

Bulletin #18
Special Light Sport Aircraft (SLSA) Airworthiness Checks

Background:

Most of our check rides are in aircraft with a standard airworthiness certificate and an earlier bulletin addressed requirements for airworthiness determination for the practical test aircraft. A SLSA should always be in compliance with applicable standards to remain airworthy.

When properly equipped, a SLSA aircraft could be the aircraft or one of the aircraft used for a practical test. With a recent change to the regulations, SLSA may be used in 14 CFR 141 programs.

Maintenance tasks, authorized persons(owner/pilot, A&P, Light Sport Repairman Maintenance {LSRM}), process and procedures are specified in the Maintenance Manuals. If they are not listed, then it is a major repair and there needs to be a Letter of Authorization from the manufacturer. This LOA would be similar or equivalent to a FAA Form 337.

References:

14 CFR 21.190

14 CFR 43

14 CFR 45

14 CFR 91

ASTM Standard 2483 Maintenance and Development of Maintenance Manuals (current edition)

ASTM Standardization News June 2007: ASTM International Standards in the Air

NAFI Mentor January 2010: Work Books—A Flight Instructor's Guide to S-LSA Maintenance Regulations.

See Chart on other side

| | What to look for or ask about on practical test. |
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| Airworthiness Certificate (original) 14 CFR 91.203 | A pink airworthiness certificate with operating limitations attached |
| Registration Certificate (original) 14 CFR 91.203 | No Differences |
| Aircraft Flight Manual, Pilot Operating Handbook 14 CFR 91.9, Operating Limitations 14 CFR 91.319 or Operating Limitations 14 CFR 91.327 | Aircraft should have Aircraft Operation Instructions (AOI) or Pilot Operating Handbook (POH) as well as the airworthiness certificate operating limitations |
| Weight and Balance data 14 CFR 91.9 | In AOI or POH. The aircraft should also have an equipment list. |
| Annual and/or 100 hour inspection, condition check due date 14 CFR 91.409, 91.417 | Condition check each year: if for hire then 100 hr inspections also. Who can perform these inspections? A&P, LSRM, Repair Station as authorized in Maintenance Manual |
| VOR Equipment Check for IFR operation 14 CFR 91.171 | No Differences |
| ELT--battery due date 14 CFR 91.207(c) | No Differences |
| ELT—within last 12 months ops inspection 14 CFR 91.207(d) | No Differences |
| Static System Inspection Certification 14 CFR 91.411 | No Differences |
| Altimeter Inspection Certification 14 CFR 91.411 | No Differences |
| Transponder Inspection Certification 14 CFR 91.413 | No Differences |
| Current status listing of all applicable Airworthiness Directives including time and date of recurring action. 14 CFR 91.417 | For items installed that have FAA certification basis the manufacturer should notify of applicability |
| Compliance with applicable Safety Directives 14 CFR 91.327 | This would include safety information documents for the airframe, engine, and appliances. Can be considered to be equivalent to AD |
| FAA Form 337 for alterations or repairs 14 CFR 91.417 | Uses a Manufacture's process for Letters of Authorization (LOA) and these should be part of the maintenance records |
| Inoperative Equipment Certifications 14 CFR 91.405 | No Differences |
| External Data Plate/Serial Number 14 CFR 45.11 | No Differences |
| Maintenance Records in compliance 14 CFR 91.417 | Authorizations to do maintenance and what tasks can be done are found in the Maintenance Manuals for the aircraft |