LIGHT SPORT AIRCRAFT - SETS OF AIRCRAFT

| | | | Airplane | | | | |
|---------------|-----------------|----------------|--------------|---------------|-----------|----------------|--------------|
| | 87 KCAS VH or < | | | | | >87 KCAS | |
| Tricycle gear | Tailwheel | Float equipped | Ski equipped | Tricycle gear | Tailwheel | Float equipped | Ski equipped |
| 4A11 | 4B11 | 4C21 | 4D11 | 4A12 | 4B12 | 4C22 | 4D12 |

| | | Gyroplane | | |
|---------|---|--|---|---|
| Tractor | Pusher, Fully enclosed, side-by- side seating | Pusher, Fully enclosed, single or tandem seating | Pusher, Not Fully enclosed, side-by- side seating | Pusher, Not Fully enclosed, single or tandem seating |
| 5E | 5F | 5G | 5H | 5J |

| | | | Powered Parachute | | |
|---|------|-------------|-------------------|-----------------|-----|
| _ | | Square Wing | | Elliptical Wing | |
| ſ | Land | Sea | | Land | Sea |
| Î | 6K1 | 6K2 | | 6L1 | 6L2 |

| Weight-shift Controlled | | | | | | |
|---|-----|-----|--|--|--|--|
| Tricycle gear Float equipped Ski equipped | | | | | | |
| 7A1 | 7C2 | 7D1 | | | | |

| | Glider | |
|-------------|--------|-------------|
| Non-powered | | Self-launch |
| 1M | | 1N |

| | | Light-than-air (Balloon |) | |
|-----------|-----|-------------------------|-------------------------|-------------------------------|
| Gas 2P | | | | With airborne heater 2R |
| | | Light-than-air (Airship | |] |
| | Gas | | With airborne heater | |

3R

3P

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SAFETY INFORMATION TABLE (SIT) LIGHT SPORT AIRCRAFT SETS OF AIRCRAFT CODES

| | | TYPE | TYPE | TYPE | TYPE | TYPE | TYPE | TYPE |
|---------------------|------------------------------|------------------------|--------------|--------------|--------------------------|---------------------------------|-------------------------------|-------------|
| | | $\frac{1}{1} = Glider$ | 2 = Lighter- | 3 = Lighter- | $\frac{4}{4} = Airplane$ | $\frac{\mathbf{AIRCRAFI}}{5} =$ | $\frac{\mathbf{AIKCKAFI}}{6}$ | 7 = Weight- |
| | | | Than - Air | Than - Air | | Rotorcraft | Powered- | Shift- |
| | | | (Balloon) | (Airship) | | (Gyroplane) | Parachute | Control |
| AIRCRAFT SUB-CAT | A = Tricycle Gear | | | | 4A11 | | | 7A1 |
| Seb ent | <u>o da</u> | | | | 4A12 | | | |
| AIRCRAFT | <mark>B = Tail Wheel</mark> | | | | 4B11 | | | |
| SUB-CAT | | | | | 4B12 | | | |
| AIRCRAFT | <mark>C = Float</mark> | | | | 4C21 | | | 7C2 |
| SUB-CAT | Equipped | | | | 4C22 | | | |
| AIRCRAFT | <mark>D = Ski</mark> | | | | 4D11 | | | 7D1 |
| SUB-CAT | Equipped | | | | 4D12 | | | 101 |
| AIDCDAFT | E - Tractor | | | | 4012 | | | |
| SUB-CAT | | | | | | 5E | | |
| AIRCRAFT | F = Pusher, Fully | | | | | 5F | | |
| SUD-CAT | Side-By-Side | | | | | | | |
| | Seating (SBSS) | | | | | | | |
| AIRCRAFT | <mark>G = Pusher,</mark> | | | | | 5G | | |
| SUB-CAT | Fully Enclosed, Single or | | | | | | | |
| | Tandem Seating | | | | | | | |
| | (SOTS) | | | | | | | |
| AIRCRAFT SUB-CAT | H = Pusher, Not | | | | | 5H | | |
| JUD-CAI | Side-By-Side | | | | | | | |
| | Seating (SBSS) | | | | | | | |
| AIRCRAFT SUP CAT | J= Pusher, Not | | | | | 5J | | |
| SUD-CAT | Single or | | | | | | | |
| | Tandem Seating | | | | | | | |
| AIDCDAFT | (SOTS) | | | | | | 01/4 | |
| SUB-CAT | K – Oquare Wing | | | | | | 6K1 | |
| | | | | | | | 6K2 | |
| AIRCRAFT | L = Elliptical | | | | | | 6L1 | |
| SUD-CAT | vving | | | | | | 6L2 | |
| AIRCRAFT | M = Non- | 1M | | | | | | |
| AIRCRAFT | N = Self-Launch | 1 NI | | | | | | |
| SUB-CAT | | | | | | | | |
| AIRCRAFT SUB-CAT | P= Gas | | 2P | 3P | | | | |
| AIRCRAFT | R= With Airborne | | 2R | 3R | | | | |
| SUB-CAT | Heater | | | 0 | | | | |

NOTE: THE ABOVE SET OF AIRCRAFT CODES ARE LISTED IN THE FOLLOWING SEQUENTIAL ORDER:

- 1. Type Aircraft
- 2. Aircraft Sub-Category
- 3. Aircraft Classification
- 4. Aircraft Speed Limitation

SAFETY INFORMATION TABLE (SIT) SETS OF AIRCRAFT AND DESIGN CHARACTERISTIC CODES

| <u>SETS OF AIRCRAFT CODES</u> (FOR LIGHT SPORT AIRCRAFT)Example: >>> Airplane, = 4A12 | | | | | | |
|---|---|---|--|--|--|--|
| Type Aircraft | | | | | | |
| 1 = Glider | 4 = Airplane | 7 = Weight-Shift Control | | | | |
| 2 = Lighter Than Air (Balloon) | 5 = Rotorcraft (Gyroplane) | | | | | |
| 3 = Lighter Than Air (Airship) | 6 = Powered-Parachute | <i>Example:</i> >>> 4 = Airplane | | | | |
| Aircraft Sub-Category | | • • | | | | |
| A = Tricycle Gear $F = Pusher, F$ | ully Enclosed, Side-By-Side Seating (SBSS |) K = Square Wing | | | | |
| B = Tail wheel G = Pusher, Fi | illy Enclosed, Single-Or-Tandem-Seating (| (SOTS) $L = Elliptical Wing$ | | | | |
| C = Float Fauinned H = Pusher N | ot Fully Enclosed (SBSS) | M – Non-nowered | | | | |
| D = Ski Equipped II = Pusher N | of Fully Enclosed (SOTS) | N = Self-launch | | | | |
| $\mathbf{E} = \text{Sin Equipped}$ $\mathbf{S} = \text{Fusier}, \mathbf{W}$ $\mathbf{E} = \text{Tractor}$ $\mathbf{K} = \text{Square W}$ | ing | $\mathbf{P} = \mathbf{G}$ as | | | | |
| $L = Hactor \qquad \mathbf{K} = Square W$ | | F = Gus F = Tricycle Gear | | | | |
| Aircraft Classification | | | | | | |
| 1 - L and | 2 - Sea | Frample: >>> 1 - I and | | | | |
| Aircraft Speed Limitation | 2 – 5ca | Example. >>> 1 – Land | | | | |
| $\frac{1 - VH}{1 - VH}$ is $\leq \alpha r = 87 KCAS$ | 2 - VH is $> 87 KCAS$ | $F_{rample} >>> 2 - VH is > 87 KCAS$ | | | | |
| I = VIIIS < 0I = 07 KCAS [VH = Maximum layal flight speed with | $2 - \sqrt{11} \text{ is } > 07 \text{ KCAS}$ | | | | | |
| [VII – Waxinum level-light speed with | | | | | | |
| AIRCRAFT DESIGN CHARACTER | DISTIC CODES | Example: >>> Casena 150A - 1H71 | | | | |
| | | | | | | |
| Woight Class | | | | | | |
| $\frac{1}{1-12500} \text{ lbs or loss}$ | 3 - 1320 lbs or loss | $E_{rample} >> 1 - 12500 \text{ lbs}$ or loss | | | | |
| 1 = 12,500 lbs of less 2 = Over 12 500 lbs | 5 = 1,520 Hbs of less 4 = 900 lbs or less | Example: $222 \frac{1}{1} = 12,500 \text{ lbs. of less}$ | | | | |
| Z = Over 12,500 lbs Wing Design | 4 = 500 Hz of ress | | | | | |
| P = Lighton Then Ain Plimp/Divigible/Pa | lloon K - Kito/Soil wing | D - Davashuta Law Davformanas | | | | |
| D = Delta Wing/Swing Wing | $\frac{10001}{\Omega} = \frac{1}{Cvroplane} = \frac{1}{\Omega} \frac{1}{Cvroplane}$ | $\mathbf{R} = \mathbf{P}$ arachute – Low Ferformance $\mathbf{R} = \mathbf{P}$ arachute – High Performance | | | | |
| F = Flexible or Semi Rigid | C = Cyroplane = Open | $\Omega = Multi-Wing - Binlene/Trinlene/Etc$ | | | | |
| H = Mononlane - High Wing/Parasol Wing | L = Mononlane - Low wing | X = Other | | | | |
| G = Rotary Wing – Heliconter/Gyroco | M = Monoplane - Mid Wing | | | | | |
| E = Gvronlane - Partially Enclosed | pret m = monoplane minu ming | <i>Example:</i> >>> <mark>H</mark> = Monoplane – High Wing | | | | |
| | | | | | | |
| $7 = $ Powered $8 = O_{II}$ | otional 0 = Non-Powered | <i>Example:</i> $>>>$ 7 = Powered | | | | |
| | | | | | | |
| <u>*</u> = Number of Engines | | <i>Example:</i> >>> 1 = Number of engines | | | | |
| | | | | | | |
| Landing Gear Design | Example: >>> | Non-Retractable Tricycle Gear = \overline{NT} | | | | |
| NT = Non-Retractable Tricycle-Gear NC = Non-Betractable Conventional | RT = Retractable Tricycle-Gear | SK = Ski Installation | | | | |
| NC = Non-Retractable Conventional | $\mathbf{K}\mathbf{F} = \mathbf{K}\mathbf{E}\mathbf{P}\mathbf{O}\mathbf{S}\mathbf{H}\mathbf{O}\mathbf{D}\mathbf{O}\mathbf{D}\mathbf{O}$ | A = Other | | | | |
| KC = Retractable Conventional | FL = Float Installation | Example: >>> NI = Non-Retract III Gear | | | | |
| ENGINE (ENG) DESIGN CHARA | <u>EXAMPLE ENGINES</u> | IDIE: $>> Commental, 0-200-A = 30$ | | | | |
| Engine Horsenewer Deting | E : | m_{ample} >>> Under 750 hp (ghp) = 3 | | | | |
| 2 Under 750 UD (SUD) (ESUD) | | xample: >>> Onder 750 np. (snp) = 3 | | | | |
| 5 = 0 Huller / 50 HP (SHP) (ESHP) 5 = 120 HP (SHP) (ESHP) or loss | 4 = 750 HP (SHP) (ESHP) & Over [Equivalent Sheft Horsenower (ESHP) - Let | Example: >>> 5 = Under / 50 np. (snp) Thrust (lbs) + Shoft (SHP) divided by 2.51 | | | | |
| 5 – 120 m (Sm) (ESm) or less | [Equivalent Shart Horsepower (ESIII) – Jet | Thirdst (108) + Shart (Shiri) divided by 2.5] | | | | |
| $\frac{\text{Englife Design}}{\Lambda - \text{Dissel} - \text{Vee} (Compression Ignition)}$ | R – Reciproceting - Rediel | W – Rotary | | | | |
| R = Diesel Inline | K – Keepi ocating - Kaulai F – Turbofon/Turboiot Ryposs | $\mathbf{V} = \mathbf{A} \mathbf{U} \mathbf{a} \mathbf{Y}$ $\mathbf{V} = \mathbf{O} \mathbf{f} \mathbf{b} \mathbf{a} \mathbf{r}$ | | | | |
| D = Diesel - Innine | I = Turboiat | X = Other V = Booket | | | | |
| C = Dieser - Opposeu V = Reciprocating - Vee | J = Turboyce $T = Turboyce$ | 1 – Ruckei 7 – Pure Iet (Pulse/Ram) | | | | |
| I = Reciprocating - Inline | U = Turboshaft | 2 – I ure set (I ulst/Kalli) | | | | |
| $\mathbf{O} = \mathbf{Reciprocating} \cdot \mathbf{Opposed}$ | Example | le: >>> 0 = Reciprocating - Opposed | | | | |
| PROPELLER (PROP) DESIGN CH | ARACTER CODES Examp | De >>> McCauley 1A100MCM - 5N | | | | |
| $\frac{1 \text{ KOTELLER (TROF) DESIGN UNARACTER CODES}}{Example: >> miccauley IATOOMUM = 5N$ | | | | | | |
| Propeller Horsenower Poting | | | | | | |
| 5 - Under 750 hp (SUD) Absorption | 6 - 750 HD (SHD) & over Absorption | Frample: >>> 5 - Under 750 hr (CIID) | | | | |
| 5 = Under 120 hp (SHP) Absorption 7 = Under 120 hp (SHP) Absorption | $v = 750 \text{ nr} (Snr) \propto over Absorption$ | $Example: >>> \frac{1}{2} = \text{Under /50 np (SHP)}$ | | | | |
| Proneller Design | | | | | | |
| C = Controlloble Pitch N = Non Control | llable (Fixed/Crd Adi) V - Other | $F_{xample} > > N - Non controllable$ | | | | |
| C = Controllable Flich N = Non-Control | naule (Fixeu/Gru Auj.) X = Uther | Example: >>> IN = INON-CONTROllable | | | | |

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