WSC LSA Maintenance Requirements

S-LSA-certified by FAA accepted ASTM consensus standards

- Annual and 100-hour condition inspection may be performed by:
  - LSA Repairman with Maintenance rating (120-hour course)
  - A&P or FAA certificated repair station
- Maintenance,* repair, and alterations may be performed by:
  - LSA Repairman with Maintenance rating (as authorized by manufacturer)
  - A&P or FAA certificated repair station (as authorized by manufacturer)

E-LSA including:

- Ultralights/trainers transitioned to LSA that meet the criteria of 14 CFR Section 21.191(i)(1)**
- Manufacturer S-LSA kits that meet the criteria of 14 CFR Section 21.191(i)(2) (not amateur built)
- Converted from S-LSA that meet the criteria of 14 CFR Section 21.191(i)(3) (see 14 CFR Section 41.1(b) for servicing)
  - Annual condition inspection may be performed by:
    - > LSA Repairman with Maintenance rating (120-hour course)
    - > A&P or FAA certificated repair station
    - > Owner Repairman with Inspection rating (16-hour course)
  - Owner can be trained in his/her own aircraft and does not need 100-hour inspection.
  - Servicing, repair, and alterations may be performed by anyone.***

Amateur built that meet the definition of LSA and criteria of 14 CFR section 21.191(g)

- Annual condition inspection may be performed by:
  - Original builder gets Repairman certificate for that specific airplane and can perform annual condition inspection:
  - If owner was not original builder, Annual condition inspection may be performed by:
    - > A&P or FAA certificated repair station or original builder
    - > Original builder
- Owner can be trained in his/her own aircraft; 100-hour inspection not necessary
- Servicing, repair, and alterations may be performed by anyone***

* Simple "preventive maintenance" as specified by manufacturer can be done by the owner and operator of a S-LSA with a Sport Pilot or higher certificate.

** 100-hour inspection if used for training, compensation, or hire (if applicable) before January 31, 2010 (towing no end date) may be performed by LSA Repairman with Maintenance rating, A&P or FAA certificated repair station.

*** Maintenance is a common term, but it is not used here because the FAA uses the word "maintenance" to refer to a specific level of service required to be performed by properly trained mechanics.

Figure 5-42. *Maintenance requirements for WSC LSA.*

The pilot must have in his or her possession a Sport pilot certificate for the aircraft being flown, medical eligibility, and a government issued photo identification. For a Sport Pilot Certificate, medical eligibility can be a valid United States driver's license, which also serves as government issued photo identification.

To fly the aircraft with Private Pilot privileges, the pilot needs a valid FAA minimum third class medical certificate accompanied by a government issued photo identification and Private Pilot certificate for WSC aircraft. See Chapter 1, Introduction to Weight-Shift Control, for details on specific pilot certificates and privileges.

Routine Preflight Inspection

The accomplishment of a safe flight begins with a careful and systematic routine preflight inspection to determine if the aircraft is in a condition for safe flight. The preflight inspection should be performed in accordance with a printed checklist provided by the manufacturer for the specific model of the aircraft. However, the following general areas are applicable to all WSC aircraft.

The preflight inspection begins as soon as a pilot approaches the aircraft. Since the WSC aircraft can be transported by trailer, first and foremost, look for any damage that may have occurred during takedown, loading, transit, unloading, and setup. Make note of the general appearance of the aircraft, looking for obvious discrepancies such as tires with low air pressure, structural distortion, wear points, and dripping fuel or oil leaks. All tie-downs, control locks, and chocks should be removed during the unloading process.

The pilot must be thoroughly familiar with the locations and functions of the aircraft systems, switches, and controls. Use the preflight inspection as an orientation when operating a particular model for the first time.

The actual walk-around routine preflight inspection has been used for years from the smallest general aviation airplane to the largest commercial jet. The walk-around is thorough and systematic, and should be done the same way each time an aircraft is flown. In addition to seeing the aircraft up close, it requires taking the appropriate action whenever a discrepancy is discovered. A WSC aircraft walk-around covers four main tasks:

1. Wing inspection
2. Carriage inspection
3. Powerplant inspection
4. Equipment check

Throughout the inspection, check for proper operation of systems, secure nuts/bolts/attachments/hardware, look for any signs of deterioration or deformation of any components/systems, such as dents, signs of excessive wear, bending, tears, or misalignment of any components and/or cracks.