



Figure 16-2. *Light sport airplane.*

manufacturer then, through evaluation services offered by a designated airworthiness representative, completes the process by submitting the required paperwork to the FAA. Upon approval, an LSA manufacturer is permitted to sell ready-to-fly S-LSA aircraft.

LSA Synopsis

- The airplane must meet the weight, speed, and other criteria as described in this chapter.
- Airplanes under the S-LSA certification may be used for sport and recreation, flight training, and aircraft rental.
- Airplanes under the E-LSA certification may be used only for sport and recreation and flight instruction for the owner of the airplane. E-LSA certification is not the same as Experimental Amateur-Built. E-LSA certification is based on an approved S-LSA airplane.
- Airplanes with a standard airworthiness type certificate (i.e., a Piper J-2 or J-3) that continue to meet the 14 CFR 1.1 LSA definition may be flown by a pilot with a Sport Pilot certificate.

- Must have an FAA registration and N-number.
- United States or foreign manufacturers can be authorized.
- May be operated at night if the aircraft is equipped per 14 CFR part 91, section 91.205, if night operations are allowed by the airplane's operating limitations, and the pilot holds at least a Private Pilot certificate and a minimum of a third-class medical.
- LSAs can be flown by holders of a Sport Pilot certificate or higher level pilot certificate (recreational, private, etc.)

Sport Pilot Certificate

In addition to the LSA rules, the FAA created a new Sport Pilot certificate in 2004 that lowered the minimum training time requirements, in comparison to other pilot certificates, for newly certificated pilots wishing to exercise privileges only in LSA aircraft. A pilot that already holds a recreational, private, commercial, or airline transport pilot certificate and a current medical certificate is permitted to pilot LSA airplanes provided that he or she has the appropriate category and class