

10 Months and Counting

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Note: this is the second in a series of articles on the new Sport Pilot Rules and the requirements for new and existing pilots. In the January issue of UltraFlight (12 months and Counting) we discussed the requirements and time limits for Ultralight pilots to transition to Sport Pilot. This article will focus on the zero time student pilots who would like to become Sport Pilots.

The Sport Pilot rule has benefits for existing ultralight pilots and for the new student pilots. The benefits can include a cost savings for the training required for the sport pilot certificate.

As explained in the January article, ultralight pilots are given credit for their flying experience if they take and pass the Practical test before the end of January 07. Receiving credit for their flying experience will result in a savings in the amount spent in preparation for the check ride.

An ultralight pilot prior to September, 2004 must comply with:

- 14CFR61.305 – Age and Language requirements for a sport pilot certificate
- 14CFR61.23 – Medical certificates: Requirement and Duration (Drivers License)
- 14CFR61.307 – Tests I have to take to obtain a sport pilot certificate (Knowledge Test)

An ultralight pilot prior to September, 2004 and having a certificate from his ultralight organization stating that he was an ultralight pilot prior September 2004, is given credit for the following requirements:

- 14CFR61.309 – Aeronautical knowledge I must have to apply for a sport pilot certificate
- 14CFR61.311 – Flight Proficiency Requirements
- 14CFR61.313 – Aeronautical experience I must have to apply for a sport pilot certificate

What about the ultralight pilots who just started flying and are not eligible for the credit given to ultralight pilots prior to September 04?

All is not lost. You can still receive training toward your Sport Pilot Certificate from your ultralight instructor, in an ultralight vehicle. Both (instructor & vehicle) must be registered properly and you must be a member of an ultralight organization prior to the instruction. This is significant because sport pilot instructors and registered aircraft may not be available for training in your area. In addition, the ultralight instructor and ultralight training vehicle may be less expensive.

An ultralight pilot after September 04 must comply with the following:

- 14CFR61.305 – Age and Language requirements for a sport pilot certificate
- 14CFR61.23 – Medical certificates: Requirement and Duration (Drivers License)
- 14CFR61.307 – Tests I have to take to obtain a sport pilot certificate (Knowledge Test)

An ultralight pilot after September 04 may receive instruction from an ultralight instructor in an ultralight vehicle to comply with:

- 14CFR61.309 – Aeronautical knowledge I must have to apply for a sport pilot certificate
- 14CFR61.311 – Flight Proficiency Requirements
- 14CFR61.313 – Aeronautical experience I must have to apply for a sport pilot certificate

Flight instruction given by an ultralight instructor, in an ultralight training vehicle, can be credited toward the sport pilot certificate as outlined in:

- 14CFR61.52 – Use of aeronautical experience obtained in ultralight vehicles

However, the ultralight instructor can not provide all of the training and endorsements required by an ultralight pilot who started after September 04. Recommendations and training that must be given by a Sport Pilot Instructor or a CFI in a Light Sport Aircraft (LSA) include:

- Recommendation to take the Sport Pilot

- Knowledge Test (Written Test)
- Recommendation to take the Sport Pilot Practical Test (Check Ride)
- Three hours in flight instruction in preparation for the Practical Test.
- This training must be in an LSA of the same category used for the Practical Test
- The three hours of training is outlined in 14CFR61.313 Aeronautical experience

Using an ultralight instructor for sport pilot training does not last forever. Instruction by ultralight instructors ends in January 08 when the Ultralight Training Exemptions come to an end.

For details on each of the regulations, you may want to check your copy of the FAR/AIM or search for the regulation on the internet.

There is benefit to transitioning to Sport Pilot now. Don't let time get away and lose the benefits of reduced time and money.

14CFR61.307 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 an 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 an authorized instructor who provided you with flight training on the areas of operation listed 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.

61.305 Age and Language requirements for a sport pilot certificate

§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.

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

§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:

- Applicable regulations of this chapter that relate to sport pilot privileges, limits, and flight operations.
- Accident reporting requirements of the National Transportation Safety Board.
- Use of the applicable portions of the aeronautical information manual and FAA advisory circulars.
- Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems, as appropriate.
- Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts.
- Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence.
- Effects of density altitude on takeoff and climb performance.
- Weight and balance computations.
- Principles of aerodynamics, powerplants, and aircraft systems.
- Stall awareness, spin entry, spins, and spin recovery techniques, as applicable.
- Aeronautical decision making and risk management.
 - Preflight actions that include—
 - 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
 - How to plan for alternatives if the planned flight cannot be completed or if you encounter delays.

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14CFR61.23 Medical certificates: Requirement and duration.

(c) Operations requiring either a medical certificate or U.S. drivers 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. drivers 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 crew member of a light-sport aircraft other than a glider or balloon.

14CFR61.52 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 and 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.

14CFR61.311 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 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.

Definitions: This article refers to several different regulations. For example, 14CFR 61.329. This means that this particular regulation is found under Title 14 (Aeronautics and Space) of the Code of Federal Regulations. In that title, this regulation is in Part 61 – Certification: Pilots, Flight Instructors, and Ground Instructors, in section 329. You may also see the regulations contained in Title 14 referred to as FARs – Federal Air Regulations. Other Parts often cited are Part 103 - Ultralight Vehicles, and Part 91- General Operating and Flight Rules.

If you don't have a print copy of the FARs yet, you can browse the Code of Federal Regulations online at <http://ecfr.gpoaccess.gov/>. All the regulations you will need to know are contained in the FAR/AIM, published by the government and several aviation supply companies.

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