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FAA-01-11133-39

From: rstep@tampabay.rr.com
Sent: Monday, February 11, 2002 9:56 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

Name: Richard M Step
Address: 104 Ruby Cir.
City: Brandon
State: Fl
Zip: 33510
Email: rstep@tampabay.rr.com
Phone: 813-681-4849

Comments: Gentleman, I wish to comment on the sport pilot NPRM specifically the part that deals with using my current ultralight as a trainer. I am currently an instructor with an exemption issued through USUA. I am an active instructor with currently over 400 hrs logged as instruction time. When Sport pilot comes about, I will certainly pursue the pilot rating and I will N number my CGS Hawk two place. My next move will be to pursue my instructors rating in the sport pilot category. This is where I find that I dont agree with the proposal as it is written. As I understand it, I will be allowed to instruct in my A/C for only 36 months after the NPRM becomes a rule. Obviously FAA feels my A/C is safe to teach from during this time. At midnight ,36 months later,My A/C is no longer worthy of this task. I simply don't understand the logic of this. I cannot afford to go out and purchase a new factory built A/C just so I can continue to teach. My A/C is constantly maintained and will continue to be so during the 36 months after the final rule making. Why should I and other instructors be forced to purchase new trainors ? In my case, I fear that I will have to abandon teaching as will many other instructors. What then, does this phase of the Sport Pilot Rule really accomplish? In my opinion, I feel that my ultralight trainer/ sport plane should be grandfathered as long as it passes inspections and meets certification.

Thank you for allowing me to make these comments

Richard Step
USUA BFI #A68989

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