



# Federal Aviation Administration

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## Memorandum

Date: DEC 23 2008

To: ALL MIOs, MIDOs, MISOs, FSROs, FSDOs, AFS-600/610 and ACE-114

From: Frank P. Paskiewicz, Manager, Production and Airworthiness Division, AIR-200  
*Seidel for*  
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Prepared by: Airworthiness Certification Branch, AIR-230

Subject: ACTION: Special Light-Sport Airworthiness Certification Issuance

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It has come to our attention that special airworthiness certificates have been issued to light-sport category aircraft which do not meet the requirements of: 14 CFR 91.413, ATC Transponder tests and inspections, 14 CFR 23.1325, Static pressure system, and ASTM Standard F 2279-06, 8.2 Instrument Calibration.

Light-sport manufacturers, manufacturer's extensions, and distributors are submitting aircraft for airworthiness certification and subsequently being issued special light-sport airworthiness certificates (SLSA) before their aircraft are complete and meeting regulatory requirements. The specific areas of concern encompass instrumentation and equipment required for airworthiness certificated and flight operations.

Examples of calibrated instruments and equipment that must be completed prior to the issuance of FAA Form 8130-7 include: Calibrated airspeed indicator, transponder calibration (when calibration is due), and/or Emergency Locator Transmitter (ELT) required maintenance verifications.

Only when the aircraft has had the equipment calibrated or maintained to an operable status, is the aircraft considered to be complete and eligible for a special airworthiness certificate in the light-sport category. A production flight test must be successfully accomplished prior to the aircraft being eligible for a special airworthiness certificate in the light-sport category. A special flight permit for the purpose of production flight testing is for production flight testing purposes only with flights limited to the flight test area.

When it is determined by the manufacturer, manufacturer's extension, or distributor that maintenance or calibration is to be performed on a yet non-certificated SLSA and the aircraft is to be flown to an off-site destination to receive the inspection or calibration, the aircraft must be issued a special flight permit with the appropriate operating limitations for that purpose only. The manufacturer, manufacturer's extension, or distributor must apply for, and be granted a special flight permit in advance of flight for this purpose.

Additionally, information contained in this memorandum will be incorporated into the special light-sport category guidance text in the next revision to Order 8130.2, Airworthiness Certification of Aircraft and Related Products.

For questions regarding this memorandum, please contact a member of the Production and Airworthiness Division at (202) 385-6346 or Aircraft Maintenance Division at (202) 385-6435.