vi).

The addition and revisions read as follows:

**§ 61.31 Type rating requirements, additional training, and authorization requirements.**

(k) \*\*\*

(1) This section does not require a category and class rating for aircraft not type-certificated as airplanes, rotorcraft, gliders, lighter-than-air aircraft, powered-lifts, powered parachutes, or weight-shift-control aircraft.

(2) \*\*\*

(iii) The holder of a pilot certificate when operating an aircraft under the authority of--

(A) A provisional type certificate; or

(B) An experimental certificate, unless the operation involves carrying a passenger;

(vi) The holder of a sport pilot certificate when operating a light-sport aircraft.

Amend §61.45 by revising paragraphs (a)(1)(ii), (a)(2)(i), and (b)(1)(iii), and adding paragraph (f) to read as follows:

**§61.45 Practical tests: Required aircraft and equipment.**

(a) \*\*\*

(1) \*\*\*

(ii) Has a current standard airworthiness certificate or special airworthiness certificate in the limited, primary, or light-sport category.

(2) \*\*\*

(i) An aircraft that has a current airworthiness certificate other than a standard airworthiness certificate or special airworthiness certificate in the limited, primary, or light-sport category, but that otherwise meets the requirements of paragraph (a)(1) of this section;

(b) \*\*\*

(1) \*\*\*

(iii) Except as provided in paragraphs (e) and (f) of this section, at least two pilot stations with adequate visibility for each person to operate the aircraft safely; and

(f) Light-sport aircraft with a single seat. A practical test for a sport pilot certificate may be conducted in a light-sport aircraft having a single seat provided that the—

- (1) Examiner agrees to conduct the test;
- (2) Examiner is in a position to observe the operation of the aircraft and evaluate the proficiency of the applicant; and
- (3) Pilot certificate of an applicant successfully passing the test is issued a pilot certificate with a limitation "No passenger carriage and flight in a single-seat light-sport aircraft only."

Amend §61.51 by:

- a. Revising paragraphs (c)(1), (e)(1) introductory text, and (e)(1)(i);
- b. Redesignating paragraph (i)(3) as (i)(4); and
- c. Adding new paragraphs (i)(3) and (i)(5).

The additions and revisions read as follows:

**§61.51 Pilot logbooks.**

(c) \*\*\*

(1) Apply for a certificate or rating issued under this part or a privilege authorized under this part; or

(e) \*\*\*

(1) A sport, recreational, private, or commercial pilot may log pilot-in-command time only for that flight time during which that person—

(i) Is the sole manipulator of the controls of an aircraft for which the pilot is rated or has privileges;

(i) \*\*\*

(3) A sport pilot must carry his or her logbook or other evidence of required authorized instructor endorsements on all flights.

(5) A flight instructor with a sport pilot rating must carry his or her logbook or other evidence of required authorized instructor endorsements on all flights when providing flight training.

Add §61.52 to read as follows:

**§61.52 Use of aeronautical experience obtained in ultralight vehicles.**

(a) A person may use aeronautical experience obtained in an ultralight vehicle to meet the requirements for the following certificates and ratings issued under this part:

- (1) A sport pilot certificate.
- (2) A flight instructor certificate with a sport pilot rating;
- (3) A private pilot certificate with a weight-shift-control or powered parachute category rating.

(b) A person may use aeronautical experience obtained in an ultralight vehicle to meet the provisions of §§61.69 and 61.415 (e).

(c) A person using aeronautical experience obtained in an ultralight vehicle to meet the requirements for a certificate or rating specified in paragraph (a) of this section or the requirements of paragraph (b) of this section must—

- (1) Have been a registered ultralight pilot with an FAA-recognized ultralight organization when that aeronautical experience was obtained;
- (2) Document and log that aeronautical experience in accordance with the provisions for logging aeronautical experience specified by an FAA-recognized ultralight organization and in accordance with provisions for logging pilot time in aircraft as specified in §61.51; and
- (3) Obtain the experience in a category and class of vehicle corresponding to the rating or privileges sought.

Amend §61.53 by adding paragraph (c) to read as follows:

**§61.53 Prohibition on operations during medical deficiency.**

(c) Operations requiring a medical certificate or a U.S. driver's license. For operations provided for in §61.23 (c), a person must meet the provisions of —

(1) Paragraph (a) of this section if that person holds a valid medical certificate issued under part 67 of this chapter and does not hold a current and valid U.S. driver's license.

(2) Paragraph (b) of this section if that person holds a current and valid U.S. driver's license.

Amend 61.63 by redesignating paragraph (k) as (l), and add new paragraph (k) to read as follows:

**§61.63 Additional aircraft ratings (other than on an airplane transport pilot certificate).**

(k) Category class ratings for the operation of aircraft with experimental certificates: Notwithstanding the provisions of paragraphs (b) and (c) of this section, a person holding at least a recreational pilot certificate may apply for a category and class rating limited to a specific make and model of experimental aircraft, provided—

(1) The person has logged at least 5 hours flight time while acting as pilot in command in the same category, class, make, and model of aircraft that has been issued an experimental certificate;

(2) The person has received a logbook endorsement from an authorized instructor who has determined that he or she is proficient to act as pilot in command of the same category, class, make, and model of aircraft for which application is made; and

(3) The flight time specified in paragraph (k)(1) of this section must be logged between September 1, 2004 and August 31, 2005.

Revise § 61.69 to read as follows:

**§ 61.69 Glider and unpowered ultralight vehicle towing: Experience and training requirements.**

(a) No person may act as pilot in command for towing a glider or unpowered ultralight vehicle unless that person—

(1) Holds at least a private pilot certificate with a category rating for powered aircraft;

(2) Has logged at least 100 hours of pilot-in-command time in the aircraft category, class and type, if required, that the pilot is using to tow a glider or unpowered ultralight vehicle;

(3) Has a logbook endorsement from an authorized instructor who certifies that the person has received ground and flight training in gliders or unpowered ultralight vehicles and is proficient in--

- (i) The techniques and procedures essential to the safe towing of gliders or unpowered ultralight vehicles, including airspeed limitations;
- (ii) Emergency procedures;
- (iii) Signals used; and
- (iv) Maximum angles of bank.

(4) Except as provided in paragraph (b) of this section, has logged at least three flights as the sole manipulator of the controls of an aircraft towing a glider or unpowered ultralight vehicle simulating towing flight procedures while accompanied by a pilot who meets the requirements of paragraphs (c) and (d) of this section;

(5) Except as provided in paragraph (b) of this section, has received a logbook endorsement from the pilot, described in paragraph (a)(4) of this section, certifying that the person has accomplished at least 3 flights in an aircraft while towing a glider or unpowered ultralight vehicle, or while simulating towing flight procedures; and

(6) Within the preceding 12 months has—

(i) Made at least three actual or simulated tows of a glider or unpowered ultralight vehicle while accompanied by a qualified pilot who meets the requirements of this section; or

(ii) Made at least three flights as pilot in command of a glider or unpowered ultralight vehicle towed by an aircraft.

(b) Any person who, before May 17, 1967, has made and logged 10 or more flights as pilot in command of an aircraft towing a glider or unpowered ultralight vehicle in accordance with a certificate of waiver need not comply with paragraphs (a)(4) and (a)(5) of this section.

(c) The pilot, described in paragraph (a)(4) of this section, who endorses the logbook of a person seeking towing privileges must have—

- (1) Met the requirements of this section prior to endorsing the logbook of the person seeking towing privileges; and
- (2) Logged at least 10 flights as pilot in command of an aircraft while towing a glider or unpowered ultralight vehicle.

(d) If the pilot described in paragraph (a)(4) of this section holds only a private pilot certificate, then that pilot must have—

(1) Logged at least 100 hours of pilot-in-command time in airplanes, or 200 hours of pilot-in-command time in a combination of powered and other-than-powered aircraft; and

(2) Performed and logged at least three flights within the 12 calendar months preceding the month that pilot accompanies or endorses the logbook of a person seeking towing privileges —

(i) In an aircraft while towing a glider or unpowered ultralight vehicle accompanied by another pilot who meets the requirements of this section; or

(ii) As pilot in command of a glider or unpowered ultralight vehicle being towed by another aircraft.

Amend §61.87 by:

a. Adding the words “or privileges” after the word “rating” in the introductory text of paragraphs (d), (g), (i), (j), and (k);

b. Redesignating paragraphs (l), (m), and (n) as paragraphs (n), (o) and (p), respectively; and

c. Adding paragraphs (l) and (m) to read as follows:

**§61.87 Solo requirements for student pilots.**

\* \* \* \* \*

(l) Maneuvers and procedures for pre-solo flight training in a powered parachute. A student pilot who is receiving training for a powered parachute rating or privileges must receive and log flight training for the following maneuvers and procedures:

(1) Proper flight preparation procedures, including preflight planning and preparation, preflight assembly and rigging, aircraft systems, and powerplant operations.

(2) Taxiing or surface operations, including run-ups.

(3) Takeoffs and landings, including normal and crosswind.

(4) Straight and level flight, and turns in both directions.

(5) Climbs, and climbing turns in both directions.

(6) Airport traffic patterns, including entry and departure

procedures.

(7) Collision avoidance, windshear avoidance, and wake turbulence avoidance.

(8) Descents, and descending turns in both directions.

(9) Emergency procedures and equipment malfunctions.

(10) Ground reference maneuvers.

(11) Straight glides, and gliding turns in both directions.

(12) Go-arounds.

(13) Approaches to landing areas with a simulated engine malfunction.

(14) Procedures for canopy packing and aircraft disassembly.

(m) Maneuvers and procedures for pre-solo flight training in a weight-shift-control aircraft. A student pilot who is receiving training for a weight-shift-control aircraft rating or privileges must receive and log flight training for the following maneuvers and procedures:

(1) Proper flight preparation procedures, including preflight planning and preparation, preflight assembly and rigging, aircraft systems, and powerplant operations.

(2) Taxiing or surface operations, including run-ups.

(3) Takeoffs and landings, including normal and crosswind.

(4) Straight and level flight, and turns in both directions.

(5) Climbs, and climbing turns in both directions.

(6) Airport traffic patterns, including entry and departure

procedures.

(7) Collision avoidance, windshear avoidance, and wake turbulence avoidance.

(8) Descents, and descending turns in both directions.

(9) Flight at various airspeeds from maximum cruise to slow

flight.

(10) Emergency procedures and equipment malfunctions.

(11) Ground reference maneuvers.

(12) Stall entry, stall, and stall recovery.

(13) Straight glides, and gliding turns in both directions.

(14) Go-arounds.

(15) Approaches to landing areas with a simulated engine malfunction.

(16) Procedures for disassembly.

\* \* \* \* \*

Amend §61.89 by adding paragraph (c) to read as follows:

**§ 61.89 General limitations.**

\* \* \* \* \*

(c) A student pilot seeking a sport pilot certificate must comply with the provisions of paragraphs (a) and (b) of this section and may not act as pilot in command—

(1) Of an aircraft other than a light-sport aircraft;

(2) At night;

(3) At an altitude of more than 10,000 feet MSL; and

(4) In Class B, C, and D airspace, at an airport located in Class B, C, or D airspace, and to, from, through, or on an airport having an operational control tower without having received the ground and flight training specified in §61.94 and an endorsement from an authorized instructor.

Amend §61.93 by adding paragraphs (l) and (m) to read as follows:

**§61.93 Solo cross-country flight requirements.**

\* \* \* \* \*

(l) Maneuvers and procedures for cross-country flight training in a powered parachute. A student pilot who is receiving training for cross-country flight in a powered parachute must receive and log flight training in the following maneuvers and procedures:

(1) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass, as appropriate.

(2) Use of aircraft performance charts pertaining to cross-country flight.

(3) Procurement and analysis of aeronautical weather reports and forecasts, including recognizing critical weather situations and estimating visibility while in flight.

(4) Emergency procedures.

(5) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach.

(6) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance.

(7) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown.

(8) Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications.

(9) If equipped for flight with navigation radios, the use of radios for VFR navigation.

(10) Recognition of weather and upper air conditions favorable for the cross-country flight.

(11) Takeoff, approach and landing procedures.

(m) Maneuvers and procedures for cross-country flight training in a weight-shift-control aircraft. A student pilot who is receiving training for cross-country flight in a weight-shift-control aircraft must receive and log flight training for the following maneuvers and procedures:

(1) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass, as appropriate.

(2) Use of aircraft performance charts pertaining to cross-country flight.

(3) Procurement and analysis of aeronautical weather reports and forecasts, including recognizing critical weather situations and estimating visibility while in flight.

(4) Emergency procedures.

(5) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach.

(6) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance.

(7) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown.

(8) Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications.

(9) If equipped for flight using navigation radios, the use of radios for VFR navigation.

(10) Recognition of weather and upper air conditions favorable for the cross-country flight.

(11) Takeoff, approach and landing procedures, including crosswind approaches and landings.

Add §61.94 to read as follows:

**§ 61.94 Student pilot seeking a sport pilot certificate or a recreational pilot certificate: Operations at airports within, and in airspace located within, Class B, C, and D airspace, or at airports with an operational control tower in other airspace.**

(a) A student pilot seeking a sport pilot certificate or a recreational pilot certificate who wants to obtain privileges to operate in Class B, C, and D airspace, at an airport located in Class B, C, or D airspace, and to, from, through, or at an airport having an operational control tower, must receive and log ground and flight training from an authorized instructor in the following aeronautical knowledge areas and areas of operation:

(1) The use of radios, communications, navigation systems and facilities, and radar services.

(2) Operations at airports with an operating control tower, to include three takeoffs and landings to a full stop, with each landing involving a flight in the traffic pattern, at an airport with an operating control tower.

(3) Applicable flight rules of part 91 of this chapter for operations in Class B, C, and D airspace and air traffic control clearances.

(4) Ground and flight training for the specific Class B, C, or D airspace for which the solo flight is authorized, if applicable, within the 90-day period preceding the date of the flight in that airspace. The flight training must be received in the specific airspace area for which solo flight is authorized.

(5) Ground and flight training for the specific airport located in Class B, C, or D airspace for which the solo flight is authorized, if applicable, within the 90-day period preceding the date of the flight at that airport. The flight and ground training must be received at the specific airport for which solo flight is authorized.

(b) The authorized instructor who provides the training specified in paragraph (a) of this section must provide a logbook endorsement that certifies the student has received that training and is proficient to conduct solo flight in that specific airspace or at that specific airport and in those aeronautical knowledge areas and areas of operation specified in this section.

Amend §61.95 by adding paragraph (c) to read as follows:

**§ 61.95 Operations in Class B airspace and at airports located within Class B airspace.**

\* \* \* \* \*

(c) This section does not apply to a student pilot seeking a sport pilot certificate or a recreational pilot certificate.

Amend §61.99 by revising the introductory text to read as follows:

**§ 61.99 Aeronautical experience.**

A person who applies for a recreational pilot certificate must receive and log at least 30 hours of flight time that includes at least—

\* \* \* \* \*

Amend §61.101 by:

- a. Revising paragraph (b) introductory text and paragraph (c) introductory text;
- b. Redesignating paragraphs (d) through (i) as paragraphs (e) through (j), respectively;
- c. Revising redesignated paragraphs (e) introductory text, (e)(1), (e)(2), (e)(7), (e)(11), and (e)(12); and
- d. Adding new paragraph (d).

The addition and revisions read as follows:

**§61.101 Recreational pilot privileges and limits.**

\* \* \* \* \*

(b) A person who holds a current and valid recreational pilot certificate may act as pilot in command of an aircraft on a flight within 50 nautical miles from the departure airport, provided that person has—

\* \* \* \* \*

(c) A person who holds a current and valid recreational pilot certificate may act as pilot in command of an aircraft on a flight that exceeds 50 nautical miles from the departure airport, provided that person has—

\* \* \* \* \*

(d) A person who holds a current and valid recreational pilot certificate may act as pilot in command of an aircraft in Class B, C, and D airspace, at an airport located in Class B, C, or D airspace, and to, from, through, or at an airport having an operational control tower, provided that person has--

(1) Received and logged ground and flight training from an authorized instructor on the following aeronautical knowledge areas and areas of operation, as appropriate to the aircraft rating held:

(i) The use of radios, communications, navigation system and facilities, and radar services.

(ii) Operations at airports with an operating control tower to include three takeoffs and landings to a full stop, with each landing involving a flight in the traffic pattern at an airport with an operating control tower.

(iii) Applicable flight rules of part 91 of this chapter for operations in Class B, C, and D airspace and air traffic control clearances;

(2) Been found proficient in those aeronautical knowledge areas and areas of operation specified in paragraph (d)(1) of this section; and

(3) Received from an authorized instructor a logbook endorsement, which is carried on the person's possession or readily accessible in the aircraft, that certifies the person has received and been found proficient in those aeronautical knowledge areas and areas of operation specified in paragraph (d)(1) of this section.

(e) Except as provided in paragraphs (d) and (i) of this section, a recreational pilot may not act as pilot in command of an aircraft—

- (1) That is certificated—
  - (i) For more than four occupants;
  - (ii) With more than one powerplant;
  - (iii) With a powerplant of more than 180 horsepower; or
  - (iv) With retractable landing gear;
- (2) That is classified as a multiengine airplane, powered-lift, glider, airship, balloon, powered parachute, or weight-shift-control aircraft;

(7) In Class A, B, C, and D airspace, at an airport located in Class B, C, or D airspace, or to, from, through, or at an airport having an operational control tower;

(11) On a flight outside the United States, unless authorized by the country in which the flight is conducted;

(12) To demonstrate that aircraft as an aircraft salesperson to a prospective buyer;

\* \* \* \* \*

Amend §61.107 by adding paragraphs (b)(9) and (b)(10) to read as follows:

**§61.107 Flight proficiency.**

\* \* \* \* \*

- (b) \* \* \*
- (9) For a powered parachute category rating—
  - (i) Preflight preparation;
  - (ii) Preflight procedures;
  - (iii) Airport and seaplane base operations, as applicable;
  - (iv) Takeoffs, landings, and go-arounds;
  - (v) Performance maneuvers;
  - (vi) Ground reference maneuvers;
  - (vii) Navigation;
  - (viii) Night operations, except as provided in §61.110;
  - (ix) Emergency operations; and
  - (x) Post-flight procedures.

(10) For a weight-shift-control aircraft category rating—

- (i) Preflight preparation;
- (ii) Preflight procedures;
- (iii) Airport and seaplane base operations, as applicable;
- (iv) Takeoffs, landings, and go-arounds;
- (v) Performance maneuvers;
- (vi) Ground reference maneuvers;
- (vii) Navigation;
- (viii) Slow flight and stalls;
- (ix) Night operations, except as provided in §61.110;
- (x) Emergency operations; and
- (xi) Post-flight procedures.

Amend §61.109 by:

- a. Revising the reference to “paragraph (i)” to read “paragraph (k)” in the introductory text of paragraphs (a), (b), (c), (d), and (e);
- b. Redesignating paragraph (i) as paragraph (k) and revising the reference to “paragraph (i)(2)” to read “paragraph (k)(2)” in redesignated paragraph (k)(1); and
- c. Adding new paragraphs (i) and (j).

The additions and revisions read as follows:

**§61.109 Aeronautical experience.**

\* \* \* \* \*

(i) For a powered parachute rating. A person who applies for a private pilot certificate with a powered parachute category rating must log at least 25 hours of flight time in a powered parachute that includes at least 10 hours of flight training with an authorized instructor, including 30 takeoffs and landings, and 10 hours of solo flight training in the areas of operation listed in §61.107 (b)(9) and the training must include at least —

(1) One hour of cross-country flight training in a powered parachute that includes a 1-hour cross-country flight with a landing at an airport at least 25 nautical miles from the airport of departure;

(2) Except as provided in §61.110, 3 hours of night flight training in a powered parachute that includes 10 takeoffs and landings (with each landing involving a flight in the traffic pattern) at an airport;

(3) Three hours of flight training in preparation for the practical test in a powered parachute, which must have been performed within the 60-day period preceding the date of the test; and

(4) Three hours of solo flight time in a powered parachute, consisting of at least—

(i) One solo cross-country flight with a landing at an airport at least 25 nautical miles from the departure airport; and

(ii) Twenty solo takeoffs and landings to a full stop (with each landing involving a flight in a traffic pattern) at an airport, with at least 3 takeoffs and landings at an airport with an operating control tower.

(j) For a weight-shift-control aircraft rating. A person who applies for a private pilot certificate with a weight-shift-control rating must log at least 40 hours of flight time that includes at least 20 hours of flight training with an authorized instructor and 10 hours of solo flight training in the areas listed in §61.107 (b)(10) and the training must include at least—

(1) Three hours of cross-country flight training in a weight-shift-control aircraft;

(2) Except as provided in §61.110, 3 hours of night flight training in a weight-shift-control aircraft that includes—

(i) One cross-country flight over 75 nautical miles total distance; and

(ii) Ten takeoffs and landings (with each landing involving a flight in the traffic pattern) at an airport;

(3) Three hours of flight training in preparation for the practical test in a weight-shift-control aircraft, which must have been performed within the 60-day period preceding the date of the test; and

(4) Ten hours of solo flight time in a weight-shift-control aircraft, consisting of at least—

(i) Five hours of solo cross-country time;

(ii) One solo cross-country flight over 100 nautical miles total distance, with landings at a minimum of three points, and one segment of the flight being a straight line distance of at least 50 nautical miles between takeoff and landing locations; and

(iii) Three takeoffs and landings (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

\* \* \* \* \*

Amend §61.110 by adding paragraph (c) to read as follows:

**§61.110 Night flying exceptions.**

\* \* \* \* \*

(c) A person who does not meet the night flying requirements in §61.109 (d)(2), (i)(2), or (j)(2) may be issued a private pilot certificate with the limitation “Night flying prohibited.” This limitation may be removed by an examiner if the holder complies with the requirements of §61.109 (d)(2), (i)(2), or (j)(2), as appropriate.

Amend §61.113 by revising paragraph (g) to read as follows:

**§61.113 Private pilot privileges and limitations: Pilot in command.**

\* \* \* \* \*

(g) A private pilot who meets the requirements of §61.69 may act as a pilot in command of an aircraft towing a glider or unpowered ultralight vehicle.

Amend 61.165 by adding paragraph (f) to read as follows:

**§61.165 Additional aircraft category and class ratings.**

\* \* \* \* \*

(f) Category class ratings for the operation of aircraft with experimental certificates. Notwithstanding the provisions of paragraphs (a) through (e) of this section, a person holding an airline transport certificate may apply for a category and class rating limited to a specific make and model of experimental aircraft, provided—

(1) The person has logged at least 5 hours flight time while acting as pilot in command in the same category, class, make, and model of aircraft that has been issued an experimental certificate;

(2) The person has received a logbook endorsement from an authorized instructor who has determined that he or she is proficient to act as pilot in command of the same category, class, make, and model of aircraft for which application is made; and

(3) The flight time specified in paragraph (f)(1) of this section must be logged between September 1, 2004 and August 31, 2005.

**Subpart H—Flight Instructors Other Than Flight Instructors with a Sport Pilot Rating**

Revise the heading of subpart H to read as set forth above.

Revise §61.181 to read as follows:

**§61.181 Applicability.**

This subpart prescribes the requirements for the issuance of flight instructor certificates and ratings (except for flight instructor certificates with a sport pilot rating), the conditions under which those certificates and ratings are necessary, and the limitations on those certificates and ratings.

Amend §61.213 by revising paragraphs (a)(4)(i) and (a)(4)(ii) to read as follows:

**§61.213 Eligibility requirements.**

(a) \* \* \*

(4) \* \* \*

(i) For a basic ground instructor rating §§61.97, 61.105, and 61.309;

(ii) For an advanced ground instructor rating §§61.97, 61.105, 61.125, 61.155, and 61.309; and

Amend §61.215 by revising paragraph (a) to read as follows:

**§61.215 Ground instructor privileges.**

(a) A person who holds a basic ground instructor rating is authorized to provide—

(1) Ground training in the aeronautical knowledge areas required for the issuance of a sport pilot certificate, recreational pilot certificate, private pilot certificate, or associated ratings under this part;

(2) Ground training required for a sport pilot, recreational pilot, and private pilot flight review; and

(3) A recommendation for a knowledge test required for the issuance of a sport pilot certificate, recreational pilot certificate, or private pilot certificate under this part.

Amend part 61 by adding subpart J to read as follows:

**Subpart J— Sport Pilots**

**Sec.**

61.301 What is the purpose of this subpart and to whom does it apply?

61.303 If I want to operate a light-sport aircraft, what operating limits and endorsement requirements in this subpart must I comply with?

61.305 What are the age and language requirements for a sport pilot certificate?

61.307 What tests do I have to take to obtain a sport pilot certificate?



- 61.309 What aeronautical knowledge must I have to apply for a sport pilot certificate?
- 61.311 What flight proficiency requirements must I meet to apply for a sport pilot certificate?
- 61.313 What aeronautical experience must I have to apply for a sport pilot certificate?
- 61.315 What are the privileges and limits of my sport pilot certificate?
- 61.317 Is my sport pilot certificate issued with aircraft category and class ratings?
- 61.319 Can I operate a make and model of aircraft other than the make and model for which I have received an endorsement?
- 61.321 How do I obtain privileges to operate an additional category or class of light-sport aircraft?
- 61.323 How do I obtain privileges to operate a make and model of light-sport aircraft in the same category and class within a different set of aircraft?
- 61.325 How do I obtain privileges to operate a light-sport aircraft at an airport within, or in airspace within, Class B, C, and D airspace, or in other airspace with an airport having an operational control tower?
- 61.327 How do I obtain privileges to operate a light-sport aircraft that has a  $V_H$  greater than 87 knots CAS?
- 61.329 Are there special provisions for obtaining a sport pilot certificate for persons who are registered ultralight pilots with an FAA-recognized ultralight organization?

**§61.301 What is the purpose of this subpart and to whom does it apply?**

(a) This subpart prescribes the following requirements that apply to a sport pilot certificate:

- (1) Eligibility.
- (2) Aeronautical knowledge.
- (3) Flight proficiency.
- (4) Aeronautical experience.
- (5) Endorsements.
- (6) Privileges and limits.
- (7) Transition provisions for registered ultralight pilots.

(b) Other provisions of this part apply to the logging of flight time and testing.

(c) This subpart applies to applicants for, and holders of, sport pilot certificates. It also applies to holders of recreational pilot certificates and higher, as provided in §61.303.

**§61.303 If I want to operate a light-sport aircraft, what operating limits and endorsement requirements in this subpart must I comply with?**

(a) Use the following table to determine what operating limits and endorsement requirements in this subpart, if any, apply to you when you operate a light-sport aircraft. The medical certificate specified in this table must be valid. If you hold a recreational pilot certificate, but not a medical certificate, you must comply with cross-country requirements in §61.101 (c), even if your flight does not exceed 50 nautical miles from your departure airport. You must also comply with requirements in other subparts of this part that apply to your certificate and the operation you conduct.

<b>If you hold</b>	<b>And you hold</b>	<b>Then you may operate</b>	<b>And</b>
(1) A medical certificate,	(i) A sport pilot certificate,	(A) Any light sport aircraft for which you hold the endorsements required for its category, class, make and model,	(1) You must hold any other endorsements required by this subpart, and comply with the limitations in §61.315.
	(ii) At least a recreational pilot certificate with a category and class rating,	(A) Any light sport aircraft in that category and class,	(1) You do not have to hold any of the endorsements required by this subpart, nor do you have to comply with the limitations in §61.315.
	(iii) At least a recreational pilot certificate but not a rating for the category and class of light sport aircraft you operate,	(A) That light sport aircraft, only if you hold the endorsements required in §61.321 for its category and class,	(1) You must comply with the limitations in §61.315, except §61.315 (c)(14) and, if a private pilot or higher, §61.315 (c)(7).
(2) Only a U.S. driver's license,	(i) A sport pilot certificate,	(A) Any light sport aircraft for which you hold the endorsements required for its category, class, make and model,	(1) You must hold any other endorsements required by this subpart, and comply with the limitations in §61.315.
	(ii) At least a recreational pilot certificate with a category and class rating,	(A) Any light sport aircraft in that category and class,	(1) You do not have to hold any of the endorsements required by this subpart, but you must comply with the limitations in §61.315.
	(iii) At least a recreational pilot certificate but not a rating for the category and class of light-sport aircraft you operate,	(A) That light sport aircraft, only if you hold the endorsements required in §61.321 for its category and class,	(1) You must comply with the limitations in §61.315, except §61.315 (c)(14) and, if a private pilot or higher, §61.315 (c)(7).
(3) Neither a medical certificate nor a U.S. driver's license,	(i) A sport pilot certificate,	(A) Only a light sport glider or balloon for which you hold the endorsements required for its category, class, make and model,	(1) You must hold any other endorsements required by this subpart, and comply with the limitations in §61.315.
	(ii) At least a private pilot certificate with a category and class rating for glider or balloon,	(A) Only a light sport glider or balloon in that category and class,	(1) You do not have to hold any of the endorsements required by this subpart, but you must comply with the limitations in §61.315.
	(iii) At least a private pilot certificate but not a rating for glider or balloon,	(A) Only a light sport glider or balloon, if you hold the endorsements required in §61.321 for its category and class,	(1) You must comply with the limitations in §61.315, except §61.315 (c)(14) and, if a private pilot or higher, §61.315 (c)(7).

(b) A person using a current and valid U.S. driver's license to meet the requirements of this paragraph must--

(1) Comply with each restriction and limitation imposed by that person's U.S. driver's license and any judicial or administrative order applying to the operation of a motor vehicle;

(2) Have been found eligible for the issuance of at least a third-class airman medical certificate at the time of his or her most recent application (if the person has applied for a medical certificate);

(3) Not have had his or her most recently issued medical certificate (if the person has held a medical certificate) suspended or revoked or most recent Authorization for a Special Issuance of a Medical Certificate withdrawn; and

(4) Not know or have reason to know of any medical condition that would make that person unable to operate a light-sport aircraft in a safe manner.

**§61.305 What are the age and language requirements for a sport pilot certificate?**

(a) To be eligible for a sport pilot certificate you must:

(1) Be at least 17 years old (or 16 years old if you are applying to operate a glider or balloon).

(2) Be able to read, speak, write, and understand English. If you cannot read, speak, write, and understand English because of medical reasons, the FAA may place limits on your certificate as are necessary for the safe operation of light-sport aircraft.

**§61.307 What tests do I have to take to obtain a sport pilot certificate?**

To obtain a sport pilot certificate, you must pass the following tests:

(a) Knowledge test. You must pass a knowledge test on the applicable aeronautical knowledge areas listed in §61.309. Before you may take the knowledge test for a sport pilot certificate, you must receive a logbook endorsement from the authorized instructor who trained you or reviewed and evaluated your home-study course on the aeronautical knowledge areas listed in §61.309 certifying you are prepared for the test.

(b) Practical test. You must pass a practical test on the applicable areas of operation listed in §§61.309 and 61.311. Before you may take the practical test for a sport pilot certificate, you must receive a logbook endorsement from the authorized instructor who provided you with flight training on the areas of operation specified in §§61.309 and 61.311 in preparation for the practical test. This endorsement certifies that you meet the applicable aeronautical knowledge and experience requirements and are prepared for the practical test.

**§61.309 What aeronautical knowledge must I have to apply for a sport pilot certificate?**

Except as specified in §61.329, to apply for a sport pilot certificate you must receive and log ground training from an authorized instructor or complete a home-study course on the following aeronautical knowledge areas:

(a) Applicable regulations of this chapter that relate to sport pilot privileges, limits, and flight operations.

(b) Accident reporting requirements of the National Transportation Safety Board.

(c) Use of the applicable portions of the aeronautical information manual and FAA advisory circulars.

(d) Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems, as appropriate.

(e) Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts.

(f) Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence.

(g) Effects of density altitude on takeoff and climb performance.

(h) Weight and balance computations.

(i) Principles of aerodynamics, powerplants, and aircraft systems.

(j) Stall awareness, spin entry, spins, and spin recovery techniques, as applicable.

(k) Aeronautical decision making and risk management.

(l) Preflight actions that include—

(1) How to get information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements; and

(2) How to plan for alternatives if the planned flight cannot be completed or if you encounter delays.

**§61.311 What flight proficiency requirements must I meet to apply for a sport pilot certificate?**

Except as specified in §61.329, to apply for a sport pilot certificate you must receive and log ground and flight training from an authorized instructor on the following areas of operation, as appropriate, for airplane single-engine land or sea, glider, gyroplane, airship, balloon, powered parachute land or sea, and weight-shift-control aircraft land or sea privileges:

(a) Preflight preparation.

(b) Preflight procedures.

(c) Airport, seaplane base, and gliderport operations, as applicable.

(d) Takeoffs (or launches), landings, and go-arounds.

(e) Performance maneuvers, and for gliders, performance speeds.

(f) Ground reference maneuvers (not applicable to gliders and balloons).

(g) Soaring techniques (applicable only to gliders).

(h) Navigation.

(i) Slow flight (not applicable to lighter-than-air aircraft and powered parachutes).

(j) Stalls (not applicable to lighter-than-air aircraft, gyroplanes, and powered parachutes).

(k) Emergency operations.

(l) Post-flight procedures.

**§61.313 What aeronautical experience must I have to apply for a sport pilot certificate?**

Except as specified in §61.329, use the following table to determine the aeronautical experience you must have to apply for a sport pilot certificate:

If you are applying for a sport pilot certificate with...	Then you must log at least...	Which must include at least...
(a) Airplane category and single-engine land or sea class privileges,	(1) 20 hours of flight time, including at least 15 hours of flight training from an authorized instructor in a single-engine airplane and at least 5 hours of solo flight training in the areas of operation listed in §61.311,	(i) 2 hours of cross-country flight training, (ii) 10 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport; (iii) One solo cross-country flight of at least 75 nautical miles total distance, with a full-stop landing at a minimum of two points and one segment of the flight consisting of a straight-line distance of at least 25 nautical miles between the takeoff and landing locations, and (iv) 3 hours of flight training on those areas of operation specified in §61.311 preparing for the practical test within 60 days before the date of the test.
(b) Glider category privileges, and you have not logged at least 20 hours of flight time in a heavier-than-air aircraft,	(1) 10 hours of flight time in a glider, including 10 flights in a glider receiving flight training from an authorized instructor and at least 2 hours of solo flight training in the areas of operation listed in §61.311,	(i) Five solo launches and landings, and (ii) 3 hours of flight training on those areas of operation specified in §61.311 preparing for the practical test within 60 days before the date of the test.

If you are applying for a sport pilot certificate with...	Then you must log at least...	Which must include at least...
(c) Glider category privileges, and you have logged 20 hours flight time in a heavier-than-air aircraft,	(1) 3 hours of flight time in a glider, including five flights in a glider while receiving flight training from an authorized instructor and at least 1 hour of solo flight training in the areas of operation listed in § 61.311,	(i) Three solo launches and landings, and (ii) 3 hours of flight training on those areas of operation specified in §61.311 preparing for the practical test within 60 days before the date of the test.
(d) Rotorcraft category and gyroplane class privileges,	(1) 20 hours of flight time, including 15 hours of flight training from an authorized instructor in a gyroplane and at least 5 hours of solo flight training in the areas of operation listed in §61.311,	(i) 2 hours of cross-country flight training, (ii) 10 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iii) One solo cross-country flight of at least 50 nautical miles total distance, with a full-stop landing at a minimum of two points, and one segment of the flight consisting of a straight-line distance of at least 25 nautical miles between the takeoff and landing locations, and (iv) 3 hours of flight training on those areas of operation specified in §61.311 preparing for the practical test within 60 days before the date of the test.
(e) Lighter-than-air category and airship class privileges,	(1) 20 hours of flight time, including 15 hours of flight training from an authorized instructor in an airship and at least 3 hours performing the duties of pilot in command in an airship with an authorized instructor in the areas of operation listed in §61.311,	(i) 2 hours of cross-country flight training, (ii) Three takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iii) One cross-country flight of at least 25 nautical miles between the takeoff and landing locations, and (iv) 3 hours of flight training on those areas of operation specified in §61.311 preparing for the practical test within 60 days before the date of the test.
(f) Lighter-than-air category and balloon class privileges,	(1) 7 hours of flight time in a balloon, including three flights with an authorized instructor and one flight performing the duties of pilot in command in a balloon with an authorized instructor in the areas of operation listed in §61.311,	(i) 2 hours of cross-country flight training, and (ii) 3 hours of flight training on those areas of operation specified in §61.311 preparing for the practical test within 60 days before the date of the test.
(g) Powered parachute category land or sea class privileges,	(1) 12 hours of flight time in a powered parachute, including 10 hours flight training and, and at least 2 hours solo flight training in the areas of operation listed in §61.311.	(i) 1 hour of cross-country flight training, (ii) 20 takeoffs and landings to a full stop in a powered parachute with each landing involving flight in the traffic pattern at an airport; (iii) 10 solo takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iv) One solo flight with a landing at a different airport and one segment of the flight consisting of a straight-line distance of at least 10 nautical miles between takeoff and landing locations, and (v) 3 hours of flight training on those areas of operation specified in §61.311 preparing for the practical test within 60 days before the date of the test.
(h) Weight-shift-control aircraft category land or sea class privileges,	(1) 20 hours of flight time, including 15 hours of flight training from an authorized instructor in a weight-shift-control aircraft and at least 5 hours of solo flight training in the areas of operation listed in §61.311,	(i) 2 hours of cross-country flight training; (ii) 10 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iii) One solo cross-country flight of at least 50 nautical miles total distance, with a full-stop landing at a minimum of two points, and one segment of the flight consisting of a straight-line distance of at least 25 nautical miles between takeoff and landing locations, and (iv) 3 hours of flight training on those areas of operation specified in §61.311 preparing for the practical test within 60 days before the date of the test.

**§61.315 What are the privileges and limits of my sport pilot certificate?**

(a) If you hold a sport pilot certificate you may act as pilot in command of a light-sport aircraft, except as specified in paragraph (c) of this section.

(b) You may share the operating expenses of a flight with a passenger, provided the expenses involve only fuel, oil, airport expenses, or aircraft rental fees. You must pay at least half the operating expenses of the flight.

(c) You may not act as pilot in command of a light-sport aircraft:

- (1) That is carrying a passenger or property for compensation or hire.
- (2) For compensation or hire.
- (3) In furtherance of a business.

- (4) While carrying more than one passenger.
- (5) At night.
- (6) In Class A airspace.
- (7) In Class B, C, and D airspace, at an airport located in Class B, C, or D airspace, and to, from, through, or at an airport having an operational control tower unless you have met the requirements specified in §61.325.
- (8) Outside the United States, unless you have prior authorization from the country in which you seek to operate. Your sport pilot certificate carries the limit "Holder does not meet ICAO requirements."
- (9) To demonstrate the aircraft in flight to a prospective buyer if you are an aircraft salesperson.
- (10) In a passenger-carrying airlift sponsored by a charitable organization.
- (11) At an altitude of more than 10,000 feet MSL.

(12) When the flight or surface visibility is less than 3 statute miles.

(13) Without visual reference to the surface.

(14) If the aircraft has a  $V_H$  that exceeds 87 knots CAS, unless you have met the requirements of §61.327.

(15) Contrary to any operating limitation placed on the airworthiness certificate of the aircraft being flown.

(16) Contrary to any limit or endorsement on your pilot certificate, airman medical certificate, or any other limit or endorsement from an authorized instructor.

(17) Contrary to any restriction or limitation on your U.S. driver's license or any restriction or limitation imposed by judicial or administrative order when using your driver's license to satisfy a requirement of this part.

(18) While towing any object.

(19) As a pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate of the aircraft or the regulations under which the flight is conducted.

#### **§61.317 Is my sport pilot certificate issued with aircraft category and class ratings?**

Your sport pilot certificate does not list aircraft category and class ratings. When you successfully pass the practical test for a sport pilot certificate, regardless of the light-sport aircraft privileges you seek, the FAA will issue you a sport pilot certificate without any category and class ratings. The FAA will provide you with a logbook endorsement for the category, class, and make and model aircraft of aircraft in which you are authorized to act as pilot in command.

#### **§61.319 Can I operate a make and model of aircraft other than the make and model aircraft for which I have received an endorsement?**

If you hold a sport pilot certificate you may operate any make and model of light-sport aircraft in the same category and class and within the same set of aircraft as the make and model of aircraft for which you have received an endorsement.

#### **§61.321 How do I obtain privileges to operate an additional category or class of light-sport aircraft?**

If you hold a sport pilot certificate and seek to operate an additional category or class of light-sport aircraft, you must—

(a) Receive a logbook endorsement from the authorized instructor who trained you on the applicable aeronautical knowledge areas specified in §61.309 and areas of operation specified in §61.311. The endorsement certifies you have met the aeronautical knowledge and flight proficiency requirements for the additional light-sport aircraft privilege you seek;

(b) Successfully complete a proficiency check from an authorized instructor other than the instructor who trained you on the aeronautical knowledge areas and areas of operation specified in §§61.309 and 61.311 for the additional light-sport aircraft privilege you seek;

(c) Complete an application for those privileges on a form and in a manner acceptable to the FAA and present this application to the authorized instructor who conducted the proficiency check specified in paragraph (b) of this section; and

(d) Receive a logbook endorsement from the instructor who conducted the proficiency check specified in paragraph (b) of this section certifying you are proficient in the applicable areas of operation and aeronautical knowledge areas, and that you are authorized for the additional category and class light-sport aircraft privilege.

#### **§61.323 How do I obtain privileges to operate a make and model of light-sport aircraft in the same category and class within a different set of aircraft?**

If you hold a sport pilot certificate and seek to operate a make and model of light-sport aircraft in the same category and class but within a different set of aircraft as the make and model of aircraft for which you have received an endorsement, you must—

(a) Receive and log ground and flight training from an authorized instructor in a make and model of light-sport aircraft that is within the same set of aircraft as the make and model of aircraft you intend to operate;

(b) Receive a logbook endorsement from the authorized instructor who provided you with the aircraft specific training specified in paragraph (a) of this section certifying you are proficient to operate the specific make and model of light-sport aircraft.

#### **§61.325 How do I obtain privileges to operate a light-sport aircraft at an airport within, or in airspace within, Class B, C, and D airspace, or in other airspace with an airport having an operational control tower?**

If you hold a sport pilot certificate and seek privileges to operate a light-sport aircraft in Class B, C, or D airspace, at an airport located in Class B, C, or D airspace, or to, from, through, or at an airport having an operational control tower, you must receive and log ground and flight training. The authorized instructor who provides this training must provide a logbook endorsement that certifies you are proficient in the following aeronautical knowledge areas and areas of operation:

(a) The use of radios, communications, navigation system/facilities, and radar services.

(b) Operations at airports with an operating control tower to include three takeoffs and landings to a full stop, with each landing involving a flight in the traffic pattern, at an airport with an operating control tower.

(c) Applicable flight rules of part 91 of this chapter for operations in Class B, C, and D airspace and air traffic control clearances.

#### **§61.327 How do I obtain privileges to operate a light-sport aircraft that has a $V_H$ greater than 87 knots CAS?**

If you hold a sport pilot certificate and you seek to operate a light-sport aircraft that has a  $V_H$  greater than 87 knots CAS you must—

(a) Receive and log ground and flight training from an authorized instructor in an aircraft that has a  $V_H$  greater than 87 knots CAS; and

(b) Receive a logbook endorsement from the authorized instructor who provided the training specified in paragraph (a) of this section certifying that you are proficient in the operation of light-sport aircraft with a  $V_H$  greater than 87 knots CAS.

#### **§61.329 Are there special provisions for obtaining a sport pilot certificate for persons who are registered ultralight pilots with an FAA-recognized ultralight organization?**

(a) If you are a registered ultralight pilot with an FAA-recognized ultralight organization use the following table to determine how to obtain a sport pilot certificate.

If you are...	Then you must ...
(1) A registered ultralight pilot with an FAA-recognized ultralight organization on or before September 1, 2004, and you want to apply for a sport pilot certificate,	(i) Not later than January 31, 2007-- (A) Meet the eligibility requirements in §§61.305 and 61.23, but not the aeronautical knowledge requirements specified in §61.309, the flight proficiency requirements specified in §61.311, and the aeronautical experience requirements specified in §61.313, (B) Pass the knowledge test for a sport pilot certificate specified in §61.307 or the knowledge test for a flight instructor certificate with a sport pilot rating specified in §61.405, (C) Pass the practical test for a sport pilot certificate specified in §61.307, (D) Provide the FAA with a certified copy of your ultralight pilot records from an FAA-recognized ultralight organization, and those records must-- (1) Document that you are a registered ultralight pilot with that FAA-recognized ultralight organization, and (2) Indicate that you are recognized to operate each category and class of aircraft for which you seek sport pilot privileges.
(2) A registered ultralight pilot with an FAA-recognized ultralight organization after September 1, 2004, and you want to apply for a sport pilot certificate,	(i) Meet the eligibility requirements in §§61.305 and 61.23, (ii) Meet the aeronautical knowledge requirements specified in §61.309, the flight proficiency requirements specified in §61.311, and aeronautical experience requirements specified in §61.313; however, you may credit your ultralight aeronautical experience in accordance with §61.52 toward the requirements in §§61.309, 61.311, and 61.313, (iii) Pass the knowledge and practical tests for a sport pilot certificate specified in §61.307, and (iv) Provide the FAA with a certified copy of your ultralight pilot records from an FAA-recognized ultralight organization, and those records must-- (A) Document that you are a registered ultralight pilot with that FAA-recognized ultralight organization, and (B) Indicate that you are recognized to operate the category and class of aircraft for which you seek sport pilot privileges.

(b) When you successfully pass the practical test for a sport pilot certificate, the FAA will issue you a sport pilot certificate without any category and class ratings. The FAA will provide you with a logbook endorsement for the category, class, and make and model of aircraft in which you have successfully passed the practical test and for which you are authorized to act as pilot in command. If you meet the provisions of paragraph (a)(1) of this section, the FAA will provide you with a logbook endorsement for each category, class, and make and model of aircraft listed on the ultralight pilot records you provide to the FAA.

Amend part 61 by adding subpart K to read as follows:

**Subpart K—Flight Instructors with a Sport Pilot Rating**

**Sec.**

- 61.401 What is the purpose of this subpart?
- 61.403 What are the age, language, and pilot certificate requirements for a flight instructor certificate with a sport pilot rating?
- 61.405 What tests do I have to take to obtain a flight instructor certificate with a sport pilot rating?
- 61.407 What aeronautical knowledge must I have to apply for a flight instructor certificate with a sport pilot rating?
- 61.409 What flight proficiency requirements must I meet to apply for a flight instructor certificate with a sport pilot rating?
- 61.411 What aeronautical experience must I have to apply for a flight instructor certificate with a sport pilot rating?
- 61.413 What are the privileges of my flight instructor certificate with a sport pilot rating?
- 61.415 What are the limits of a flight instructor certificate with a sport pilot rating?
- 61.417 Will my flight instructor certificate with a sport pilot rating list aircraft category and class ratings?
- 61.419 How do I obtain privileges to provide training in an additional category or class of light-sport aircraft?
- 61.421 May I give myself an endorsement?
- 61.423 What are the recordkeeping requirements for a flight instructor with a sport pilot rating?
- 61.425 How do I renew my flight instructor certificate?
- 61.427 What must I do if my flight instructor certificate with a sport pilot rating expires?
- 61.429 May I exercise the privileges of a flight instructor certificate with a sport pilot rating if I hold a flight instructor certificate with another rating?
- 61.431 Are there special provisions for obtaining a flight instructor certificate with a sport pilot rating for persons who are registered ultralight instructors with an FAA-recognized ultralight organization?

**§ 61.401 What is the purpose of this subpart?**

(a) This part prescribes the following requirements that apply to a flight instructor certificate with a sport pilot rating:

- (1) Eligibility.
- (2) Aeronautical knowledge.
- (3) Flight proficiency.
- (4) Endorsements.
- (5) Privileges and limits.
- (6) Transition provisions for registered ultralight flight instructors.

(b) Other provisions of this part apply to the logging of flight time and testing.

**§61.403 What are the age, language, and pilot certificate requirements for a flight instructor certificate with a sport pilot rating?**

To be eligible for a flight instructor certificate with a sport pilot rating you must:

- (a) Be at least 18 years old.
- (b) Be able to read, speak, write, and understand English. If you cannot read, speak, write, and understand English because of medical reasons, the FAA may place limits on your certificate as are necessary for the safe operation of light-sport aircraft.

(c) Hold at least a current and valid sport pilot certificate with category and class ratings or privileges, as applicable, that are appropriate to the flight instructor privileges sought.

**§61.405 What tests do I have to take to obtain a flight instructor certificate with a sport pilot rating?**

To obtain a flight instructor certificate with a sport pilot rating you must pass the following tests:

- (a) Knowledge test. Before you take a knowledge test, you must receive a logbook endorsement certifying you are prepared for the test from an authorized instructor who trained you or evaluated your home-study course on the aeronautical knowledge areas listed in §61.407. You must pass knowledge tests on—
  - (1) The fundamentals of instructing listed in §61.407 (a), unless you meet the requirements of §61.407 (c); and
  - (2) The aeronautical knowledge areas for a sport pilot certificate applicable to the aircraft category and class for which flight instructor privileges are sought.

(b) **Practical test.**

(1) Before you take the practical test, you must—

(i) Receive a logbook endorsement from the authorized instructor who provided you with flight training on the areas of operation specified in §61.409 that apply to the category and class of aircraft privileges you seek. This endorsement certifies you meet the applicable aeronautical knowledge and experience requirements and are prepared for the practical test;

(ii) If you are seeking privileges to provide instruction in an airplane or glider, receive a logbook endorsement from an authorized instructor indicating that you are competent and possess instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures after you have received flight training in those training areas in an airplane or glider, as appropriate, that is certificated for spins;

(2) You must pass a practical test—

(i) On the areas of operation listed in §61.409 that are appropriate to the category and class of aircraft privileges you seek;

(ii) In an aircraft representative of the category and class of aircraft for the privileges you seek;

(iii) In which you demonstrate that you are able to teach stall awareness, spin entry, spins, and spin recovery procedures if you are seeking privileges to provide instruction in an airplane or glider. If you have not failed a practical test based on deficiencies in your ability to demonstrate knowledge or skill in these areas and you provide the endorsement required by paragraph (b)(1)(ii) of this section, an examiner may accept the endorsement instead of the demonstration required by this paragraph. If you are taking a test because you previously failed a test based on not meeting the requirements of this paragraph, you must pass a practical test on stall awareness, spin entry, spins, and spin recovery instructional competency and proficiency in the applicable category and class of aircraft that is certificated for spins.

**§61.407 What aeronautical knowledge must I have to apply for a flight instructor certificate with a sport pilot rating?**

(a) Except as specified in paragraph (c) of this section you must receive and log ground training from an authorized instructor on the fundamentals of instruction that includes:

- (1) The learning process.
- (2) Elements of effective teaching.
- (3) Student evaluation and testing.
- (4) Course development.
- (5) Lesson planning.
- (6) Classroom training techniques.

(b) You must receive and log ground training from an authorized instructor on the aeronautical knowledge areas applicable to a sport pilot certificate for the aircraft category and class in which you seek flight instructor privileges.

(c) You do not have to meet the requirements of paragraph (a) of this section if you—

(1) Hold a flight instructor certificate or ground instructor certificate issued under this part;

(2) Hold a current teacher's certificate issued by a State, county, city, or municipality; or

(3) Are employed as a teacher at an accredited college or university.

**§61.409 What flight proficiency requirements must I meet to apply for a flight instructor certificate with a sport pilot rating?**

You must receive and log ground and flight training from an authorized instructor on the following areas of operation for the aircraft category and class in which you seek flight instructor privileges:

- (a) Technical subject areas.
- (b) Preflight preparation.
- (c) Preflight lesson on a maneuver to be performed in flight.
- (d) Preflight procedures.
- (e) Airport, seaplane base, and gliderport operations, as applicable.
  - (f) Takeoffs (or launches), landings, and go-arounds.
  - (g) Fundamentals of flight.
  - (h) Performance maneuvers and for gliders, performance speeds.
  - (i) Ground reference maneuvers (except for gliders and lighter-than-air).
  - (j) Soaring techniques.
  - (k) Slow flight (not applicable to lighter-than-air and powered parachutes).
  - (l) Stalls (not applicable to lighter-than-air, powered parachutes, and gyroplanes).
  - (m) Spins (applicable to airplanes and gliders).
  - (n) Emergency operations.
  - (o) Tumble entry and avoidance techniques (applicable to weight-shift-control aircraft).
  - (p) Post-flight procedures.

**§61.411 What aeronautical experience must I have to apply for a flight instructor certificate with a sport pilot rating?**

Use the following table to determine the experience you must have for each aircraft category and class:

If you are applying for a flight instructor certificate with a sport pilot rating for...	Then you must log at least...	Which must include at least...
(a) Airplane category and single-engine class privileges,	(1) 150 hours of flight time as a pilot,	(i) 100 hours of flight time as pilot in command in powered aircraft, (ii) 50 hours of flight time in a single-engine airplane, (iii) 25 hours of cross-country flight time, (iv) 10 hours of cross-country flight time in a single-engine airplane, and (v) 15 hours of flight time as pilot in command in a single-engine airplane that is a light-sport aircraft.
(b) Glider category privileges,	(1) 25 hours of flight time as pilot in command in a glider, 100 flights in a glider, and 15 flights as pilot in command in a glider that is a light-sport aircraft, or (2) 100 hours in heavier-than-air aircraft, 20 flights in a glider, and 15 flights as pilot in command in a glider that is a light-sport aircraft.	

<b>If you are applying for a flight instructor certificate with a sport pilot rating for...</b>	<b>Then you must log at least...</b>	<b>Which must include at least...</b>
(c) Rotorcraft category and gyroplane class privileges,	(1) 125 hours of flight time as a pilot,	(i) 100 hours of flight time as pilot in command in powered aircraft, (ii) 50 hours of flight time in a gyroplane, (iii) 10 hours of cross-country flight time, (iv) 3 hours of cross-country flight time in a gyroplane, and (v) 15 hours of flight time as pilot in command in a gyroplane that is a light-sport aircraft.
(d) Lighter-than-air category and airship class privileges,	(1) 100 hours of flight time as a pilot,	(i) 40 hours of flight time in an airship, (ii) 20 hours of pilot in command time in an airship, (iii) 10 hours of cross-country flight time, (iv) 5 hours of cross-country flight time in an airship, and (v) 15 hours of flight time as pilot in command in an airship that is a light-sport aircraft.
(e) Lighter-than-air category and balloon class privileges,	(1) 35 hours of flight time as pilot-in-command,	(i) 20 hours of flight time in a balloon, (ii) 10 flights in a balloon, and (iii) 5 flights as pilot in command in a balloon that is a light-sport aircraft.
(f) Weight-shift-control aircraft category privileges,	(1) 150 hours of flight time as a pilot,	(i) 100 hours of flight time as pilot in command in powered aircraft, (ii) 50 hours of flight time in a weight-shift-control aircraft, (iii) 25 hours of cross-country flight time, (iv) 10 hours of cross-country flight time in a weight-shift-control aircraft, and (v) 15 hours of flight time as pilot in command in a weight-shift-control aircraft that is a light-sport aircraft.
(g) Powered-parachute category privileges,	(1) 100 hours of flight time as a pilot,	(i) 75 hours of flight time as pilot in command in powered aircraft, (ii) 50 hours of flight time in a powered parachute, (iii) 15 hours of cross-country flight time, (iv) 5 hours of cross-country flight time in a powered parachute, and (v) 15 hours of flight time as pilot in command in a powered parachute that is a light-sport aircraft.

**§61.413 What are the privileges of my flight instructor certificate with a sport pilot rating?**

If you hold a flight instructor certificate with a sport pilot rating, you are authorized, within the limits of your certificate and rating, to provide training and logbook endorsements for—

- (a) A student pilot seeking a sport pilot certificate;
- (b) A sport pilot certificate;
- (c) A flight instructor certificate with a sport pilot rating;
- (d) A powered parachute or weight-shift-control aircraft rating;
- (e) Sport pilot privileges;
- (f) A flight review or operating privilege for a sport pilot;
- (g) A practical test for a sport pilot certificate, a private pilot certificate with a powered parachute or weight-shift-control aircraft rating or a flight instructor certificate with a sport pilot rating;
- (h) A knowledge test for a sport pilot certificate, a private pilot certificate with a powered parachute or weight-shift-control aircraft rating or a flight instructor certificate with a sport pilot rating; and
- (i) A proficiency check for an additional category, class, or make and model privilege for a sport pilot certificate or a flight instructor certificate with a sport pilot rating.

**§61.415 What are the limits of a flight instructor certificate with a sport pilot rating?**

If you hold a flight instructor certificate with a sport pilot rating, you are subject to the following limits:

- (a) You may not provide ground or flight training in any aircraft for which you do not hold:
  - (1) A sport pilot certificate with applicable category and class privileges and make and model privileges or a pilot certificate with the applicable category and class rating; and
  - (2) Applicable category and class privileges for your flight instructor certificate with a sport pilot rating.

(b) You may not provide ground or flight training for a private pilot certificate with a powered parachute or weight-shift-control aircraft rating unless you hold:

- (1) At least a private pilot certificate with the applicable category and class rating; and
- (2) Applicable category and class privileges for your flight instructor certificate with a sport pilot rating.

(c) You may not conduct more than 8 hours of flight training in any 24-consecutive-hour period.

(d) You may not endorse a:

- (1) Student pilot's certificate or logbook for solo flight privileges, unless you have—

- (i) Given that student the flight training required for solo flight privileges required by this part; and
- (ii) Determined that the student is prepared to conduct the flight safely under known circumstances, subject to any limitations listed in the student's logbook that you consider necessary for the safety of the flight.

(2) Student pilot's certificate and logbook for a solo cross-country flight, unless you have determined the student's flight preparation, planning, equipment, and proposed procedures are adequate for the proposed flight under the existing conditions and within any limitations listed in the logbook that you consider necessary for the safety of the flight.

(3) Student pilot's certificate and logbook for solo flight in Class B, C and D airspace areas, at an airport within Class B, C, or D airspace and to from, through or on an airport having an operational control tower, unless that you have—

- (i) Given that student ground and flight training in that airspace or at that airport; and
- (ii) Determined that the student is proficient to operate the aircraft safely.

(4) Logbook of a pilot for a flight review, unless you have conducted a review of that pilot in accordance with the requirements of §61.56.

(e) You may not provide flight training in an aircraft unless you have at least 5 hours of flight time in a make and model of light-sport aircraft within the same set of aircraft as the aircraft in which you are providing training.

(f) You may not provide training to operate a light-sport aircraft in Class B, C, and D airspace, at an airport located in Class B, C, or D airspace, and to, from, through, or at an airport having an operational control tower, unless you have the endorsement specified in §61.325, or are otherwise authorized to conduct operations in this airspace and at these airports.

(g) You may not provide training in a light-sport aircraft with a  $V_H$  greater than 87 knots CAS unless you have the endorsement specified in §61.327, or are otherwise authorized to operate that light-sport aircraft.

(h) You must perform all training in an aircraft that complies with the requirements of §91.109 of this chapter.

(i) If you provide flight training for a certificate, rating or privilege, you must provide that flight training in an aircraft that meets the following:

(1) The aircraft must have at least two pilot stations and be of the same category and class appropriate to the certificate, rating or privilege sought.

(2) For single place aircraft, pre-solo flight training must be provided in an aircraft that has two pilot stations and is of the same category and class appropriate to the certificate, rating, or privilege sought.

#### **§61.417 Will my flight instructor certificate with a sport pilot rating list aircraft category and class ratings?**

Your flight instructor certificate does not list aircraft category and class ratings. When you successfully pass the practical test for a flight instructor certificate with a sport pilot rating, regardless of the light-sport aircraft privileges you seek, the FAA will issue you a flight instructor certificate with a sport pilot rating without any category and class ratings. The FAA will provide you with a logbook endorsement for the category and class of light-sport aircraft you are authorized to provide training in.

#### **§61.419 How do I obtain privileges to provide training in an additional category or class of light-sport aircraft?**

If you hold a flight instructor certificate with a sport pilot rating and seek to provide training in an additional category or class of light-sport aircraft you must—

(a) Receive a logbook endorsement from the authorized instructor who trained you on the applicable areas of operation specified in §61.409 certifying you have met the aeronautical knowledge and flight proficiency requirements for the additional category and class flight instructor privilege you seek;

(b) Successfully complete a proficiency check from an authorized instructor other than the instructor who trained you on the areas specified in §61.409 for the additional category and class flight instructor privilege you seek;

(c) Complete an application for those privileges on a form and in a manner acceptable to the FAA and present this application to the authorized instructor who conducted the proficiency check specified in paragraph (b) of this section; and

(d) Receive a logbook endorsement from the instructor who conducted the proficiency check specified in paragraph (b) of this section certifying you are proficient in the areas of operation and authorized for the additional category and class flight instructor privilege.

#### **§61.421 May I give myself an endorsement?**

No. If you hold a flight instructor certificate with a sport pilot rating, you may not give yourself an endorsement for any certificate, privilege, rating, flight review, authorization, practical test, knowledge test, or proficiency check required by this part.

#### **§61.423 What are the recordkeeping requirements for a flight instructor with a sport pilot rating?**

(a) As a flight instructor with a sport pilot rating you must:

(1) Sign the logbook of each person to whom you have given flight training or ground training.

(2) Keep a record of the name, date, and type of endorsement for:

(i) Each person whose logbook or student pilot certificate you have endorsed for solo flight privileges.

(ii) Each person for whom you have provided an endorsement for a knowledge test, practical test, or proficiency check, and the record must indicate the kind of test or check, and the results.

(iii) Each person whose logbook you have endorsed as proficient to operate—

(A) An additional category or class of light-sport aircraft;

(B) An additional make and model of light-sport aircraft;

(C) In Class B, C, and D airspace; at an airport located in Class B, C, or D airspace; and to, from, through, or at an airport having an operational control tower; and

(D) A light-sport aircraft with a  $V_H$  greater than 87 knots CAS.

(iv) Each person whose logbook you have endorsed as proficient to provide flight training in an additional—

(A) Category or class of light-sport aircraft; and

(B) Make and model of light-sport aircraft.

(b) Within 10 days after providing an endorsement for a person to operate or provide training in an additional category and class of light-sport aircraft you must—

(1) Complete, sign, and submit to the FAA the application presented to you to obtain those privileges; and

(2) Retain a copy of the form.

(c) You must keep the records listed in this section for 3 years. You may keep these records in a logbook or a separate document.

#### **§61.425 How do I renew my flight instructor certificate?**

If you hold a flight instructor certificate with a sport pilot rating you may renew your certificate in accordance with the provisions of §61.197.

#### **§61.427 What must I do if my flight instructor certificate with a sport pilot rating expires?**

You may exchange your expired flight instructor certificate with a sport pilot rating for a new certificate with a sport pilot rating and any other rating on that certificate by passing a practical test as prescribed in §61.405 (b) or §61.183 (h) for one of the ratings listed on the expired flight instructor certificate. The FAA will reinstate any privilege authorized by the expired certificate.

#### **§61.429 May I exercise the privileges of a flight instructor certificate with a sport pilot rating if I hold a flight instructor certificate with another rating?**

If you hold a current and valid flight instructor certificate, a commercial pilot certificate with an airship rating, or a commercial pilot certificate with a balloon rating issued under this part, and you seek to exercise the privileges of a flight instructor certificate with a sport pilot rating, you may do so without any further showing of proficiency, subject to the following limits:

(a) You are limited to the aircraft category and class ratings listed on your flight instructor certificate, commercial pilot certificate with an airship rating, or commercial pilot certificate with a balloon rating, as appropriate, when exercising your flight instructor privileges and the privileges specified in §61.413.

(b) You must comply with the limits specified in §61.415 and the recordkeeping requirements of §61.423.

(c) If you want to exercise the privileges of your flight instructor certificate, commercial pilot certificate with an airship rating, or commercial pilot certificate with a balloon rating, as appropriate, in a category, class, or make and model of light-sport aircraft for which you are not currently rated, you must meet all applicable requirements to provide training in an additional category or class of light-sport aircraft specified in §61.419.

#### **§61.431 Are there special provisions for obtaining a flight instructor certificate with a sport pilot rating for persons who are registered ultralight instructors with an FAA-recognized ultralight organization?**



If you are a registered ultralight instructor with an FAA-recognized ultralight organization on or before September 1, 2004, and you want to apply for a flight instructor certificate with a sport pilot rating, not later than January 31, 2008 –

(a) You must hold either a current and valid sport pilot certificate, a current recreational pilot certificate and meet the requirements §61.101 (c), or at least a current and valid private pilot certificate issued under this part.

(b) You must meet the eligibility requirements in §§61.403 and 61.23. You do not have to meet the aeronautical knowledge requirements specified in §61.407, the flight proficiency requirements specified in §61.409 and the aeronautical experience requirements specified in §61.411, except you must meet the minimum total flight time requirements in the category and class of light-sport aircraft specified in §61.411.

(c) You do not have to meet the aeronautical knowledge requirement specified in §61.407 (a) if you have passed an FAA-recognized ultralight organization’s fundamentals of instruction knowledge test.

(d) You must submit a certified copy of your ultralight pilot records from the FAA-recognized ultralight organization. Those records must—

(1) Document that you are a registered ultralight flight instructor with that FAA-recognized ultralight organization; and

(2) Indicate that you are recognized to operate and provide training in the category and class of aircraft for which you seek privileges.

(e) You must pass the knowledge test and practical test for a flight instructor certificate with a sport pilot rating applicable to the aircraft category and class for which you seek flight instructor privileges.

**PART 65—CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS**

Amend §65.85 by designating the existing text as paragraph (a) and inserting phrase “Except as provided in paragraph (b) of this section,” at the beginning of new paragraph (a), and adding paragraph (b) to read as follows:

**§65.85 Airframe rating; additional privileges.**

(b) A certificated mechanic with an airframe rating can approve and return to service an airframe, or any related part or appliance, of an aircraft with a special airworthiness certificate in the light-sport category after performing and inspecting a major repair or major alteration for

products that are not produced under an FAA approval provided the work was performed in accordance with instructions developed by the manufacturer or a person acceptable to the FAA.

Amend §65.87 by designating the existing text as paragraph (a) and inserting the phrase “Except as provided in paragraph (b) of this section,” at the beginning of new paragraph (a) and adding paragraph (b) to read as follows:

**§65.87 Powerplant rating; additional privileges.**

(b) A certificated mechanic with a powerplant rating can approve and return to service a powerplant or propeller, or any related part or appliance, of an aircraft with a special airworthiness certificate in the light-sport category after performing and inspecting a major repair or major alteration for products that are not produced under an FAA approval, provided the work was performed in accordance with instructions developed by the manufacturer or a person acceptable to the FAA.

Amend §65.101 by revising paragraph (b) to read as follows:

**§65.101 Eligibility requirements: General.**

(b) This section does not apply to the issuance of a repairman certificate (experimental aircraft builder) under §65.104 or to a repairman certificate (light-sport aircraft) under §65.107.

Amend §65.103 by adding paragraph (c) to read as follows:

**§65.103 Repairman certificate: Privileges and limitations.**

(c) This section does not apply to the holder of a repairman certificate (light-sport aircraft) while that repairman is performing work under that certificate.

Add §65.107 to subpart E to read as follows:

**§65.107 Repairman certificate (light-sport aircraft): Eligibility, privileges, and limits.**

(a) Use the following table to determine your eligibility for a repairman certificate (light-sport aircraft) and appropriate rating:

To be eligible for...	You must...
(1) A repairman certificate (light-sport aircraft),	(i) Be at least 18 years old, (ii) Be able to read, speak, write, and understand English. If for medical reasons you cannot meet one of these requirements, the FAA may place limits on your repairman certificate necessary to safely perform the actions authorized by the certificate and rating, (iii) Demonstrate the requisite skill to determine whether a light-sport aircraft is in a condition for safe operation, and (iv) Be a citizen of the United States, or a citizen of a foreign country who has been lawfully admitted for permanent residence in the United States.
(2) A repairman certificate (light-sport aircraft) with an inspection rating,	(i) Meet the requirements of paragraph (a)(1) of this section, and (ii) Complete a 16-hour training course acceptable to the FAA on inspecting the particular class of experimental light-sport aircraft for which you intend to exercise the privileges of this rating.
(3) A repairman certificate (light-sport aircraft) with a maintenance rating,	(i) Meet the requirements of paragraph (a)(1) of this section, and (ii) Complete a training course acceptable to the FAA on maintaining the particular class of light-sport aircraft for which you intend to exercise the privileges of this rating. The training course must, at a minimum, provide the following number of hours of instruction: (A) For airplane class privileges--120-hours, (B) For weight-shift control aircraft class privileges—104 hours, (C) For powered parachute class privileges—104 hours, (D) For lighter than air class privileges—80 hours, (E) For glider class privileges—80 hours.

(b) The holder of a repairman certificate (light-sport aircraft) with an inspection rating may perform the annual condition inspection on a light-sport aircraft:

(1) That is owned by the holder;

(2) That has been issued an experimental certificate for operating a light-sport aircraft under §21.191 (i) of this chapter; and

(3) That is in the same class of light-sport-aircraft for which the holder has completed the training specified in paragraph (a)(2)(ii) of this section.

(c) The holder of a repairman certificate (light-sport aircraft) with a maintenance rating may—

(1) Approve and return to service an aircraft that has been issued a special airworthiness certificate in the light-sport category under §21.190 of this chapter, or any part thereof, after performing or inspecting maintenance (to include the annual condition inspection and the 100-hour inspection required by §91.327 of this chapter), preventive maintenance, or an alteration (excluding a major repair or a major alteration on a product produced under an FAA approval);

(2) Perform the annual condition inspection on a light-sport aircraft that has been issued an experimental certificate for operating a light-sport aircraft under §21.191 (i) of this chapter; and

(3) Only perform maintenance, preventive maintenance, and an alteration on a light-sport aircraft that is in the same class of light-sport aircraft for which the holder has completed the training specified in paragraph (a)(3)(ii) of this section. Before performing a major repair, the holder must complete additional training acceptable to the FAA and appropriate to the repair performed.

(d) The holder of a repairman certificate (light-sport aircraft) with a maintenance rating may not approve for return to service any aircraft or part thereof unless that person has previously performed the work concerned satisfactorily. If that person has not previously performed that work, the person may show the ability to do the work by performing it to the satisfaction of the FAA, or by performing it under the direct supervision of a certificated and appropriately rated mechanic, or a certificated repairman, who has had previous experience in the specific operation concerned. The repairman may not exercise the privileges of the certificate unless the repairman understands the current instructions of the manufacturer and the maintenance manuals for the specific operation concerned.

**PART 91 —GENERAL OPERATING AND FLIGHT RULES**

Amend §91.1 by revising paragraph (b) to read as follows:

**§91.1 Applicability.**

(b) Each person operating an aircraft in the airspace overlying the waters between 3 and 12 nautical miles from the coast of the United States must comply with §§91.1 through 91.21; §§91.101 through 91.143; §§91.151 through 91.159; §§91.167 through 91.193; §91.203; §91.205; §§ 91.209 through 91.217; §91.221; §§91.303 through 91.319; §§91.323 through 91.327; §91.605; §91.609; §§91.703 through 91.715; and §91.903.

Amend §91.113 by revising paragraphs (d)(2) and (d)(3) to read as follows:

**§91.113 Right-of-way rules: Except water operations.**

(d) \*\*\*  
(2) A glider has the right-of-way over an airship, powered parachute, weight-shift-control aircraft, airplane, or rotorcraft.  
(3) An airship has the right-of-way over a powered parachute, weight-shift-control aircraft, airplane, or rotorcraft.

Amend §91.126 by revising paragraph (b)(2) to read as follows:  
**§91.126 Operating on or in the vicinity of an airport in Class G airspace.**

(b) \*\*\*  
(2) Each pilot of a helicopter or a powered parachute must avoid the flow of fixed-wing aircraft.

Amend §91.131 by revising paragraphs (b)(1)(i), (b)(1)(ii) and (b)(2), and by adding paragraphs (b)(1)(iii) and (b)(1)(iv) to read as follows:

**§91.131 Operations in Class B airspace.**

\*\*\*  
(b) \*\*\*  
(1) \*\*\*  
(i) The pilot in command holds at least a private pilot certificate;  
(ii) The pilot in command holds a recreational pilot certificate and has met--  
(A) The requirements of §61.101 (d) of this chapter; or  
(B) The requirements for a student pilot seeking a recreational pilot certificate in §61.94 of this chapter;  
(iii) The pilot in command holds a sport pilot certificate and has met --  
(A) The requirements of §61.325 of this chapter; or  
(B) The requirements for a student pilot seeking a recreational pilot certificate in §61.94 of this chapter; or  
(iv) The aircraft is operated by a student pilot who has met the requirements of §61.94 or §61.95 of this chapter, as applicable.  
\*\*\*  
(2) Notwithstanding the provisions of paragraphs (b)(1)(ii), (b)(1)(iii) and (b)(1)(iv) of this section, no person may take off or land a civil aircraft at those airports listed in section 4 of appendix D to this part unless the pilot in command holds at least a private pilot certificate.  
\*\*\*

Amend §91.155 by revising paragraph (b)(2) to read as follows:

**§91.155 Basic VFR weather minimums.**

\*\*\*  
(b) \*\*\*  
(2) Airplane, powered parachute, or weight-shift-control aircraft.  
If the visibility is less than 3 statute miles but not less than 1 statute mile during night hours and you are operating in an airport traffic pattern within 1/2 mile of the runway, you may operate an airplane, powered parachute, or weight-shift-control aircraft clear of clouds.  
\*\*\*

Amend §91.213 by revising paragraph (d)(1)(i) to read as follows:

**§91.213 Inoperative instruments and equipment.**

\*\*\*  
(d) \*\*\*  
(1) \*\*\*  
(i) Rotorcraft, non-turbine-powered airplane, glider, lighter-than-air aircraft, powered parachute, or weight-shift-control aircraft, for which a master minimum equipment list has not been developed; or  
\*\*\*

Amend §91.309 by revising the section heading and paragraphs (a) introductory text, (a)(3), (a)(5), and (b) to read as follows:

**§91.309 Towing: Gliders and unpowered ultralight vehicles.**

(a) No person may operate a civil aircraft towing a glider or unpowered ultralight vehicle unless –  
\*\*\*  
(3) The towline used has breaking strength not less than 80 percent of the maximum certificated operating weight of the glider or unpowered ultralight vehicle and not more than twice this operating weight. However, the towline used may have a breaking strength more than twice the maximum certificated operating weight of the glider or unpowered ultralight vehicle if –  
(i) A safety link is installed at the point of attachment of the towline to the glider or unpowered ultralight vehicle with a breaking strength not less than 80 percent of the maximum certificated operating weight of the glider or unpowered ultralight vehicle and not greater than twice this operating weight;  
(ii) A safety link is installed at the point of attachment of the towline to the towing aircraft with a breaking strength greater, but not more than 25 percent greater, than that of the safety link at the towed glider or unpowered ultralight vehicle end of the towline and not greater than twice the maximum certificated operating weight of the glider or unpowered ultralight vehicle;  
\*\*\*  
(5) The pilots of the towing aircraft and the glider or unpowered ultralight vehicle have agreed upon a general course of action, including takeoff and release signals, airspeeds, and emergency procedures for each pilot.

(b) No pilot of a civil aircraft may intentionally release a towline, after release of a glider or unpowered ultralight vehicle, in a manner that endangers the life or property of another.

Amend §91.319 by redesignating paragraph (e) as paragraph (i) and adding new paragraphs (e), (f), (g) and (h) to read as follows:

**§91.319 Aircraft having experimental certificates: Operating limitations.**

\* \* \* \* \*

(e) No person may operate an aircraft that is issued an experimental certificate under §21.191 (i) of this chapter for compensation or hire, except a person may operate an aircraft issued an experimental certificate under §21.191 (i)(1) for compensation or hire to—

- (1) Tow a glider that is a light-sport aircraft or unpowered ultralight vehicle in accordance with §91.309; or
- (2) Conduct flight training in an aircraft which that person provides prior to January 31, 2010.

(f) No person may lease an aircraft that is issued an experimental certificate under §21.191 (i) of this chapter, except in accordance with paragraph (e)(1) of this section.

(g) No person may operate an aircraft issued an experimental certificate under §21.191 (i)(1) of this chapter to tow a glider that is a light-sport aircraft or unpowered ultralight vehicle for compensation or hire or to conduct flight training for compensation or hire in an aircraft which that persons provides unless within the preceding 100 hours of time in service the aircraft has—

- (1) Been inspected by a certificated repairman (light-sport aircraft) with a maintenance rating, an appropriately rated mechanic, or an appropriately rated repair station in accordance with inspection procedures developed by the aircraft manufacturer or a person acceptable to the FAA; or
- (2) Received an inspection for the issuance of an airworthiness certificate in accordance with part 21 of this chapter.

(h) The FAA may issue deviation authority providing relief from the provisions of paragraph (a) of this section for the purpose of conducting flight training. The FAA will issue this deviation authority as a letter of deviation authority.

- (1) The FAA may cancel or amend a letter of deviation authority at any time.
- (2) An applicant must submit a request for deviation authority to the FAA at least 60 days before the date of intended operations. A request for deviation authority must contain a complete description of the proposed operation and justification that establishes a level of safety equivalent to that provided under the regulations for the deviation requested.

\* \* \* \* \*

Add §91.327 to read as follows:

**§91.327 Aircraft having a special airworthiness certificate in the light-sport category: Operating limitations.**

(a) No person may operate an aircraft that has a special airworthiness certificate in the light-sport category for compensation or hire except—

- (1) To tow a glider or an unpowered ultralight vehicle in accordance with §91.309 of this chapter; or
- (2) To conduct flight training.

(b) No person may operate an aircraft that has a special airworthiness certificate in the light-sport category unless—

- (1) The aircraft is maintained by a certificated repairman with a light-sport aircraft maintenance rating, an appropriately rated mechanic, or an appropriately rated repair station in accordance with the applicable provisions of part 43 of this chapter and maintenance and inspection procedures developed by the aircraft manufacturer or a person acceptable to the FAA;
- (2) A condition inspection is performed once every 12 calendar months by a certificated repairman (light-sport aircraft) with a maintenance rating, an appropriately rated mechanic, or an appropriately rated repair station in accordance with inspection procedures developed by the aircraft manufacturer or a person acceptable to the FAA;

(3) The owner or operator complies with all applicable airworthiness directives;

(4) The owner or operator complies with each safety directive applicable to the aircraft that corrects an existing unsafe condition. In lieu of complying with a safety directive an owner or operator may—

- (i) Correct the unsafe condition in a manner different from that specified in the safety directive provided the person issuing the directive concurs with the action; or
- (ii) Obtain an FAA waiver from the provisions of the safety directive based on a conclusion that the safety directive was issued without adhering to the applicable consensus standard;

(5) Each alteration accomplished after the aircraft's date of manufacture meets the applicable and current consensus standard and has been authorized by either the manufacturer or a person acceptable to the FAA;

(6) Each major alteration to an aircraft product produced under a consensus standard is authorized, performed and inspected in accordance with maintenance and inspection procedures developed by the manufacturer or a person acceptable to the FAA; and

(7) The owner or operator complies with the requirements for the recording of major repairs and major alterations performed on type-certificated products in accordance with §43.9 (d) of this chapter, and with the retention requirements in §91.417.

(c) No person may operate an aircraft issued a special airworthiness certificate in the light-sport category to tow a glider or unpowered ultralight vehicle for compensation or hire or conduct flight training for compensation or hire in an aircraft which that persons provides unless within the preceding 100 hours of time in service the aircraft has—

- (1) Been inspected by a certificated repairman with a light-sport aircraft maintenance rating, an appropriately rated mechanic, or an appropriately rated repair station in accordance with inspection procedures developed by the aircraft manufacturer or a person acceptable to the FAA and been approved for return to service in accordance with part 43 of this chapter; or
- (2) Received an inspection for the issuance of an airworthiness certificate in accordance with part 21 of this chapter.

(d) Each person operating an aircraft issued a special airworthiness certificate in the light-sport category must operate the aircraft in accordance with the aircraft's operating instructions, including any provisions for necessary operating equipment specified in the aircraft's equipment list.

(e) Each person operating an aircraft issued a special airworthiness certificate in the light-sport category must advise each person carried of the special nature of the aircraft and that the aircraft does not meet the airworthiness requirements for an aircraft issued a standard airworthiness certificate.

(f) The FAA may prescribe additional limitations that it considers necessary.

Amend §91.409 by revising paragraph (c)(1) to read as follows:  
**§91.409 Inspections.**

\* \* \* \* \*

- (c) \* \* \*  
(1) An aircraft that carries a special flight permit, a current experimental certificate, or a light-sport or provisional airworthiness certificate;

\* \* \* \* \*

Amend Appendix D to part 91 by revising the section heading and introductory text of Section 4 to read as follows:

**Appendix D to Part 91—Airports/Locations: Special Operating Restrictions**

\* \* \* \* \*

**Section 4.** Locations at which solo student, sport, and recreational pilot activity is not permitted.

Pursuant to §91.131 (b)(2), solo student, sport, and recreational pilot operations are not permitted at any of the following airports.

\* \* \* \* \*

Issued in Washington, DC, on July 16, 2004.  
/s/ Marion C. Blakey  
Administrator