



LSA, ELSA, SLSA & LSP

**“What does it all
mean?”**

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Light Sport Aircraft

- LSA

- The rules are somewhat confusing and some of the kit manufacturers are not helping, by the casual wording within their advertisements.
- They say “experimental” when they really mean “amateur-built”

LSA

- They say Light-Sport Category when they really mean Light-Sport Compliant”

Light-Sport Regs

- Special Light-Sport Aircraft, SLSA
 - Built by a factory
 - Built to ASTM standard
 - Not Experimental Category

SLSA

- Similar to Standard Production A/C
 - Must be maintained as called for in their particular maintenance manual
 - The only work you may perform on them is whatever the manufacturer says you can
 - Anything beyond listed as “owner maintenance” must be done by a certified mechanic or a repairman with a maintenance rating for light-sport aircraft (ref part 65.107)

SLSA

- Can be used commercially for flight instruction and towing light-sport gliders or an unpowered ultra-light vehicle.
- These aircraft are first issued a Special Flight Permit for the purpose of production flight testing.
- After flight testing is complete, the aircraft is re-inspected and a Special Airworthiness Certificate in the Light-Sport Category is issued.
- Each aircraft is inspected individually.

Experimental Light-Sport Aircraft, E-LSA

- Ref part 21.191
- We have to step down again, as there are 3 sub categories of E-LSA
 - FAR part 21.191(i)(1) covers the Certification of grandfathered ultralight types that don't meet part 103.

E-LSA

- These aircraft are either too heavy, fly too fast, carry too much fuel, have too many seats or have some other characteristic that keeps them from meeting the ultralight limits.
- There was a grace period from September of 2004 through January 2008 to allow these aircraft to be registered and certificated as E-LSA's.

E-LSA

- The primary purpose of this rule was to allow conversion of the aircraft that were being used under the ultralight training exemption. These aircraft, if properly certificated, may continue to be used for flight training through January 2010.

2nd subcategory of E-LSA

- 21.191(l)(2)
- These aircraft have been assembled from an E-LSA kit.
- Before a manufacturer can offer an E-LSA kit, he must first complete and certificate an S-LSA.

2nd subcategory of E-LSA

- 21.191(l)(2)
- The kit will be based precisely on this aircraft.
- This is by far the most misunderstood example of light-sport aircraft.

3rd Category – S-LSA

- **21.191(i)(3)**

- This aircraft began life as a factory built Special Light-Sport aircraft and has been re-certified as an E-LSA.
 - After re-certification, this aircraft is no longer subject to the strict maintenance rules of the manufacturer, but it may no longer be used commercially because it is now in the Experimental Category.

Kit built E-LSA

- To qualify, the kit doesn't need to meet the “major portion” rule of amateur-built, but it **MUST** be built precisely in accordance with the plans and instructions provided by the kit manufacturer.
- There can be no changes or modifications.

Kit built E-LSA

- When presented for certification the completed aircraft must be an exact clone of the S-LSA from which the kit was derived.
- Same engine, same prop, same instruments, same avionics, etc...

Kit built E-LSA

- Any options or accessories must be approved in writing by the kit manufacturer.
- An applicant for E-LSA certification under 21.191(i)(3) must provide extensive evidence that the aircraft meets all applicable requirements.

Kit built E-LSA

- The builder must show that he followed the plans and assembly instructions to the letter.
 - He must supply the aircraft's operating instructions, the aircraft's maintenance and inspection procedures, the manufacturer's statement of compliance for the kit and the aircraft's flight training supplement.

Kit built E-LSA

- There are additional requirements if the kit is supplied by a foreign manufacturer. Part 21.193(e) lists the required evidence that must be presented.

LSA Rules:

Basic Parameters of the Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft Rule