

**William Czygan, IV**  
11603 Grayton St.  
Detroit, MI, 48224-1643  
phone: 313-521-4724



Sunday, May 07, 2006

FAA Docket FAA-2006-tbd

14CFR61.303(g) PETITION TO ALLOW AMPHIBIOUS AMATEUR BUILT EXPERIMENTAL AIRCRAFT TO BE FLOWN BY SPORT PILOTS UNTIL THE RETRACTABLE GEAR CHANGES TO THE LSA RULE ARE APPROVED

Dear Sirs:

This petition is requested per Title 14 Part 11.15 by the above petitioner to allow amateur built experimental aircraft which have retractable landing gear to be flown by Sport Pilots as though those aircraft met the full requirements of light sport aircraft. This exemption changes 14CFR61.303(g) and will be available to apply to all aircraft owners supported by the company. Details of the proposed change are attached. (ref. 14CFR11.81(b))

It is understood that the FAA will be publishing a NPRM to allow retractable gear on LSA aircraft. This NPRM may be published with a short comment period so the final rule publication will be forthcoming relatively quickly. This exemption is only for the short term until the forthcoming LSA rule amendment is in place.

With the slow progress on correcting this error in the light-sport aircraft rule is impacting the use of aircraft. The owner of this aircraft wishes to use his craft appropriately under the Sport Pilot rules but is unfairly constrained by the delay in correcting this error.

Maintaining equivalent level of safety (ref. 14CFR11.81(e))

The exemption will provide a level of safety at least equal to that provided by the rule from which exemption is sought. These aircraft are being held up by the process. While changes are coming, they are slow to take place. The mere fact that the changes are coming shows that the exemption is appropriate to achieve the equivalent level of safety. Providing access to the appropriate rules earlier will enhance safety for the whole community.

Public Interest (ref. 14CFR11.81(d,e))

This request is in the public interest in that it allows use of the owner's aircraft while we await the correction of the amphibious rule. It minimizes the impacts already being imposed and meets the greater needs of the community.

page 1 (AB)

Summary for Federal Register (ref. 14CFR11.81(f))

The Applicant is applying for exemption to 14CFR61.303(g) such the pilots flying under the limitations of Sport Pilot will be allowed to fly amphibious aircraft with retractable landing gear.

Mr. James Stephenson is serving coordinator for this effort. If you could, please work with Mr. Stephenson to expedite the exemption approval. He may be reached at 269-781-4021 or 269-209-1466. SAFE, PO Box 589, Marshall, Mi 49068

Sincerely,  
William Czygan, IV  
(ref. 14CFR11.81(a)) see above.

(ref. 14CFR11.81(b,g))

14CFR61.303(g) PETITION TO ALLOW AMPHIBIOUS AMATEUR BUILT EXPERIEMENTAL AIRCRAFT TO BE FLOWN BY SPORT PILOTS UNTIL THE RETRACTABLE GEAR CHANGES TO THE LSA RULE ARE APPROVED - ADDENDUM

This petition is requested to allow amateur built experimental aircraft which have retractable landing gear to be flown by Sport Pilots, or pilots operating under the limitations of Sport Pilot Privileges, as though those aircraft met the full requirements of light sport aircraft.

Specifically this request is to exemption FAR Part 61.303(b) as follows:

In the table, column two,

Cell one: (B) Any amphibious aircraft which, except for the retractable gear, meets the definition of light sport aircraft for which you hold the endorsements required for its category, class, make and model.

Cell two: (B) Any amphibious aircraft which, except for the retractable gear, meets the definition of light sport aircraft in that category and class.

Cell three: (B) Any amphibious aircraft which, except for the retractable gear, meets the definition of light sport aircraft only if you hold endorsements required in Sec. 61.321 for its category and class.

Cell four: (B) Any amphibious aircraft which, except for the retractable gear, meets the definition of light sport aircraft for which you hold the endorsements required for its category , class, make and model.

Cell five: (B) Any amphibious aircraft which, except for the retractable gear, meets the definition of light sport aircraft in that category and class.

Cell six: (B) Any amphibious aircraft which, except for the retractable gear, meets the definition of light sport aircraft only if you hold endorsements required in Sec. 61.321 for its category and class.

Cell seven: (B) Any amphibious glider, balloon or airship which, except for the retractable gear, meets the definition of light sport aircraft for which you hold the endorsements required for its category , class, make and model.

Cell eight: (B) Any amphibious glider, balloon or airship which, except for the retractable gear, meets the definition of light sport aircraft in that category and class.

Cell nine: (B) Any amphibious glider, balloon or airship which, except for the retractable gear, meets the definition of light sport aircraft only if you hold endorsements required in Sec. 61.321 for its category and class.

It is understood that the FAA will be publishing a NPRM to allow retractable gear on LSA aircraft. This NPRM may be published with a short comment period so the final rule publication will be forthcoming relatively quickly. This exemption is only for the short term until the forthcoming LSA rule amendment is in place.

With the slow progress on correcting this error in the light-sport aircraft rule is impacting the use of aircraft. The owner of this aircraft wishes to use his craft appropriately under the Sport Pilot rules but is unfairly constrained by the delay in correcting this error.

Mr. James Stephenson is serving coordinator for this effort. If you could, please work with Mr. Stephenson to expedite the exemption approval. He may be reached at 269-781-4021 or 269-209-1466. ASC, PO Box 589, Marshall, Mi 49068

Deborah Stephenson  
Administrative Director, Aero Sports Connection, Inc.