

FAA EXPERIMENTAL & SPORT AIRCRAFT REGULATIONS

(FAR Part 91 provisions)

**Owners of experimental aircraft would benefit by adopting FAR Part 91.319 without change.
It also needs provisions from FAR Part 43**

§ 91.319 Aircraft having experimental certificates: Operating limitations.	Comment
(a) No person may operate an aircraft that has an <u>experimental certificate</u> — (1) For other than the purpose for which the certificate was issued; or (2) Carrying persons or property for compensation or hire.	
(b) No person may operate an aircraft that has an experimental certificate outside of an area assigned by the Administrator FAA until it is shown that— (1) The aircraft is controllable throughout its normal range of speeds and throughout all the manoeuvres to be executed; and (2) The aircraft has no hazardous operating characteristics or design features.	Proof of operational features.
(c) <u>Unless otherwise authorized by the Administrator</u> FAA in special operating limitations, <u>no person may operate an aircraft that has an experimental certificate over a densely populated area</u> or in a congested airway. The Administrator FAA may issue special operating limitations takeoffs and landings to be conducted over a densely populated area or in a congested airway, in accordance with terms and conditions specified in the authorization in the interest of safety in air commerce.	Out provision for NAA to approve flight over densely populated areas.
(d) Each person operating an aircraft that has an experimental certificate shall— (1) Advise each person carried of the experimental nature of the aircraft; (2) Operate under VFR, day only, unless otherwise specifically authorized by the Administrator FAA; and (3) Notify the control tower of the experimental nature of the aircraft when operating the aircraft into or out of airports with operating control towers.	Out provision for NAA to enable NVFR, IFR, etc.
(e) No person may operate an aircraft that is issued an <u>experimental certificate under § 21.191(i)</u> of this chapter for compensation or hire, <u>except a person may operate an aircraft issued an experimental certificate under § 21.191(i)(1)</u> 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.	Towing aircraft
(f) No person may lease an aircraft that is issued an <u>experimental certificate under § 21.191(i)</u> of this chapter, except in accordance with paragraph (e)(1) of this section.	Limits use if leasing aircraft
(g) No person may operate an aircraft issued an <u>experimental certificate under § 21.191(i)(1)</u> 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 <u>unless within the preceding 100 hours of time in service the aircraft has</u> — (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.	Inspection prior to being used for towing by specified persons Need conversion of CASA issued Maintenance Authority to ? Adopt EASR 66 B3 for LSA and other non-certificated aircraft?
(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.	Out clause for flight training.
(i) The Administrator FAA may prescribe additional limitations that the Administrator FAA considers necessary, including limitations on the persons that may be carried in the aircraft.	Safety provision

The FARs are outcome based performance regulations, something CASRs have never been.

Note: Wherever it refers t Comments o approved by the “Administrator” it should be read as approved by a CFR Part 183 Approved Design Organisation (ADO) or Individual (DER/DAR).

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LSA aircraft operating provisions

The aeromedical rules applicable to the sport pilot can be reduced to two things:

- (1) Have a VALID driver's license
- (2) Have no medical condition which could affect light sport flight performance.

§ 91.327. Aircraft having a special airworthiness certificate in the <u>light sport category</u>: Operating limitations.	Comments
(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.	FAR 91.309 follows
(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 <u>part 43 of this chapter</u> 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.	All the options for maintenance. CASA Maintenance Authorities ? CASA could amend Part 66 to include B3 licence applicable to LSA.?
(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 <u>part 43 of this chapter</u> ; or (2) Received an inspection for the issuance of an airworthiness certificate in accordance with <u>part 21</u> of this chapter.	100 hourly inspection when used commercially
(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.	Standard practice
(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.	Same as experimental
(f) The FAA may prescribe additional limitations that it considers necessary.	FAA or delegate/representative

FAR Part 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.

Where is CASA's Sport Aircraft Licence harmonised with the FARs????????????????

FAA EXPERIMENTAL & SPORT AIRCRAFT REGULATIONS

(FAR Part 91 provisions)

Towing

§ 91.309 Towing: Gliders and unpowered ultralight vehicles.	Comments
<p>(a) No person may operate a civil aircraft towing a glider or unpowered ultralight vehicle unless -</p> <ul style="list-style-type: none"> (1) The pilot in command of the towing aircraft is qualified under §61.69 of this chapter; (2) The towing aircraft is equipped with a tow-hitch of a kind, and installed in a manner, that is approved by the Administrator ; (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 - <ul style="list-style-type: none"> (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; (4) Before conducting any towing operation within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for an airport, or before making each towing flight within such controlled airspace if required by ATC, the pilot in command notifies the control tower. If a control tower does not exist or is not in operation, the pilot in command must notify the FAA flight service station serving that controlled airspace before conducting any towing operations in that airspace; and (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. 	
<p>(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.</p>	