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FAA-01-11133-33

From: phitchens@carolina.rr.com  
 Sent: Monday, February 11, 2002 1:55 AM  
 To: govt@eaa.org  
 Subject: Comments to NPRM No. FAA-2001-11133, Certification of Pilots, Aircraft and Repairmen for the Operation of Light Sport Aircraft

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Comments: I have recently purchased a 2001 AirBorne Edge trike mainly because it was a "certified" trike and wing and I knew it had been thoroughly tested and was safe to fly. However, I am concerned that foreign "certified" aircraft that meet the new LSA certification requirements yet were constructed prior to the new LSA inactment date will be placed in the "experimental" category and not the more desirable "special" LSA category. If the aircraft is built and maintained a certain way that meet the FAA's rules, it should not matter if it was built before or after the proposed date. as long as it can be proven that the aircraft is "certified" under a resoprosity "certification" with other countries with high aircraft construction and maintenance standards. Put the burden on us to prove the aircraft has already been certified in order for us to get "N" numbered for special LSA certification. From a personal point of view, a special LSA will be easier to resell than an experimental LSA when that time comes. I hope my trike doesn't get thrown into the mix with the other non-certified trikes just because it was built prior to a certain date. Thank you for your consideration.

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