



WORKING PAPER

ASSEMBLY — 41ST SESSION

TECHNICAL COMMISSION

Agenda Item 31: Aviation Safety and Air Navigation Standardization

LIGHT SPORT AIRCRAFT REQUIREMENTS

(Presented by the United Arab Emirates)

EXECUTIVE SUMMARY

The light sport industry is evolving and the regulations are lagging in the field of LSA aircrafts including paramotors. The practice is lacking Standards and Recommended Practices (SARPs) to standardize and harmonize the practice between the contracting states to enable cross-border travel utilizing light sport aircrafts.

Currently the practice is regulated by each contracting state independently without a reference from the ICAO, which makes the process of aircraft sales and delivery and cross-country very difficult to accomplish. In the past, the aircrafts were not capable, cross border ranges, which have only local procedures, which are specific to every country unlike the normal.

Action: The Assembly is invited to establish a working group to study the below requirements shifting the LSA from domestic to an international regulation. The harmonization required but is not limited to:

- 1) classification of aircrafts;
- 2) airworthiness requirements; and
- 3) personnel licensing requirements

<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objectives.
<i>Financial implications:</i>	This working paper has no financial implications
<i>References:</i>	Doc 9379, <i>Manual of Procedures for Establishment and Management of a State's Personnel Licensing System</i> - 4.2.3-Typical non-ICAO licenses and 4.2.4-Status of non-ICAO licenses

1. INTRODUCTION

1.1 The light sport industry was launched and has been driven by aircraft hobbyists from the reconstruction of old aircrafts to experimental aircrafts, However, the business has evolved and turned into the mass manufacturing of Aircrafts very similar to general aviation aircrafts and capabilities and ability to provide cross country travel at a competitive price and very low costs in term of operations.

2. DISCUSSION

2.1 The challenge lies in the gap of missing regulations governing the classification of those aircrafts, Personnel licensing, Airworthiness and Operational requirements that are supposed to be in place to enable the cross-border travel for those type of aircrafts.

2.2 Each country has its own regulations for this type, which presents a great challenge in cross-border travel, which is critical in small countries as this type of aircrafts would add benefit to their General Aviation structure, some countries accept the cross-border travel of those aircrafts and some have extremely complicated requirements for this type of aircraft.

2.3 Other considerations for the cross-border travel for this aircraft type is the airspace consideration, security requirements, and the cross-border regulation to follow.

3. CONCLUSION

3.1 The objective of this working paper is to establish requirements and harmonize the process for this category of aircrafts to enable regulated cross-border travel and harmonized the requirements between ICAO contracting states for this category of aircrafts.

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