



**NPA No. 03/2013**  
**AIR CREW LICENSING – LIGHT SPORT AIRCRAFT REGULATION**

**Release Date: 11 March 2013**

The General Civil Aviation Authority (GCAA) intends to issue regulation providing formal requirements and guidance for Light Sport Aircraft (LSA) Pilots Certification and safe operation in the UAE.

Once the NPA process is complete, the regulation will be included in CAR Part II as Chapter 9.

This NPA is published to announce this proposed regulation to the Aviation Industry and to entitle all concerned parties, especially appropriate local authorities in each Emirate and the Flying Clubs to:

- Review the attached proposed regulation;
- Submit their comments online through the GCAA website within one year from the date of this NPA.

**GCAA Publications Impact:**

The proposed regulation, once implemented, will replace CAR Part IV, Section D, Special Operations Ultralight and Microlight Aircraft Operations.

With the anticipated transition to UAE FCL, the proposed regulation will provide guidance for aircraft below the Light Aircraft Pilot License (LAPL), specific to sport aviation in the UAE.



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# LICENSING

## CAR PART II Chapter 9

# LIGHT SPORT AIRCRAFT REGULATION

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INFORMATION AND POLICY REGARDING AIRMEN TRAINING, CERTIFICATION AND  
OPERATIONAL REQUIREMENTS FOR LIGHT SPORT AIRCRAFT

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GENERAL CIVIL AVIATION AUTHORITY  
UNITED ARAB EMIRATES

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## 1 APPLICABILITY

This regulation applies to the categorisation, registration, airmen certification and airworthiness requirements of Light Sport Aircraft (LSA).

This regulation applies to all UAE civil registered Light Sport Aircraft, all UAE registered sport operators either in or outside UAE territorial airspace.

This regulation was formulated by GCAA and Industry SME Committee Members. The Committee shall monitor progress of the implementation and operational practicality. Suggestions for improvement should be directed to the Committee, AFC or GCAA for consideration.

## 2 INTRODUCTION

Light Sport Aircraft (LSA) is a rapidly expanding category that requires regulatory requirements and guidance for operations within the busy UAE airspace system. This regulation provides operational, licensing and airworthiness information for the safe and secure operation of LSA. It is the GCAA's intent to increase aviation safety through this regulation.

Approved Flying Clubs are the direct contact with LSA pilots and shall act as a liaison with the GCAA. It is important for all LSA pilots to keep safety and security paramount in the operation of their LSA.

## 3 GCAA REQUIREMENTS

### 3.1 Regulatory Compliance

Light Sport Aircraft shall operate in accordance with the applicable GCAA Civil Aviation Regulations. Pilots shall refer to the latest UAE Aeronautical Information Publication (AIP) for additional considerations.

### 3.2 References

The information contained in this regulation was based on reference documentation in existence and publications from ICAO, CAR's, EASA, FAA and other regulatory agencies. This regulation is a hybrid of regulations to increase operational safety and security within the UAE.

### 3.3 GCAA Inspections

Authorised Inspectors shall be granted the right to inspect any facility, aerodrome, documentation and equipment used for the operation, transportation, maintenance or construction of Light Sport Aircraft. Inspectors are authorised to fly in the operator's aircraft for the purpose of inspection at any time during normal operations. Arrangements for such flights will normally be made in advance. The right of the Inspector to inspect aerodromes and Light Sport Aircraft without prior notice is reserved.

### 3.4 Training of GCAA Inspectors

With the various categories, classes, types and variants of Light Sport Aircraft, organisations shall be required, upon formal request, to provide initial training to GCAA Inspectors in Operations and/or Airworthiness on an as-needed basis.

## 4 DEFINITIONS

Refer to CAR Part I for primary definitions. The following definitions apply to LSA operations and are pertinent to this regulation:

### *Airship*

Engine-driven lighter-than-air aircraft that can be steered.

### *Approved Flying Club*

GCAA Authorised Flying Club that has met the guideline and criteria of this regulation.

### *Credit*

Recognition of alternative means or prior qualifications.

### *Cross country*

A flight between a point of departure and a point of arrival following a pre-planned route, using standard navigation procedures.

### *Endorsement*

Logbook authorisation of specific privileges completed by a LSA-FI, LSA-FE, or GCAA designee.

### *Light Sport Aircraft*

An aircraft with the following characteristics:

- (a) A maximum take-off weight of not more than 600kg,
- (b) A maximum take-off weight of not more than 650kg for a float plane or amphibian;
- (c) A maximum airspeed in level flight of not more than 145 knots (268 km/h) (standard conditions, at sea level);
- (d) A maximum stalling speed in the landing configuration ( $V_{SO}$ ) of not more than 45 knots (83kph) CAS;
- (e) A maximum seating capacity of no more than two persons, including the pilot;
- (f) A single, non-turbine engine, if powered;
- (g) Fixed undercarriage (except for amphibious aircraft which may have a retractable gear);
- (h) A non-pressurised cabin.

### *Light Sport Aircraft Pilot Certificate*

Pilot Certificate approved by the GCAA for the use of a LSA qualified air vehicle outlined in this regulation.

### *Powered Parachute*

A powered aircraft comprised of a flexible or semi-rigid wing connected to a fuselage so that the wing is not in position for flight until the aircraft is in motion. The fuselage of a powered parachute contains the aircraft engine, a seat for each occupant and is attached to the aircraft's landing gear.

### *Powered Sailplane*

A fixed wing aircraft that contains at least one engine; primary function is sustained non-powered flight.

### *Sailplane*

A heavier-than-air aircraft which is supported in flight by the dynamic reaction of the air against its fixed lifting surfaces, the free flight of which does not depend on an engine.

### *Skill Test*

Skill tests are demonstrations of skill for license, certificate, rating or endorsement, including such oral examination as the examiner may require.

### *Rotorcraft*

Means a heavier-than-air aircraft that depends principally for its support in flight on the lift generated by one or more rotors.

### *Weight-shift-control aircraft*

A powered aircraft with a framed pivoting wing and a fuselage controllable only in pitch and roll by the pilot's ability to change the aircraft's centre of gravity with respect to the wing. Flight control of the aircraft depends on the wing's ability to flexibly deform rather than the use of control surfaces.

## **5 LSA OVERVIEW**

### **5.1 General**

This general categorisation organises different LSA into a category, class, type-set and variant category based on operational characteristics of the aircraft.

### **5.2 Category, Class, Type-set and Variant Logic**

Since LSA Pilot training is specific to the category, class, type-set and variant, it allows individuals with no previous aviation training to become pilots with a reduced amount of time and expense because training is conducted in the specific LSA intended to be flown.

Once certificated, the applicant shall receive an endorsement for the specific category, class, type-set and variant of LSA he is qualified to fly. Transitions to a different LSA will require additional training as outlined in this regulation.

### 5.3 LSA Category Class and Type-set

Category	Class	Type Set	Variant
LSA Aeroplane	Single engine Land or sea	Light Sport Aeroplane Micro-light Aircraft Weight shift vehicles Experimental Aircraft	Tricycle Tail wheel Square wing Elliptical wing Float equipped (amphibian)
Lighter than air	Balloon Airship	Gas With Airborne Heater	
Sailplane	Unpowered Powered		Hang glider/paraglider vehicles Powered parachute vehicles
Rotorcraft		Gyrocopter/plane Light helicopter	

**Note: Unmanned or remotely piloted air vehicles are prohibited in UAE airspace.**  
 Exceptions for commercial applications may be considered by the GCAA only.

### 5.4 Existing Certificate Recognition

Certificated Pilots with experience flying LSA vehicles currently operating at a GCAA approved flying club may credit their flying experience toward a newly issued certificate.

For crediting flying experience toward a newly issued certificate, the applicant:

- (a) Must successfully complete a security background check in accordance with this regulation;
- (b) Shall have maintained an adequate log of training endorsed by an approved Instructor that is verified with the AFC training records;
- (c) May credit time toward a Certificate as outlined in this regulation if completed in the same LSA within the past 12 months;
- (d) Must comply with the proficiency, ground training and flight training requirements of this regulation;
- (e) Shall submit the application for a new certificate to the AFC and GCAA for final approval.



## 6 LSA STUDENT PILOTS

### 6.1 General

A person applying for a LSA Pilot certificate must have received and logged ground and flight training from an authorised LSA Instructor on the areas of operation of this section that apply to the aircraft category, class, type-set and variant of endorsement sought.

If an Instructor is not qualified in a particular type-set or variant, the AFC shall provide a recommendation of a suitable Flight Examiner who must hold, at a minimum, the same category and class of endorsement sought.

### 6.2 Applicant and Student LSA Certificate Eligibility

LSA Student Pilot shall meet the following minimum criteria:

- (a) not less than 17 years of age;
- (b) successfully complete a security background check in accordance with this regulation;
- (c) meet any other requirements specified to the LSA type-set or variant of the AFC;
- (d) satisfy the medical eligibility requirements of this regulation;
- (e) have sufficient knowledge of the English language at a level relevant to accomplish all phases of flight, including radio telephony.

In addition to the Student Pilot criteria, LSA Certificate Pilot Applicant shall meet the following additional eligibility criteria for a skill test:

- (a) Have successfully completed the aeronautical knowledge requirements under this regulation;
- (b) Pass skill test conducted by a LSA FI/FE applicable to light sport airplane and have logged the Aeronautical Knowledge endorsement;

#### 6.2.1 Medical Eligibility

Student and Certificated LSA pilots shall hold a valid GCAA Class IV, or higher, medical certificate in accordance with current regulation.

Any questions of eligibility should be referred to the GCAA Aeromedical Office for review.

#### 6.2.2 LSA Student Pilot General Limitations:

- (a) A student pilot must be a member of an AFC and complete the appropriate security protocols of the AFC prior to flying in a LSA.
- (b) A student pilot shall not act as a required pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate of the aircraft or regulations under which the flight is conducted, except when receiving flight

training from an authorised instructor on board an airship, and in such a case, no person other than a required flight crewmember is carried on the aircraft.

- (c) A student pilot shall not act as PIC of a LSA without having received the applicable ground training, flight training, and instructor endorsements, as required.
- (d) A student pilot may not act in a manner contrary to any limitations placed in the logbook by an authorised Instructor.
- (e) A student pilot seeking a LSA certificate shall not operate:
  - i. At night;
  - ii. In controlled airspace<sup>1</sup>;
  - iii. Outside the authorized AFC area<sup>2</sup>;
  - iv. In IFR flight condition or on IFR flight plan;
  - v. At an altitude of more than 10,000 feet MSL;
  - vi. When the flight or surface visibility is less than 5 KM (3 statute miles);
  - vii. Without visual reference to the surface;
  - viii. While carrying more than one passenger;
  - ix. For compensation or hire;
  - x. In furtherance of a business;
  - xi. Carrying a passenger or property for compensation or hire;
  - xii. Contrary to the latest UAE AIP;
  - xiii. Towing any object;
  - xiv. As a pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate of the aircraft or the regulations under which the flight is conducted;
  - xv. Fly internationally (across UAE boarder), unless specific permission is received from the GCAA. An application for an international flight should be coordinated through the AFC, a licensed pilot, and then submitted to the GCAA;
  - xvi. Operate contrary to a safety rule implemented by the AFC.

### 6.2.3 LSA Certificate Pilot Endorsements

The following logbook endorsements shall be entered only by an authorised Instructor/Examiner in accordance with current regulation. Sample wording is available in Appendix A. Required endorsements to LSA Pilot logbooks include:

- (a) Aeronautical Knowledge Test LSA
- (b) Solo endorsement LSA
- (c) Solo take-offs and landing at another airport LSA

<sup>1</sup> Unless in accordance with this regulation. See flight permissions.

<sup>2</sup> Unless in accordance with this regulation.

- (d) Solo cross country flight training LSA
- (e) Solo cross country endorsement LSA
- (f) LSA Pilot Skill Test LSA
- (g) Initial Category, Class, Type-set and Variant LSA
- (h) Radio telephony

Endorsements based on additional requirements include:

- (a) Additional Category, Class, Type-set and Variant LSA
- (b) LSA-Flight Instructor Aeronautical Knowledge
- (c) LSA-Flight Instructor
- (d) LSA-Flight Instructor Additional Category, Class, Type-set and Variant LSA
- (e) LSA-Flight Examiner
- (f) LSA-Flight Examiner Additional Category, Class, Type-set and Variant LSA

#### 6.2.4 Aeronautical Experience

All LSA Pilots shall meet the minimum aeronautical experience requirements in order to apply for certification and endorsement:

Category	Total Flight Time	Dual Instruction Time	Solo Flight Time	Cross-Country Training*	Solo X-Country Training*	Flight Test Preparation within 90 days of Test
<b>Aeroplane</b>	30 Hours	15 Hours	5 Hours	6 Hours	70NM	3 Hours
<b>Lighter than air</b>	25 Hours Airship/10 inflations and 20 take-offs and landings balloons	16 Hours	5 Hours Airship/30 min Balloon	2 Hours	25NM	3 Hours
<b>Sailplane</b>	10 hrs or 30 launches	10 launches of dual	5 solo launches	55NM	27NM	3 Hours
<b>Rotorcraft</b>	35 Hours	20 Hours	5 Hours	10 Hours	50NM	3 Hours

**\*NOTE: Cross-country times to be implemented at a later date.**

(a) Credit for same category and class of LSA aeroplane

For each type of LSA aircraft flown in the same category and class, differences training shall be entered in the pilot's logbook signed by the instructor in accordance with the following table:

	Dual Instruction Time	Solo Flight Time	Cross-Country Training*	Flight Test Preparation within 90 days of Test
<b>Same Category AND Class of Aeroplane</b>	3 Hours 10 take-offs and landings	10 supervised solo take-offs and landings	2 Hours	Skill test to demonstrate adequate level of knowledge to the differences in operation.

**\*NOTE: Cross-country times to be implemented at a later date.**

NOTE: Different LSA type-set and/or variant will require initial training; and the credited training table does not apply.

*For example, if a LSA certificated and endorsed aeroplane-land certificate holder wishes to fly a LSA aeroplane-sea (same category & class), the credit would apply. If a LSA certificated and endorsed aeroplane-land holder wishes to fly a weight shift vehicle, the extension of credited time would not apply, as the type-set is different.*

(b) Aeronautical Knowledge

No person shall act as pilot in command of a UAE registered Light Sport Aeroplane unless he/she meets the following aeronautical knowledge criteria outlined herein. Instructors shall spend the appropriate time necessary in each subject to ensure the Student has a complete understanding, but not less than 2 hours per subject of the knowledge criteria below.

The applicant shall have successfully completed, within the preceding 12 months from the date of the aeronautical knowledge examination, a written examination conducted by the GCAA, AFC or designated GCAA examiner.

The written examination shall include a minimum of 50 multiple-choice questions comprised from the following subject areas:

- i. Air Law
  - Rules and regulations relevant to the holder of a sport pilot certificate aeroplane;
  - Rules of the air;
  - Appropriate air traffic practices and procedures;
  - Basic navigation.

- ii. Aircraft General Knowledge
  - Principles of operation of aeroplane power plants, systems and basic instruments;
  - Aeroplane and power plant operating limitations; related operational information from the flight manual or other appropriate document.
- iii. Flight Performance and Planning
  - Effects of loading and mass distribution on flight characteristics; mass and balance calculations;
  - Use and practical application of take-off, landing and other performance data; Pre-flight and en-route flight planning appropriate to sport operations under VFR; Preparation and filing of Air Traffic Services flight plans; Appropriate air traffic procedures, position reporting procedures; Altimeter setting procedures;
  - Thorough review of the latest UAE AIP including airspace awareness, radio and equipment requirements of a cross country flight.
- iv. Human Performance
  - Human performance relevant to the LSA;
  - Threat and Error Management relevant to the LSA.
- v. Metrology
  - Application of elementary aeronautical meteorology;
  - Procedures for obtaining and use of meteorological information;
  - Weather avoidance and altimetry procedures.
- vi. VFR Navigation
  - Practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts.
  - Use of aeronautical documentation such as AIP, NOTAMS, Aeronautical codes and abbreviations; appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence, and other operating hazards as applicable.
- vii. Principles of Flight
  - Principles of flight, including basic aerodynamics of the class of aircraft.
- viii. VFR Communication and Radio Telephony
  - Communications appropriate to the capabilities of the LSA including radio telephony rules and procedures for communicating with control towers, or ANS providers;
  - Proper use of transponder, if equipped;
  - Communication procedures and phraseology as applied to VFR operations; action to be taken in case of communications failure.

ix. **Operational Procedures**

- Review of the AFC Operations Manual, applicable Training Manual, supplemental rules and procedures for the safe operation of the LSA.

AFC's are responsible for evaluating an applicant's aeronautical knowledge by proctoring a written test in cooperation with an authorised Flight Instructor. A grade of 75% is considered passing. The AFC shall record the grade as pass or fail. Retesting criteria of current licensing regulation applies.

## **7 LSA CERTIFICATED PILOTS**

### **7.1 Validity**

A LSA Pilot Certificate shall remain valid until UAE midnight of the date stated on the certificate or to the expiry date of the applicable Medical Assessment, whichever comes first. The maximum period of the validity for a Light Sport Certificate shall be 2 years from date of issue.

A LSA Certificated Pilot must be a member of an AFC and complete the appropriate security protocols of the AFC prior to flying in a LSA.

### **7.2 Fight Proficiency**

7.2.1 No LSA Certificated and endorsed Pilot shall carry passengers unless, within the last 90 days, has completed 3 take-offs and 3 landings of the same category, class, type-set and variance endorsed LSA.

7.2.2 If a lapse of proficiency occurs, (minimum of 3 take-offs and 3 landings within 90 days) beyond 6 months of the first recorded take-off and landing, a supervised proficiency flight with a current/proficient Pilot shall occur prior to any flight with passengers.

7.2.3 If passengers are to be carried, the LSA Pilot certificate holder shall have completed not less than 10 hours of flight time as a pilot in command of the same endorsed LSA.

### **7.3 LSA Certificated and Endorsed Pilot Privileges**

7.3.1 A holder of a valid LSA certificate and logbook endorsement may exercise the following privileges:

- (a) May act as pilot in command of a UAE civil registered LSA, either solo or carrying one passenger;
- (b) May share the operating expenses of a flight with a passenger, provided the expenses involve only fuel, oil, airport expenses, or aircraft rental fees. The PIC shall pay at least half the operating expenses of the flight;
- (c) May fly a LSA;

- (d) May fly a rental Light Sport Aircraft of the same category, class, type-set and variant of endorsement held;
- (e) May demonstrate the aeroplane in-flight to a prospective buyer;
- (f) May credit up to 50% solo time in a LSA, toward the supervised solo flight time required for a higher license;
- (g) May credit up to a maximum reduction of 10 hours (of the 40 hour requirement) flight time as PIC of a LSA toward the requirements of a LAPL or PPL, in accordance with current regulation.

#### **7.4 Add on Privileges**

- 7.4.1 LSA Certificated Pilot wishing to transition to a different category, class, type-set or variant shall be required to complete the training and skill testing requirements of this section. After completion, an authorised Flight Instructor/Flight Examiner shall record the logbook endorsement for the new LSA.

#### **7.5 Limitations**

- 7.5.1 A LSA certificated and endorsed Pilot shall not act as pilot in command of a UAE civil registered aircraft/LSA:
- (a) At night;
  - (b) In controlled airspace<sup>3</sup>;
  - (c) Outside the authorized AFC area<sup>4</sup>;
  - (d) In IFR flight condition or on IFR flight plan;
  - (e) At an altitude of more than 10,000 feet MSL;
  - (f) When the flight or surface visibility is less than 5 KM (3 statute miles);
  - (g) Without visual reference to the surface;
  - (h) While carrying more than one passenger;
  - (i) For compensation or hire;
  - (j) In furtherance of a business;

<sup>3</sup> Unless in accordance with this regulation. See flight permissions.

<sup>4</sup> Unless in accordance with this regulation.

- (k) Carrying a passenger or property for compensation or hire;
- (l) Contrary to the latest UAE AIP;
- (m) Towing any object;
- (n) As a pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate of the aircraft or the regulations under which the flight is conducted;
- (o) Fly internationally (across UAE border), unless specific permission is received from the GCAA. An application for an international flight should be coordinated through the AFC, a licensed pilot, and then submitted to the GCAA in accordance with this regulation.

## **8 LSA OPERATIONAL CRITERIA**

### **8.1 LSA Geographic Operating Areas**

Approved training areas for LSA are limited the operational limitations of the AFC, Appendix B or the latest UAE Aeronautical Information Publication (AIP). Cross-country flights in LSA shall be authorised by the GCAA in accordance with the guidance for applying for a temporary authorisation.

Each Emirate may authorise operational flying areas for LSA. Extensions of LSA operations are planned and additional requests should be submitted to the AFC, then to the GCAA. The goal is to open additional safe, secure flying areas after the implementation of LSA regulation.

### **8.2 LSA Aerodrome Criteria**

- 8.2.1 The use of an aerodrome does not confer any rights under UAE civil law, and the pilot should take all reasonable steps to ensure approval is granted from the owner of the site before operating.
- 8.2.2 LSA Aerodrome criteria shall be relevant for each type of LSA. For example, a powered parachute can operate off of sand and/or a small geographic location in an authorised area.
- 8.2.3 The LSA Pilot is liable and holds responsibility of the operation of the LSA. The pilot in command of an aircraft, which is subject to this Section, shall not permit the aircraft to take off from, or land at, an aerodrome unless:
  - (a) The site, is suitable for the taking off and/or landing of the LSA;
  - (b) The LSA can take off and/or land safely, having regard to the prevailing surface and weather conditions and any other relevant performance considerations;



- (c) Ground surfaced runways have markings clearly indicating the beginning, centreline and end of runway visible from the surface and the air. The PIC is responsible for calculating that the required take-off and landing distance, plus safety margin sufficient for safe operations;
- (d) Ground obstacles such as trees, man-made obstacles, slopes, persons or property and terrain are considered in determining an appropriate aerodrome area;
- (e) A wind direction indicator that is visible at ground level is available;
- (f) The aerodrome's location is suitable, with regards to restricted or prohibited airspace as outlined in the UAE AIP; and
- (g) Any operation which falls within the criteria of an Air Service requires the use of a certified aerodrome per current GCAA regulation.

## **9 APPROVED FLYING CLUB**

### **9.1 General**

All LSA Certificated Pilots must be registered and hold active membership with a GCAA Approved Flying Club (AFC) in order to exercise the privileges of their LSA Certificate. AFC's shall have an established Board of Directors. The Board of Directors should be nominated by the AFC club members.

#### **9.1.1 AFC Application**

Initial AFC approval application should be submitted to the GCAA for consideration including the following minimum criteria:

- (a) Business plan satisfying the requirements of this section with named organisational leadership;
- (b) Contact the GCAA Security Affairs department for compliance with Security requirements and guidance for the development of a Security Plan acceptable by the Authority;
- (c) Operations Manual outlining Club rules, limitations for membership and any additional restrictions or guidance supplementing this regulation;
- (d) Submit an Operations Manual, Training Manuals for the type of LSA, Maintenance Manual, for GCAA acceptance in accordance with this regulation;
- (e) Fees for membership and services;

- (f) Upon inspection, the AFC, aerodrome and facilities shall be acceptable to the Authority.

## 9.2 AFC Annual Audit

An annual audit shall be conducted by qualified and authorised Inspector(s) following the civil aviation regulations and procedures.

- 9.2.1 The GCAA shall conduct audits where there is no local Authority within the territory of the AFC.
- 9.2.2 An audit may be conducted by the local Authority of an AFC within their territory, if they have qualified personnel to conduct such an audit.
- 9.2.3 Audit findings from an audit conducted by the local Authority shall be communicated to the GCAA for their evaluation.

## 9.3 AFC Minimum Requirements

- 9.3.1 The AFC must be financially capable of sustaining membership and satisfy the following minimum criteria:
- (a) The AFC must have sufficient experienced pilots and referral of Flight Instructors to complete LSA Certificates and endorsements;
  - (b) (b)The AFC must have sufficient approved maintenance personnel to ensure aircraft meet the manufacturer's maintenance specifications;
  - (c) The AFC must ensure it maintains the annual renewal of AFC status which allows for continuous safety evaluation with GCAA and AFC;
  - (d) The AFC must be capable of printing approved GCAA LSA Certificates under the direction of the GCAA Licensing department.

### 9.3.2 AFC Maintenance Requirements

The organisation must provide an acceptable Maintenance process. The AFC shall ensure that a maintenance logbook is maintained for each aircraft to allow for maintenance history review for the LSA.

The AFC shall have a Maintenance Procedures Manual which outlines the Flight Permit process, continued airworthiness and maintenance processes.

### 9.3.3 Additional AFC Requirements:

- (a) Continuous Safety Improvement Meetings: The AFC shall hold consistent meetings to discuss concerns of the members. Safety and the safe operation of LSA shall be the primary goal of the continuous improvement meetings;
- (b) Record keeping: Each AFC shall be responsible for recording and tracking all Certificates and endorsements of Pilots in their membership. The AFC shall not allow any pilot to operate a LSA beyond Certificate, endorsement or medical expiration. Records of any certificate printed from the AFC shall be kept for a minimum of three years;
- (c) Printing of GCAA LSA Certificates: The AFC shall purchase and maintain a system capable of printing certificates authorised by the GCAA:
  - i. The process shall be defined between the AFC and the GCAA including the exact formatting, card material requirements and certificating protocol;
  - ii. Recommendations for certificates shall come from successful completion of a LSA course and skill test. The AFC/LSA-FI/FE will submit the certificate request to the GCAA for certificate approval. ONLY after receiving approval from the GCAA, the AFC shall print and distribute the certificate to the LSA Pilot and maintain exact records of all certificates issued.

#### **9.4 LSA Aeronautical Knowledge test**

- 9.4.1 The AFC is responsible for creating, managing and proctoring the aeronautical knowledge tests for LSA applicants. Aeronautical knowledge components should be consisting of a 50 question, closed-book test based on the guidance from this regulation. Study materials shall be developed, approved by the GCAA and distributed by the AFC.
- 9.4.2 The LSA Certificated Pilot shall maintain proper documentation of Pilot logbook endorsements. In addition, the LSA certificated Pilot shall provide the approved Flying Club documentation of all categories, class, type and variant of LSA endorsements.

#### **9.5 Operational Limitations**

- 9.5.1 The AFC shall be limited to the operations listed in the Operations Manual. Commercial operations outside flight instruction are prohibited and fall under CAR PART IV regulations.

#### **9.6 Occurrence reporting**

- 9.6.1 AFC knowledge of or authorisation of any Pilot flying an aircraft they are not specifically endorsed is prohibited by GCAA regulations. Unauthorised or illegal activity by any Pilot shall be immediately reported to the GCAA.
- 9.6.2 Notification to the GCAA shall be within 24 hours of the occurrence.

9.6.3 A written report of the occurrence shall be submitted within 3 business days outlining the root cause, corrective action and preventative action plan.

9.6.4 Violations or negligence from the AFC may result in revocation and applicable GCAA CAR's.

## **10 LSA REGISTRATION AND AIRWORTHINESS**

### **10.1 General**

The registration of LSA shall be in accordance with CAR Part V, Chapter 1. Continuing Airworthiness is defined in CAR Part V, Chapter 4 for aircraft and LSA.

### **10.2 Certification and Registration Additional Considerations**

10.2.1 Notwithstanding any other part of the CAR's pertaining to certification of aircraft or their parts or equipment, non-type-certificated aircraft will not be issued a flight permit issued by the AFC on behalf of the GCAA. The format of the Flight Permit shall be approved by the GCAA.

10.2.2 LSA aircraft are required to be registered and shall be issued with registration identification marking by the GCAA.

10.2.3 An owner of a LSA shall hold current insurance policy for the passengers, third party personnel and property damage liability.

### **10.3 Maintenance Logbooks and Record Keeping**

10.3.1 The owner of a LSA shall maintain a current maintenance logbook documenting:

- (a) Aircraft type and model;
- (b) Registration;
- (c) Identifying marks and colours;
- (d) Year of manufacture;
- (e) Modifications to basic aircraft;
- (f) Flight/engine hours;
- (g) Damage, defects and all repairs - even minor;
- (h) Inspection history up to original Acceptance Certificate including dates, person(s) completing maintenance and corrective actions.

## **11 OPERATIONAL CONSIDERATIONS**

### **11.1 Applying for temporary Flight Permissions**

- 11.1.1 Pilot, who wishes to fly a LSA otherwise than in accordance with the operating rules set out in this regulation, or in accordance with the AFC's Operations Manual, may apply to the GCAA or local Authority for consideration.
- 11.1.2 Written application should be made detailing the proposed flight(s), flight planning, airspace authorizations and all details at least 14 days prior to the proposed flight(s). Reasoning for consideration should be detailed in regards to Pilot experience, aircraft status and reason for the permission.
- 11.1.3 All terms and conditions specified in the Flight Permission from the GCAA, local Authority, ATC facility(s), or AFC require strict compliance. Temporary Flight Permissions are temporary in nature and are not intended to be reoccurring. The Flight Permissions are applicable to Pilots, not an AFC.

### **11.2 Commercial Air Services**

- 11.2.1 Any operation which falls within the criteria of an Air Service requires the use of a certified aerodrome per current GCAA regulation.

### **11.3 Ballistic Parachute System**

Ballistic Parachute System is highly recommended equipment for Light Sport Aircraft; with Maximum weight of Ballistic Parachute System when installed may not exceed more than 5% of the Maximum Take-off Weight of the aircraft.

### **11.4 Foreign Registered Aircraft**

- 11.4.1 A foreign registered Light Sport Aircraft, Microlight, Gyroplane, or a Light Helicopter aircraft may be approved to operate in the UAE by the GCAA upon application provided:
- (a) A certificate of validation is issued to the pilot, or a letter of no objection is issued to owner and/or operator, by the State of Registry; and
  - (b) Maintenance is conducted in accordance with the requirements of the State of Registry and meets the design/ manufacturing organisation's specifications.

## **12 LSA FLIGHT INSTRUCTOR**

### **12.1 Applicability**

This section is applicable to a Certificated and endorsed LSA Pilot seeking a LSA Flight Instructor (LSA-FI) certificate. The GCAA shall issue a LSA-FI Certificate and the Instructor shall be endorsed for each LSA class, category, type-set and variant he is qualified to Flight Instruct.

## 12.2 Eligibility

12.2.1 LSA Flight Instructors shall meet the following minimum criteria:

- (a) Be at least 18 years old;
- (b) At a minimum, hold a LSA Pilot Certificate with endorsement with the same category, class, type and variant equal to the flight instructor privileges sought;
- (c) Where an applicant is applying for a LSA Flight Instructor in a type-set or variant without prior experience, the GCAA or AFC shall provide guidance on minimum experience requirements to ensure flight safety;
- (d) Be able to read, write, speak and understand English to an equivalent IELTS level 4 or greater;
- (e) Comply with the medical and licensing requirements of this regulation.

## 12.3 Aeronautical Knowledge

12.3.1 Prior to the issuance of a LSA-FI, the applicant shall receive and log ground training on the following subjects. The applicant shall:

- (a) Pass a written test proctored by the AFC applicable to LSA Flight Instructor including Fundamentals of Instruction including:
  - i. The learning process;
  - ii. Elements of effective teaching;
  - iii. Student evaluation and testing;
  - iv. Course development;
  - v. Lesson planning.
- (b) Receive and log ground and flight training from an authorised instructor or program on the following areas of operation applicable to LSA certificate and endorsement:
  - i. Pre-flight preparation;
  - ii. Pre-flight lesson on a manoeuvre to be performed in flight;
  - iii. Pre-flight procedures;
  - iv. Airport, seaplane base, and Sailplane operations, as applicable;
  - v. Take-offs (or launches), landings, and go-arounds;
  - vi. Fundamentals of flight;
  - vii. Performance manoeuvres and for Sailplanes, performance speeds;

- viii. Ground reference manoeuvres (except for Sailplanes and lighter-than-air);
  - ix. Soaring techniques (if applicable).
- (c) Log flight training techniques applicable to the LSA endorsement sought, including but not limited to:
- i. Slow flight (not applicable to lighter-than-air and powered parachutes);
  - ii. Stalls (not applicable to lighter-than-air, powered parachutes and gyroplanes);
  - iii. Spins (applicable to airplanes and gliders);
  - iv. Emergency operations;
  - v. Tumble entry and avoidance techniques (applicable to weight-shift-control aircraft);
  - vi. Post-flight procedures.
- (d) Applicants who hold a GCAA Flight Instructor or Ground Instructor license need to complete the LSA relevant requirements and shall be credited for the Fundamentals of Instruction (a), listed above.

#### 12.4 Aeronautical Experience LSA-FI Requirements

12.4.1 LSA-FI Applicants shall meet the minimum aeronautical experience, or as directed by the AFC, whichever is more restrictive for the category and class of each LSA:

- (a) A LSA-FI Aeroplane shall meet the following aeronautical experience:

LSA TYPE	Flight Time as Pilot	Flight Time as PIC in Powered Aircraft	Flight Time in single-engine airplane or LSA	PIC Flight Time in LSA	Cross Country Flight Time	Cross Country in same CCTV* of LSA	PIC Flight Time in same CCTV* of LSA
Aeroplane	150	100	50	15	25	10	
Microlight	150	100	50	15	10	50	15
Weight-shift Control	150	100		50	25	10	15

CCTV\* - Category, Class, Type-set and Variant

**NOTE: Cross-country times to be implemented at a later date.**

(b) A LSA-FI Sailplane shall meet the following aeronautical experience:

LSA TYPE	Flight Time as PIC in sailplane	Flights in a sailplane	PIC Sailplane that is LSA	Hours in Heavier-than-air aircraft	Flight Time as Pilot	Flight Time as PIC in Powered Aircraft	Flight Time in powered parachute	Hours of Cross Country Time	Hours of Cross Country in Powered Parachute	PIC Powered Parachute that is LSA
Sailplane	25	100	15	100						
Powered Parachute					100	75	50	15	5	15

**NOTE: Cross-country times to be implemented at a later date.**

(c) A LSA-FI Rotorcraft shall meet the following aeronautical experience:

LSA TYPE	Flight Time as Pilot	Flight Time as PIC in Powered Aircraft	Flight Time in single-engine airplane or LSA	Cross Country in same CCTV* of LSA	PIC Flight Time in same CCTV* of LSA
Rotorcraft	125	100	50	3	15

CCTV\* - Category, Class, Type-set and Variant

**NOTE: Cross-country times to be implemented at a later date.**

(d) A LSA-FI Lighter-than-air shall meet the following aeronautical experience:

LSA TYPE	Flight Time as Pilot	Flight Time as PIC in Category and Class	Cross Country Flight Time	PIC Flight Time in same CCTV* of LSA	Flight Time in Airship	Flight Time in Balloon
Lighter than air						
Airship	100	20	10	15	40	
Balloon	50	35		5 Flights		20hrs & 10 Flights

**NOTE: Cross-country times to be implemented at a later date.**



## 12.5 LSA-FI Certificate Requirements

12.5.1 A LSA Certificated and Endorsed Pilot who meets the eligibility requirements and has received the aeronautical knowledge endorsement and meets the Aeronautical Experience of this section may seek a LSA-FI Certificate by completing a skill test with an authorised GCAA designee or LSA-FE.

12.5.2 The skill test should consist of, but not limited to the applicable category, class, type-set and variant of endorsement sought. Emphasis on stall and spin awareness and recovery should be demonstrated and taught by the applicant (if applicable):

(a) The skill test standards should be at an acceptable level to the evaluator with safety of flight, operations within airspace, instructional techniques, language proficiency and category, class, type-set and variant specific;

(b) Re-tests require an additional training endorsement from a LSA-FI.

## 12.6 LSA-FI Privileges

12.6.1 A Holder of a LSA-FI certificate is authorised to provide training and logbook endorsements only for the same category and class of LSA endorsement held. The LSA-FI may provide training in a LSA for compensation, including:

(a) Conduct flight training, certificate and/or endorse a student pilot seeking a LSA certificate;

(b) Conduct flight training and endorse a LSA Certificated pilot seeking an endorsement for a different category, class, type-set or variant applicable;

(c) Conduct flight training and endorse a LSA-FI seeking an additional category, class, type-set or variant;

(d) Endorsements shall include flight instructor signature, certificate number and expiry date and follow the endorsement recommendations of Appendix A;

(e) Upon a Student Pilot's successful completion of a skill test of a LSA Certificate, submit approval and Certificate request to GCAA e-licensing.

## 12.7 Light Sport Flight Instructor Add-on Privileges

Crediting of flight time follows Section 6 of this regulation. A LSA-FI seeking an additional FI endorsement shall comply with the full minimum flight time criteria of this section.

## 12.8 Limitations

12.8.1 A holder of a LSA-FI certificate is subject to the following limitations:

- (a) Shall not provide ground or flight training in any LSA other than the same category, class, type-set and variant. The GCAA may provide a training authorisation where a LSA-FI is certificated under the minimum same category, class and type-set but different variant;
- (b) Shall not provide endorsements for privileges that the LSA-FI does not themselves hold;
- (c) Shall not endorse their own logbook under any circumstances;
- (d) Shall not provide credit for ground or flight training for other Pilot License (only provide training for LSA certificate);
- (e) Shall not conduct more than 8 hours of flight training in any 24-consecutive-hour period;
- (f) Flight instructor shall retain training and endorsements records for a period of 36 months for at least the following areas:
  - Each endorsement or certificate for a knowledge or skill test.
  - The records shall indicate the type of authorisation, outcome and details of applicant performance notable enough to distinguish the event.

## **13 LSA FLIGHT EXAMINER**

### **13.1 Applicability**

This section is applicable to a Certificated and endorsed LSA-FI seeking a LSA Flight Examiner endorsement (LSA-FE). The GCAA, a designee or a current LSA-FE is capable of completing a LSA-FE endorsement.

### **13.2 Eligibility**

An applicant shall hold a GCAA Flight Instructor License in the applicable category, class or type-set, as applicable. The examiner applicant shall hold a Private Pilot license or greater, in the same category and class and meet the requirements of this section.

LSA Flight Examiners shall meet the minimum criteria outlined in Section 13, for LSA-FI and have logged the additional Aeronautical Experience outlined below.

### **13.3 LSA-FE Aeronautical Experience**

13.3.1 A LSA-FE applicant is required to meet the minimum following aeronautical experience in addition to the requirements of this section:

- (a) LSA-FE Airplane
  - i. The examiner candidate shall also meet the following requirements:

- 500 hours as pilot in command (PIC) in aircraft, which includes at least 250 hours in LSA, of which 50 hours in LSA within the past 12 months;
  - 200 hours as Flight Instructor in aircraft, of which includes at least 100 hours flight instruction given in LSA.
- (b) LSA-FE Weight Shift Control
- i. The examiner candidate shall also meet the following requirements:
    - 500 hours as PIC in aircraft, which includes at least 250 hours in weight shift control, of which 50 hours in weight shift control within the past 12 months;
    - 200 hours as flight instructor in aircraft, which includes at least 100 hours flight instruction given in weight shift control.
- (c) LSA-FE Sailplane
- i. The examiner candidate shall also meet the following requirements:
    - 250 hours as PIC in aircraft, which includes at least 100 hours in sailplanes, of which 10 hours and 10 flights were accrued within the past 12 months;
    - 100 hours as Flight Instructor in aircraft, of which includes at least 50 hours of instruction given in sailplanes.
- (d) LSA-FE Powered Parachute
- i. The examiner candidate shall also meet the following requirements:
    - 250 hours as PIC in aircraft, which includes at least 100 hours in a powered parachute, of which 25 hours in a powered parachute were accrued within 12 months;
    - 100 hours as flight instructor in aircraft, which includes at least 50 hours flight instruction given in powered parachute.
- (e) LSA-FE Rotorcraft
- i. The examiner candidate shall also meet the following requirements:
    - 500 hours as pilot in command (PIC) in aircraft, which includes at least 250 hours in LSA, of which 50 hours in LSA within the past 12 months;
    - 200 hours as Flight Instructor in aircraft, of which includes at least 100 hours flight instruction given in LSA.
- (f) LSA-FE Gyroplane
- i. The examiner candidate shall also meet the following requirements:
    - 500 hours as PIC in aircraft, which includes at least 250 hours in gyroplanes, of which 50 hours is accrued within the past 12 months;
    - 200 hours as flight instructor in aircraft, which includes at least 200 hours of instruction given in gyroplanes
- (g) LSA-FE Lighter Than Air
- i. LSA-FE Balloon: The examiner candidate shall also meet the following requirements:

- 200 hours as PIC in aircraft. At least 100 hours in balloons, of which 20 hours and 10 flights that were at least 30 minutes duration each flight, were accrued within the past 12 months;
  - 50 hours as flight instructor in balloons, which includes at least 10 hours of Flight Instruction in LSA Balloons within the past 12 months.
- ii. LSA-FE Airship: The examiner candidate shall also meet the following requirements:
- 200 hours as PIC in aircraft. At least 100 hours in airships, of which 20 hours were accrued within the past 12 months;
  - 100 hours as Flight Instructor in LSA Airships.

### 13.4 Privileges

13.4.1 A Holder of a LSA-FE certificate is authorised to provide training, logbook endorsements and Certificates for the same category, class, type-set and variant of LSA-FE endorsement held.

**NOTE:** In addition, based on the qualification requirements of the LSA-FE, and the unique variants of LSA; training, endorsements and certification outside the type-set or variant may be completed with permission of the GCAA, as long as the LSA-FE assumes responsibility.

A LSA-FE may exercise the following privileges for compensation:

- (a) Conduct flight training, certificate and endorse a student pilot seeking a LSA certificate;
- (b) Conduct flight training or endorse a LSA Certificated pilot seeking an endorsement for a different category, class, type-set or variant applicable;
- (c) Conduct flight training, certificate and endorse a LSA certificated Pilot seeking a LSA-FI or LSA-FE;
- (d) Conduct flight training and endorse a LSA-FI or LSA-FE seeking an additional category, class, type-set or variant;
- (e) Conduct flight training, certificate and endorse a student pilot or LSA-FI in a different type-set or variant than the LSA-FE is endorsed, only when there are no other qualified LSA-FE available in the same type-set or variant.;
- (f) Upon successful completion of a LSA Certificate or LSA-FI skill test, submit approval and Certificate request to GCAA e-licensing.

### 13.5 Light Sport Flight Examiner Add-on Privileges

Under normal circumstances, crediting of flight time follows Section 6 of this regulation. A LSA-FE seeking an additional FE endorsement in a different category, class, type-set and variant shall

comply with the full minimum flight time criteria of this section. Exceptions to this rule listed above are only authorised in situations where there is no other qualified LSA-FE in the same type-set and variant.

### **13.6 Limitations**

A holder of a LSA-FE certificate is subject to the following limitations:

- (a) Shall not endorse their logbook under any circumstances;
- (b) Shall not conduct more than 8 hours of flight training in any 24-consecutive-hour period;
- (c) Shall retain training and endorsements record for a period of 36 months for at least the following areas:
  - i. Each endorsement or certificate for a knowledge or skill test;
  - ii. The record must indicate the type of authorisation, outcome and details of applicant performance notable enough to distinguish the event.



## APPENDIX A: LSA Logbook Endorsements

### Aeronautical knowledge:

I certify that, (Applicant First name, MI, Last name) satisfactorily completed the Aeronautical Knowledge exam on (DD/MM/YYYY), for the safe operation of LSA (Category, Class, Type-set and Variant of LSA).

LSA-FI/FE James E. Jones, (LSA-FI/FE Certificate Number)

### Pre-solo flight training:

I certify that, (Applicant First name, MI, Last name) has received the required pre-solo training in a (make and model LSA). I have determined he/she has demonstrated safe operation of the LSA and is proficient to make solo flights in (Category, Class, Type-set and Variant of LSA). Conditions on all solo flights include: Visibility greater than 5KM, (List any applicable conditions or limitations, such as weather requirements, stops at specific airports, avoiding certain airspace, etc.).

LSA-FI/FE James E. Jones, (LSA-FI/FE Certificate Number)

### Solo take offs and landings at another airport (specify with or without control tower).

I certify that, (Applicant First name, MI, Last name) has received the required training and has demonstrated proficiency to practice solo take offs and landings at (airport name) in a (Category, Class, Type-set and Variant of LSA). The take offs and landings at (airport name) shall be completed to full stops and taxi clear of runway. The take offs and landings are subject to the following conditions: (List any applicable conditions or limitations, such as weather requirements, stops at specific airports, avoiding certain airspace, etc.).

LSA-FI/FE James E. Jones, (LSA-FI/FE Certificate Number)

### Solo Cross Country Initial

I certify that, (Applicant First name, MI, Last name) has received the required solo cross-country training in a LSA. I find that he/she is proficient to make solo cross-country flights in a (Category, Class, Type-set and Variant of LSA). The solo cross country flights are subject to the following conditions: (List any applicable conditions or limitations, such as weather requirements, stops at specific airports, avoiding certain airspace, etc.).

LSA-FI/FE James E. Jones, (LSA-FI/FE Certificate Number)

### Solo Cross Country Flight specific

I have reviewed the cross-country planning of (First name, MI, Last name). I find the planning and preparation to be correct to make the solo flight from (location) to (destination) via (route of flight) with full stop landings at (name the airports) in a (Category, Class, Type-set and Variant of LSA) on (date).

LSA-FI/FE James E. Jones, (LSA-FI/FE Certificate Number)



### LSA Pilot Skill Test

I recommend (Applicant First name, MI, Last name) for the LSA Pilot Skill Test. I verify that he/she meets the Aeronautical Knowledge and Experience requirements for a LSA Certificate. I have completed flight training with the applicant in a LSA and hereby recommend them for the skill test of a LSA certificate. The applicant is applying for an endorsement in a (Category, Class, Type-set and Variant of endorsement sought) LSA.

LSA-FI/FE James E. Jones, (LSA-FI/FE Certificate Number)

### Initial Category, Class, Type-set and Variant LSA

This LSA endorsement authorises (LSA Certificate holder First name, MI, Last name) to operate (Category, Class, Type-set and Variant of LSA). He/she has successfully completed the LSA Pilot Skill Test on (date of completion) and expires on (24 months from date of issue). This endorsement is specific to the LSA and only authorises the user privileges of the specific Category, Class, Type-set and Variant of LSA.

I certify that the LSA Certificated Pilot completed the required flight and aeronautical knowledge required in this endorsement.

LSA-FI/FE James E. Jones, (LSA-FI/FE Certificate Number)

### Radio Telephony

This LSA endorsement validates (LSA Certificate holder First name, MI, Last name) to have successfully completed Radio Telephony specific to VFR operations, ATC communications and lost-communications procedures.

### Additional Category, Class, Type-set and Variant LSA

This LSA endorsement authorises (LSA Certificate holder First name, MI, Last name) to operate (Category, Class, Type-set and Variant of LSA). He/she has successfully completed the LSA Pilot Skill Test on (date of completion) and expires on (24 months from date of issue). This endorsement is specific to the LSA and only authorises the user privileges of the specific Category, Class, Type-set and Variant of LSA.

I certify that the LSA Certificated Pilot completed the required flight and aeronautical knowledge required in this endorsement.

LSA-FI/FE James E. Jones, (LSA-FI/FE Certificate Number)

### LSA-FI Aeronautical knowledge:

I certify that, (Applicant First name, MI, Last name) satisfactorily completed the LSA-FI Aeronautical Knowledge requirements on (DD/MM/YYYY) regarding the safe operation and instruction of LSA (Category, Class, Type-set and Variant of LSA).

LSA-FI/FE James E. Jones, (LSA-FI/FE Certificate Number)



### **LSA-Flight Instructor**

This LSA endorsement authorises (LSA-FI Certificate holder First name, MI, Last name) to conduct flight training and is hereby authorised to endorse as a LSA-FI in a (Category, Class, Type-set and Variant of LSA). He/she has successfully completed the LSA-FI skill test on (date of completion) and expires on (24 months from date of issue).

This endorsement is specific to the LSA and only authorises the user privileges of the specific Category, Class, Type-set and Variant of LSA.

I certify that the LSA Certificated Pilot completed the required flight and aeronautical knowledge required for this endorsement.

LSA-FI/FE James E. Jones, (LSA-FI/FE Certificate Number)

### **LSA Flight Instructor Additional Category, Class, Type-set and Variant**

This LSA endorsement authorises (LSA-FI Certificate holder First name, MI, Last name) to conduct flight training and is hereby authorised to endorse as a LSA-FI in a (Category, Class, Type-set and Variant of LSA). He/she has successfully completed the additional LSA-FI requirements on (date of completion) and expires on (24 months from date of issue).

This endorsement is specific to the LSA and only authorises the user privileges of the specific Category, Class, Type-set and Variant of LSA.

I certify that the LSA Certificated Pilot completed the required flight and aeronautical knowledge required for this endorsement.

LSA-FI/FE James E. Jones, (LSA-FI/FE Certificate Number)

### **LSA-Flight Examiner**

This LSA endorsement authorises (LSA-FI Certificate holder First name, MI, Last name) to conduct flight training and is hereby authorised to endorse as a LSA-FE in a (Category, Class, Type-set and Variant of LSA). He/she has successfully completed the LSA-FE skill test on (date of completion) and expires on (24 months from date of issue).

I certify that the LSA Certificated Pilot completed the required flight and aeronautical knowledge required for this endorsement.

LSA-FE James E. Jones, (LSA-FE Certificate Number)

### **LSA Flight Examiner Additional Category, Class, Type-set and Variant**

This LSA endorsement authorises (LSA-FI Certificate holder First name, MI, Last name) to conduct flight training and is hereby authorised to endorse as a LSA-FE in a (Category, Class, Type-set and Variant of LSA). He/she has successfully completed the additional LSA-FE requirements on (date of completion) and expires on (24 months from date of issue).

I certify that the LSA Certificated Pilot completed the required flight and aeronautical knowledge required for this endorsement.

LSA-FE James E. Jones, (LSA-FE Certificate Number)



**APPENDIX B: LSA Authorised Training Areas for LSA**

Emirate	Area Name	Boundaries	Height Limit	Activities	Limitations
<b>Dubai</b>	Mina Seyahi	Circle radius 1.5NM catered on 150266N 0550809E	5000' AGL	Parachuting	Coordinated with Dubai Radar
	<b>Nad Al Sheba (Private and Restricted)</b>	Lines Joining: 250807N 0552021E, 250600N 0552219E, 250600N 0551840E, 250540N 0551755E, 250701N 0551722E	1500' AGL	Various	
	OMD 18 (Dubai/Urqb Dharee)	Lines Joining: 245300N 0553000E, 245600N 0553100E, 245500N 0553600E, 245200N 0553500E	13,000' AGL	Parachuting	Area within OMR51 coordinated with Military
<b>Fujairah</b>	Sandy Beach Area	Lines Joining: 252934.30N 562053.60E, 252928.00N 562143.70E, 252846.75 562149.80, 252842.00N 562106.30E	2,000' AGL	Paramotors, Sailplanes and Microlights	
	Dibba Area	Lines Joining: 253502.50N 562035.20E, 253506.00N 562128.75E, 253343.75 562129.30E, 253345.00N 562021.80E	2000' AGL	Paramotors, Sailplanes and Microlights	
<b>Ras al Khaimah</b>	Jazirah Aviation Club Area	Area within tangents joining circles of 3NM radius centred on points: 253956N 0554630E, 254510N 0555735E	1400' AGL	LSA	