



2019 ANNUAL REPORT

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AvSPORT
OF LOCK HAVEN

353 Proctor St., Hangar One fly@AvSport.org
Piper Memorial Airport http://AvSport.org
Lock Haven PA ofc/fax (570) 748-3725
17745 USA cellphone (570) 419-1229

Revised 1 January 2020

AvSPORT

OF LOCK HAVEN



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1. AvSport Overview

TOUCH THE SKY

AT AVSPORT LLC, THE FULL SERVICE FLIGHT SCHOOL ON THE PIPER MEMORIAL AIRPORT



ALTHOUGH WE'RE SMALL, WE DO IT ALL:

- DISCOVERY FLIGHTS
- INTRODUCTORY LESSONS
- FLIGHT INSTRUCTION
- GROUND INSTRUCTION
- FLIGHT REVIEWS
- SAFETY SEMINARS
- COMMERCIAL DRONE TRAINING
- DESIGNATED PILOT EXAMINER
- LSA MAINTENANCE
- CONDITION INSPECTIONS
- PREBUY EXAMINATIONS
- ROTAX ENGINE MAINTENANCE
- FAA WINGS AWARD TRAINING
- MONTHLY HANGAR FLYING

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2. Vision and Mission Statements

Our Vision:

AvSport envisions a General Aviation renaissance, facilitated by quality training of Sport Pilots and the availability of modern Light Sport Aircraft.

Our Mission:

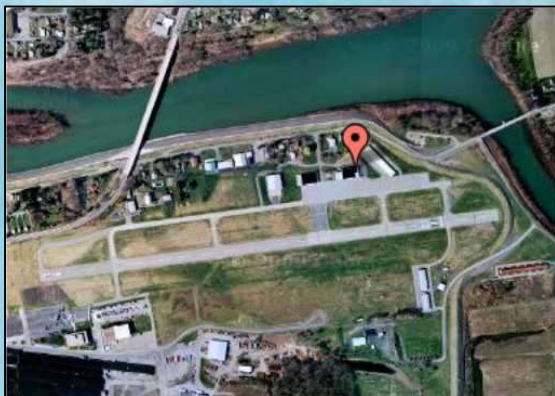
AvSport enhances aviation safety and enjoyment, by offering:

-  a rigorous, though flexible, flight training curriculum
-  experienced, professional Certified Flight Instructors
-  well maintained advanced Light Sport Aircraft
-  modern and accessible instructional materials
-  individualized instruction
-  an affordable aviation experience

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3. Facilities

The General Aviation Terminal, located in Hangar One at the Piper Memorial Airport (KLHV) in scenic Central PA, houses our flight school office, restrooms, conference room, weather briefing room, flight simulator, and pilot's lounge. Ideally suited to Sport Pilot training, Lock Haven is a non-towered general aviation airport with a 3800 by 75 foot paved runway, and a parallel 2200 by 100 foot turf strip. The paved runway is equipped with pilot controlled lighting for night operations, as well as runway end identifier lights and a two-light visual approach slope indicator at each end. Our aircraft storage and maintenance activities are housed in T-hangar North 7, directly across the parking lot from the Pilot's Lounge. A camping trailer on the field is available for the use of students from outside the local area wishing to stay overnight. A nearby B&B also offers visitors pleasant accommodations with a flight school discount.



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4. Aircraft

Available for both flight instruction and rental by qualified pilots, AvSport of Lock Haven provides modern, well equipped Light Sport aircraft, manufactured to exacting ASTM International standards. Our current primary trainer is an Evektor SportStar Max (our second of this make and model) purchased in July 2015.

Manufactured in the Czech Republic, our SportStar is licensed by the Federal Aviation Administration as a Special Light Sport Aircraft (S-LSA), and equipped with the latest “dual glass cockpit” redundant electronic flight and engine instruments. Its advanced avionics package and fully coupled autopilot make this a Technically Advanced Aircraft suitable not just for Sport Pilot training, but for our more advanced students, including Private, Commercial, and Instrument Pilot candidates.

As an early adopter of the FAA’s NextGen 2020 radar equipment, AvSport further increases safety by applying monthly updates of all VFR and IFR navigation charts and terrain maps for the Dynon SkyView Primary Flight Display and MultiFunction Display installed in our primary trainer. Our rigorous preventive maintenance and inspection program is designed to provide optimum engine operation through the factory-authorized maximum of 2000 flight hours.



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5. Drone Pilot Training

Commercial operation of Unmanned Aircraft Systems (commonly called Drones) has emerged just recently as a major growth segment of the aviation industry. In late June of 2016, the Federal Aviation Administration published rules for licensing of commercial drone pilots, a process which began on 29 August. AvSport immediately began developing curriculum, and the week the new rules went into effect, became the first flight school in the nation to train and graduate Remote Pilots with a Small Unmanned Aircraft System rating.

According to former FAA Administrator Michael Huerta, the new FAA rating is expected to generate more than \$82 Billion in economic activity, and generate over 100,000 new jobs, over the next ten years. "The early 20th Century ushered in the Air Age," notes AvSport Chief Flight Instructor Prof. H. Paul Shuch, the nation's third licensed commercial drone pilot. "The mid 20th Century represented the start of the Space Age, and the early 21st Century marks the beginning of the Drone Age. The unmanned aerial systems industry is currently in its infancy, with commercial interests just beginning to discover the wealth of applications which can be fulfilled with these small, inexpensive, and very capable remotely piloted vehicles."

To date, AvSport has graduated over a dozen commercial drone pilots, who have used their Unmanned Aircraft Systems for accident investigation, commercial photography, real estate appraisal, law enforcement, research and development, and site surveys in support of broadband wireless telecommunications.

"Drones are the fastest growing segment of transportation in our nation and it is vitally important that they are safely integrated into the national airspace," said U.S. Transportation Secretary Elaine L. Chao. "As a pilot, my eye is always on safety first," said FAA Administrator Steve Dickson. "Safety is a joint responsibility between government, pilots, the drone community, the general public and many others who make our nation so creative and innovative."

AvSport is proud to offer potential commercial drone operators an opportunity to get involved on the ground floor of what promises to be aviation's next Great Frontier. Our quarterly Remote Pilot courses are now scheduled through the end of the 2020 calendar year.





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6. Curriculum

Developed by a retired college professor with nearly 50 years of experience in higher education, AvSport's rigorous though flexible flight training curriculum allows students to obtain the new Sport Pilot license in half the time, and at half the cost, of the traditional Private Pilot rating, without compromising skills or safety. Students can choose between an accelerated six-week training program, and a less intensive program of conveniently scheduled lessons. We are an FAR Part 61 flight school and TSA-approved Alien Flight Student Program provider, nominated by our students for the AOPA Flight Training Excellence Award. Flight training and individualized ground instruction are integrated, and are supplemented by reading assignments, practice tests, assigned videos, and online PowerPoint lessons to allow each student to progress at his or her own pace.

To date, more than 80% of AvSport's students accomplishing their first solo flight have gone on to become licensed pilots, more than half of our graduates are now aircraft owners, and a quarter of our licensed Sport Pilots have continued their studies, earning their Private Pilot ratings.

AvSport's ten standard training packages now include:

- ✦ "Taste of Freedom," a half-hour Discovery Flight
- ✦ "Gateway to the Sky" Introductory Lesson (one hour each of flight and ground training)
- ✦ "Simulator Club," unlimited use of our Redbird Jay flight simulator for a flat annual fee
- ✦ "Flight FUNdamentals," a four-lesson, minimal-commitment sport flying experience
- ✦ "Six Weeks, Rain or Shine," zero hours to first solo flight in an intensive pre-solo module
- ✦ "Six More Weeks of Heaven," first solo flight to license in an intensive post-solo module
- ✦ "Airspace Ace." Earn all 3 Sport Pilot controlled airspace endorsements in just 3 days
- ✦ "Pilot Downsizer," a 3-day Light Sport Aircraft transition for licensed Private Pilots
- ✦ "The Next Step Up," a 6-week Private Pilot add-on module for licensed Sport Pilots
- ✦ "Remote Pilot In Command," a 3-day Commercial Drone Operator certification course

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7. Students

During 2019, two AvSport students accomplished their first solo flights, two completed Commercial Drone Pilot training, and three graduates completed their FAA practical tests, earning their pilot certificates. Our instructors conducted 14 Introductory Lessons. We gave three licensed pilots their 24-month flight reviews, and transitioned one Private Pilot to safely flying her own Light Sport aircraft. Our students, who range in age from 16 to 80, have come to Lock Haven for training from as far away as New York, Connecticut, New Jersey, Ohio, Maryland, Massachusetts, Michigan, Georgia, California, Florida, Canada, England, Spain, France, Saudi Arabia, India, Denmark, and Sweden. They represent a wide range of professional and educational backgrounds.

As students graduate from our Sport Pilot training program, some have chosen to become renter pilots, who continue to enjoy the recreational use of our aircraft (while allowing active students first scheduling priority). Others have continued on to earn higher ratings, and exercise additional pilot privileges. This year, yet another of our students acquired and flew his own aircraft.

AvSport promotes a sense of community among our students, instructors, prospects, and graduates, by sponsoring Safety Seminars, graduation parties, and (sadly) memorial gatherings, as well as hosting movie nights complete with popcorn and aviation films, and monthly Hangar Flying sessions featuring coffee, donuts, education, singing, conversation, and fellowship. Though run as a viable business entity, AvSport strives to foster an old-time flying club atmosphere.



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8. Staff Milestones

In 2019, AvSport Chief Flight Instructor Prof. H. Paul Shuch was reappointed by the FAA for another year as a Designated Pilot Examiner.



Prof. Shuch (behind the camera) joins four other FAA Designated Pilot Examiners in the Harrisburg Flight Standards District office, for annual examiner training.



As Keynote Speaker at the 2019 DeLand Sport Aviation Showcase in Florida, Prof. Shuch presented four different FAA Safety Team WINGS Award seminars.

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9. Events



The premiere aviation event at Piper Memorial Airport is the annual Sentimental Journey to Cub Haven fly-in. Each summer, AvSport participates by providing Discovery Flights, safety seminars, and aircraft for static display. Here, our first SportStar trainer attracts the attention of some of our Amish neighbors.

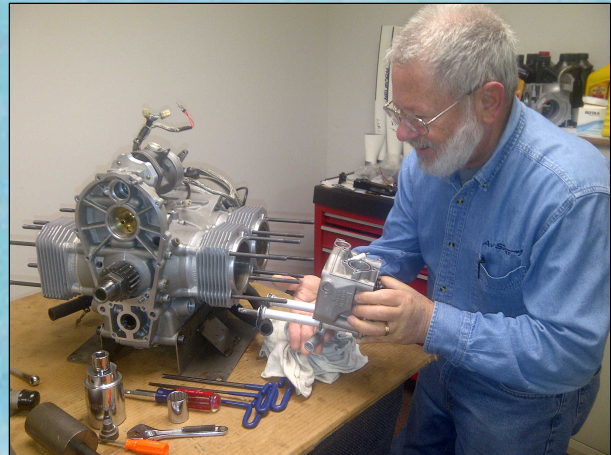
Fostering a sense of community on the Piper Memorial Airport, around a dozen AvSport students, graduates, renter pilots, instructors, and friends gather in the pilot's lounge, Hangar One at the Piper Memorial Airport, on the first Saturday morning of each month for free coffee, donuts, and hangar flying.



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10. Maintenance

In 2019, AvSport continued to upgrade its modern, fully equipped maintenance shop in T-hangar 7 North at Piper Memorial Airport, conveniently located directly across the parking lot from the Pilot's Lounge and our flight school office in Hangar One. This year we performed condition inspections, preventive maintenance, prebuy examinations, major and minor repairs, and alterations to our own fleet, as well as customers' Special and Experimental Light Sport Aircraft. We are the sole Rotax Engines designated Independent Repair Centre for Western PA. In January 2019, our Director of Maintenance renewed his Rotax service, maintenance, and heavy maintenance certificates, and remains rated by the FAA to inspect and repair Light Sport Airplanes, Gyroplanes, Powered Parachutes, Gliders, and Weight Shift Control Aircraft.





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11. Financials

Sport flying being primarily a recreational activity, AvSport's financial position is both highly seasonal, and quite variable, depending as it does upon the local community's aggregate discretionary income. This past year, fully half of our primary students trained in their own aircraft, reducing the economies of scale which have in the past allowed us to fully amortize fixed aircraft costs. Thus, our 2019 revenues decreased significantly over previous years.

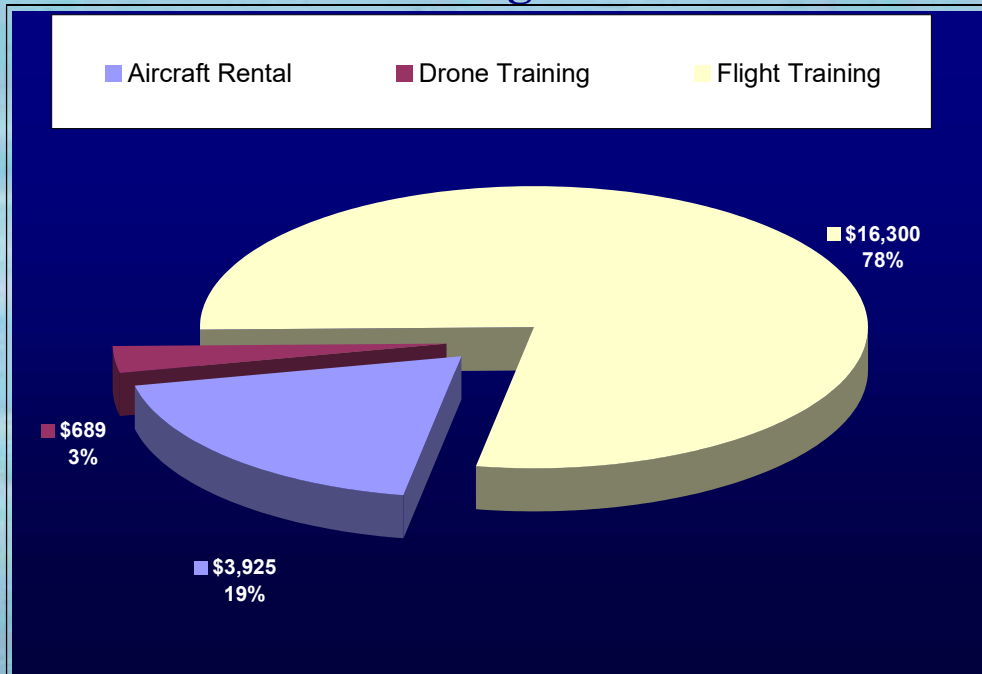
We saw our fixed and variable operating expenses increase slightly in 2019, due primarily to escalating fuel and insurance costs. Nevertheless, AvSport continues to see a positive return on investment, now having earned a profit in nine out of our ten years of operation. The charts below detail our operating revenues and expenses for the year just ended, exclusive of amortization of capital investment.

Unfortunately, rising costs and reduced flight hours have forced AvSport reluctantly to increase its pay-as-you-go instructor fees and aircraft rental rates for 2020. However, the flat tuition rates for our prepaid academic courses remain unchanged.

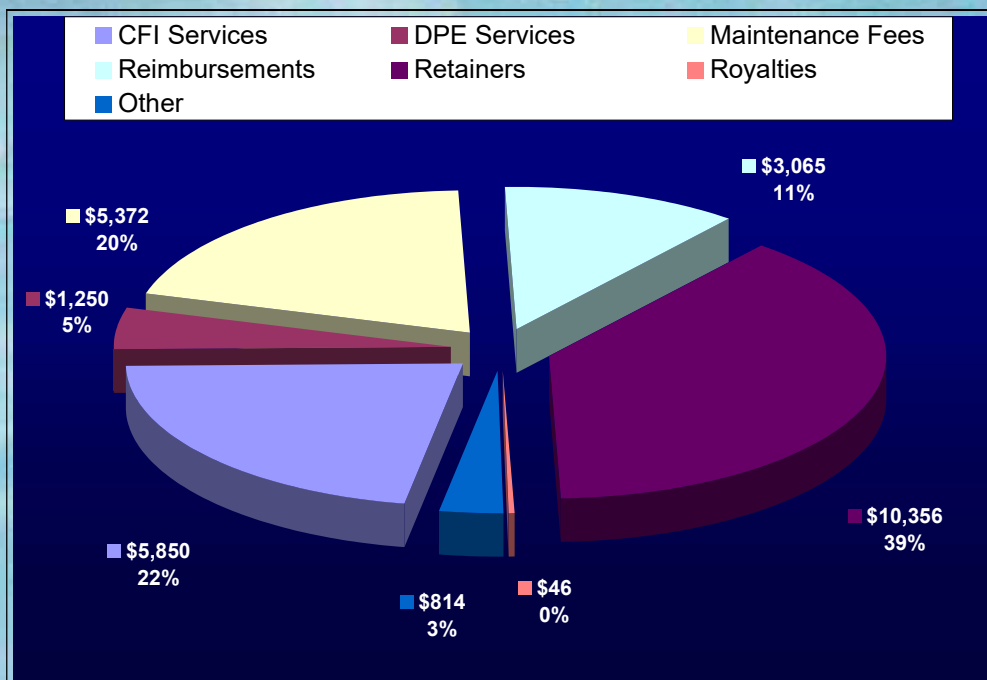
The Pie charts on the following pages provide a breakdown of our Training Revenues, Service Revenues, Fixed Expenses, and Variable Expenses for the most recent calendar year.

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2019 Training Revenues

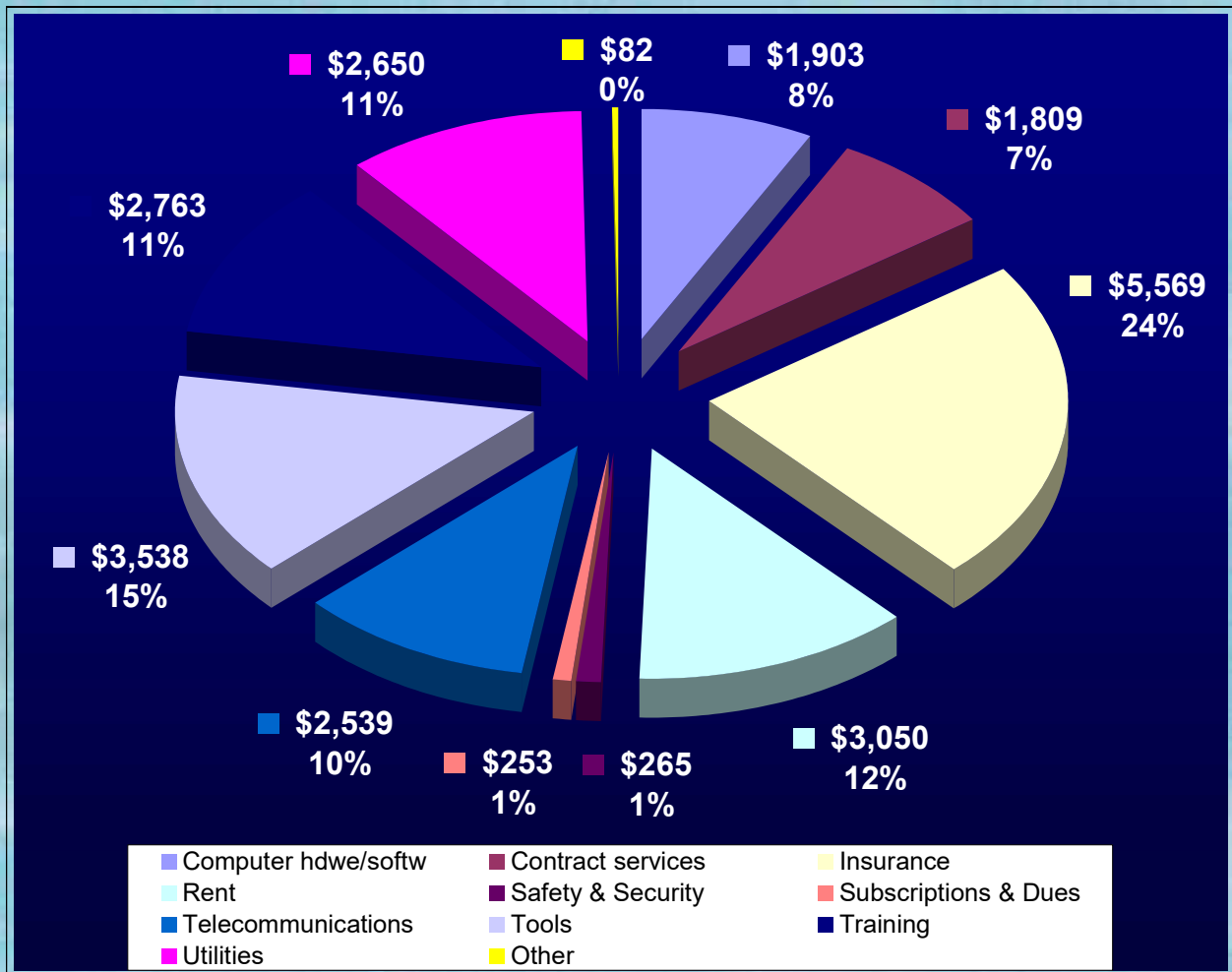


2019 Service Revenues



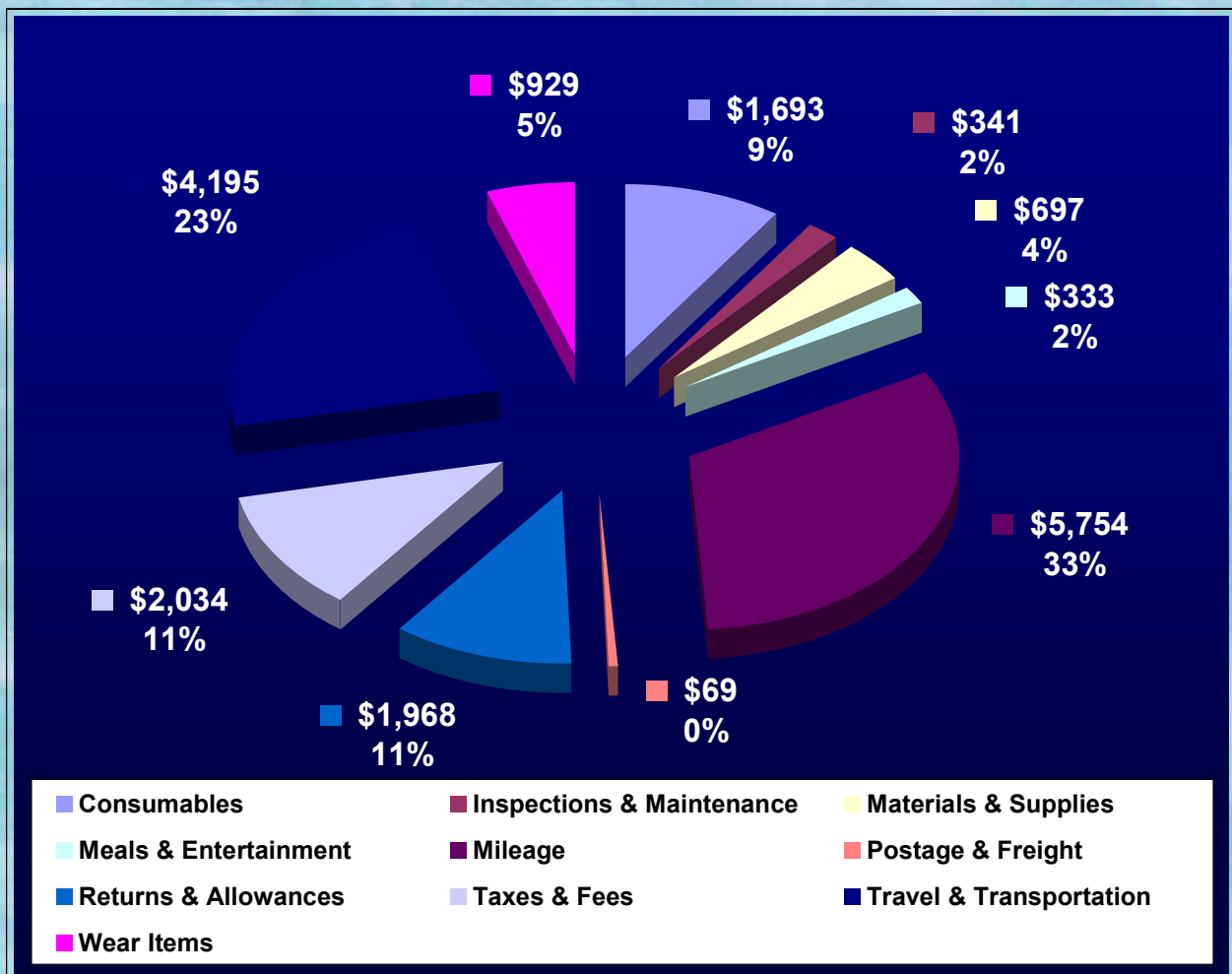
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2019 Fixed Expenses



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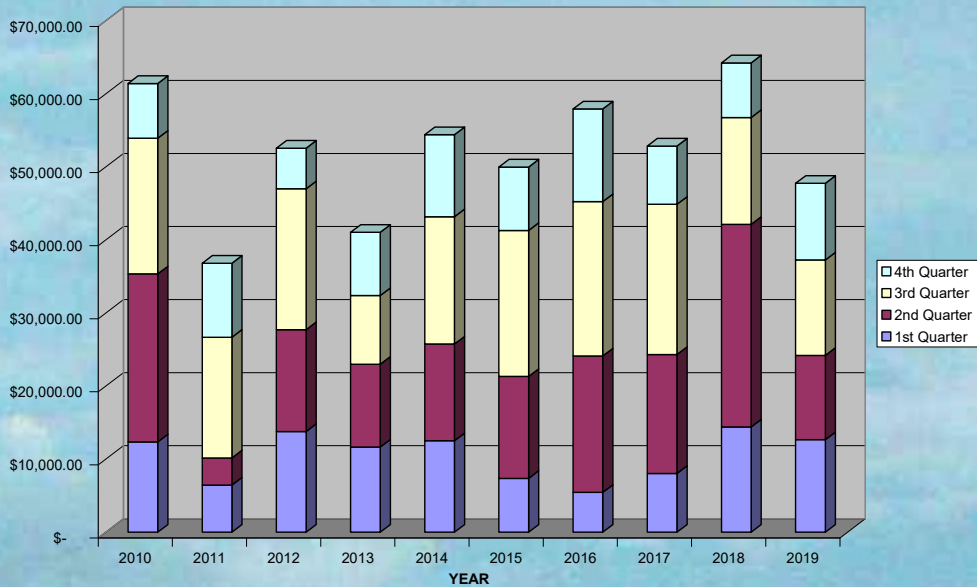
2019 Variable Expenses



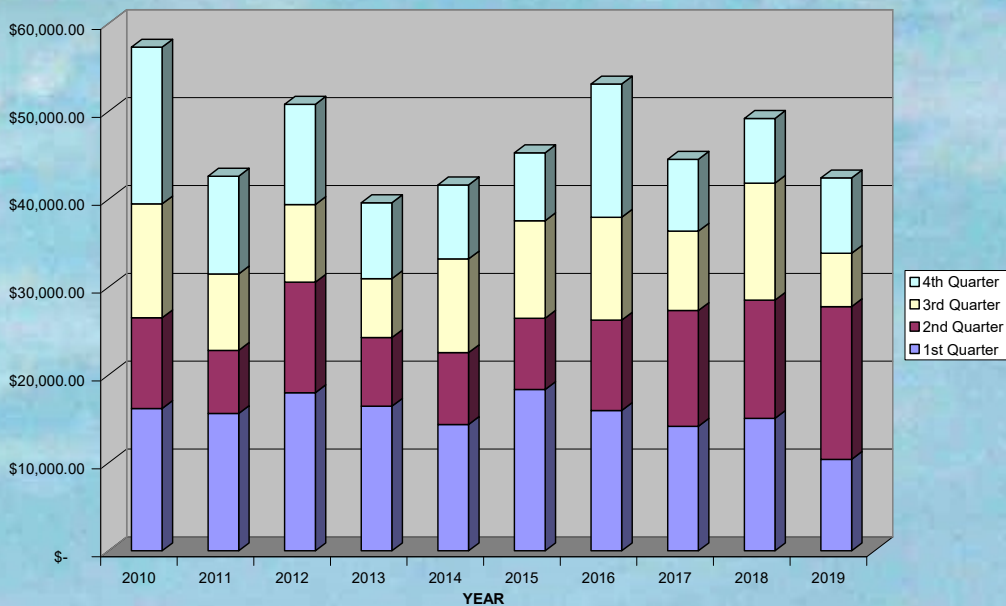
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Cumulative Revenue and Expense History

REVENUES



EXPENSES





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Return on Investment (exclusive of capital acquisitions and amortization)

<u>Year</u>	<u>Revenues</u>			<u>Expenses</u>			<u>Profit(Loss)</u>
	<u>Training</u>	<u>Services</u>	<u>Total</u>	<u>Fixed</u>	<u>Variable</u>	<u>Total</u>	
2010	45,871	17,843	63,714	27,379	30,087	57,466	6,248
2011	21,562	15,252	36,815	18,738	23,897	42,635	(5,820)
2012	29,687	22,863	52,551	20,835	29,985	50,820	1,730
2013	20,821	20,218	41,040	17,774	21,835	39,610	1,430
2014	26,646	27,759	54,405	15,871	25,768	41,639	12,766
2015	30,157	19,825	49,982	22,617	22,681	45,298	4,684
2016	34,438	23,483	57,921	28,630	24,489	53,119	4,802
2017	25,819	27,034	52,852	20,461	24,089	44,550	8,302
2018	42,458	21,771	64,230	20,973	28,226	49,198	15,032
2019	20,990	26,754	47,743	24,420	18,013	42,433	5,310

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12. Congratulations to our 2019 Graduates!



< Chong from New York



Jacob from Maryland >



< Gerard from Spain



Bill from Illinois >



< George from Pennsylvania



Charlotte from Michigan >

Alex from Pennsylvania >



< Bo from Denmark

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13. In Memoriam

Leah Jones

June 1, 1927 – June 14, 2019

Remembered by H. Paul Shuch

Former ferry pilot and Piper Aircraft assembly worker Leah Jones, much beloved on the Piper Memorial Airport, earned her final wings on June 14, 2019, at home in Charlottesville VA. Born on Long Island, she took her first flight at age 13 from Suffolk County Airport in an Aeronca Champ, moved to Lock Haven to work at Piper Aircraft in 1946, and ultimately earned her pilot's license there on October 10, 1947.



Since retiring to Charlottesville VA in 1997, Leah became a regular attendee at the Sentimental Journey to Cub Haven fly-in, where she shared stories and exhibited photos and memorabilia from her days at Piper Aircraft. She always enjoyed visiting with "her" Cubs, some of which she helped to build. Occasionally, a fly-in attendee would take her up for a Cub ride.

Leah's memoir, "Flying With a Herd O'Turtles," was completed shortly before her death, and was offered for sale at the 2019 Sentimental Journey Fly-In, with proceeds to benefit the Leah Jones "Herd O'Turtles" scholarship fund, established the previous year to support graduating High School seniors planning to pursue a career in aviation.





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Dave McCormick and Doug Cromley Remembered by Chief Flight Instructor H. Paul Shuch

The close-knit North Central PA aviation community has lost two of its extended family members. As an aeronautics professor, aerospace engineer, aircraft owner, active pilot, and flight school owner, I feel a personal sense of loss from the recent accident near the Jersey Shore Airport in Antes Fort, PA.

Dave McCormick, one of the pilots of the AcroSport biplane that went down the afternoon of 11 August 2019 near Long Lane, was a friend to me for over twenty years. Known to his aviation friends as 'KitFox Dave' for the experimental airplane he built and flew, McCormick was a member of the Williamsport Regional Association of Pilots (WRAP), and a regular attendee at the monthly Hangar Flying sessions hosted by AvSport, my flight school on the Piper Memorial Airport in Lock Haven. He also showed off his plane every summer at our annual fly-in, the Sentimental Journey to Cub Haven, where he often camped under the wing, and always served as a fly-in volunteer.

Dave was ever game to take passengers up for a hop around the pattern in his beloved KitFox, and gave many of my students their first flight in a plane other than the one in which they were training. A decade ago, I was forced to ground myself briefly due to some medical issues. Upon recovering physically, as soon as my doctor told me I was safe to drive again, I did so -- straight to the Jersey Shore airport, where Dave very kindly lent me his plane, to further assist in my emotional recuperation.

More recently, when Dave had his own medical crisis that grounded him for a while, various local pilots took turns taking Dave up in their planes, doubtless aiding in his recovery.

I met Doug Cromley, the other accident victim, much more recently, when he opened up Skyboys Aviation, his flight school on the Jersey Shore airport. Since Jersey Shore has no fueling facilities, he would fly his Cessna Skyhawk trainer, almost daily, the ten miles to Piper Memorial Airport, where he would buy fuel.

Often, he would bring a student or two with him, and always took the time to introduce them around. As a fellow flight instructor, I observed Doug patiently guiding dozens of students, coming to respect both his aeronautical skills and his knack for teaching. Although we were both in the same business, he never made me feel that we were competitors, but rather collaborators. When Doug recently hosted a Rusty Pilot seminar for inactive aviators, he generously invited me to the podium to pitch my own flight school. Rising air currents, we both believed, lift all planes.

The plane in which Doug and David perished was an AcroSport II, an experimental aerobatic biplane which had been designed in the 1970s by Paul Poberezny, founder of the Experimental Aircraft Association. The plane had been built from plans sold by Acro Sport in Wisconsin, using materials acquired from Aircraft Spruce and Specialty Company in California.

Over a hundred examples of the AcroSport II have been built. I had the honor, years ago, of flying the actual accident aircraft, when the plane had been based at Fink Haven Airport in Trout Run, PA (just a 7 mile motorcycle run up the road from my hilltop house in Cogan Station). The previous owner took me up in it to show it off, as most pilots love to do with their airplanes to other pilots.

I had heard a few weeks ago that Dave and Doug had acquired an interest in that aircraft, and it was to be relocated to Jersey Shore. So, when I heard on Sunday that an aerobatic biplane had gone down near that airport, my heart sank, knowing who the two victims must have been. Several of my own flight students called me Sunday night, expressing the same fears, which were confirmed the following day.

All I can do now is grieve for the families, and with the rest of the local aviation community, over our collective loss.



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14. Resources

For additional information about AvSport of Lock Haven, its aircraft, instructors, training materials, curriculum, and the new Sport Pilot license, please see the following pages of the AvSport web site:

 Main Page	http://AvSport.org
 Main Menu	http://AvSport.org/menu.htm
 General Information	http://AvSport.org/about
 Press Kit	http://AvSport.org/press
 Photo Gallery	http://AvSport.org/photos
 Video Gallery	http://AvSport.org/press/video.htm
 Flight Instruction	http://AvSport.org/cfi
 Webinar Videos	http://AvSport.org/webinars
 Light Sport Aircraft	http://AvSport.org/acft
 Simulator Club	http://AvSport.org/simulator
 Maintenance Services	http://AvSport.org/maint
 Remote Pilot Instruction	http://drone-training.org
 Pilot Examiner Services	http://SportPilotExaminer.US
 Upcoming Events	http://AvSport.org/events
 Contact Information	http://AvSport.org/contact
 Search Engine	http://AvSport.org/search

or, stop by Hangar One at the Piper Memorial Airport, and pay us a visit.

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15. Four Quadrant Briefing Charts:



URL: <http://www.AvSport.org>

Sport Pilot Flight Training Curriculum Development

Chief Flight Instructor: Professor H. Paul Shuch, CFII



The Problem:

The completion rate of persons pursuing flight training in the US is below 20%, an all-time low. This is generally attributed to the increasing complexity of airspace, the introduction of advanced aircraft and avionics systems, and the high cost of aircraft ownership, rental, and operation. However, despite significant advances in both aeronautical technology and educational methodology, pilot training curricula have remained virtually unchanged since prior to the Second World War.

The Proposal:

The introduction by ASTM of the Light Sport Aircraft certification category, along with the establishment by FAA of the Sport Pilot License, presents an opportunity for a significant modernization of the flight training curriculum.



Vision Statement:

AvSport envisions a General Aviation renaissance, facilitated by quality training of Sport Pilots and the availability of modern Light Sport Aircraft.

Mission Statement:

AvSport enhances aviation safety and enjoyment, by offering:

- a rigorous flight training curriculum
- experienced, professional Certified Flight Instructors
- well maintained advanced Light Sport Aircraft
- modern and accessible instructional materials
- individualized instruction
- an affordable aviation experience

Schedule Milestone and Accomplishments:

- September 2009 (Technology Readiness Level 1)
- Establish AvSport as an FAR Part 61 Flight School; activate website (Technology Readiness Level 2)
- December 2009 (Technology Readiness Level 2)
- Purchase of Evektor SportStar Light Sport Aircraft trainer
- January 2010 (Technology Readiness Level 3)
- Present business plan to Lock Haven City Council; lease facilities
- February 2010 (Technology Readiness Level 4)
- Introduce "Three Weeks, Rain or Shine" Pre-Solo intensive course
- April 2010 (Technology Readiness Level 5)
- Solo first primary student
- May 2010 (Technology Readiness Level 6)
- Introduce "Three More Weeks of Heaven" Post-Solo intensive course
- June 2010 (Technology Readiness Level 7)
- Graduate first licensed Sport Pilot
- November 2010 (Technology Readiness Level 8)
- Complete FAA mechanics training; establish maintenance shop
- March 2011 (Technology Readiness Level 9)
- Introduce "Pilot Downsize" LSA transition course curriculum

Rev. 16 November 2011

TRL = 9

Keywords: Flight Instruction, General Aviation, Flight School, Sport Pilot, Light Sport Aircraft, LSA, ASTM, FAA



URL: <http://www.Drone-Training.org>

Remote Pilot Training Curriculum Development

Chief Flight Instructor: Professor H. Paul Shuch, CFII

The Opportunity:

Commercial unmanned aircraft systems (commonly known as drones) represent the next major growth area for General Aviation. Whereas the early 20th Century ushered in the Air Age, and the mid 20th Century represented the start of the Space Age, one could call the early 21st Century the beginning of the Drone Age. The unmanned aircraft system industry is currently in its infancy, with commercial interests just beginning to discover the wealth of applications which can be fulfilled with these small, inexpensive, and very capable remotely piloted vehicles.

The Proposal:

Building on its success as an FAA Part 61 Flight School, AvSport seeks to develop a comprehensive drone training program, whereby our students can be among the first in the nation to earn an FAA Remote Pilot certificate with a small UAS rating.



Vision Statement:

AvSport envisions a renaissance in commercial Unmanned Aircraft System (drone) operation, supporting a variety of industries, facilitated by quality training of Remote Pilots that emphasizes airmanship, awareness, and crew resource management.

Mission Statement:

AvSport enhances commercial drone safety, by offering:

- a rigorous ground and flight training curriculum
- experienced, professional Certified Flight Instructors
- well maintained advanced Unmanned Aircraft Systems
- modern, computerized instructional materials
- small classes emphasizing hands-on instruction
- an affordable and accessible Remote Pilot training program

Schedule Milestone and Accomplishments:

- December 2015 (Technology Readiness Level 1)
- FAA first requires registration of small Unmanned Aircraft Systems
- January 2016 (Technology Readiness Level 2)
- AvSport creates Drone-Training.org website; begins curriculum development
- June 2016 (Technology Readiness Level 3)
- FAA publishes FAR Part 107 rules for commercial drone operation; licensing
- June 2016 (Technology Readiness Level 4)
- AvSport purchases its first quad-copter trainer; publishes curriculum
- July 2016 (Technology Readiness Level 5)
- AvSport chief flight instructor completes online FAA5Team drone course
- August 2016 (Technology Readiness Level 6)
- FAA implements FAR Part 107 rules for commercial drone operation
- August 2016 (Technology Readiness Level 7)
- AvSport chief flight instructor becomes first Remote Pilot licensed in US
- September 2016 (Technology Readiness Level 8)
- AvSport conducts its first Remote Pilot course
- September 2016 (Technology Readiness Level 9)
- FAA issues Remote Pilot certificates to first AvSport graduates

TRL = 9

Rev. 1 January 2017

Keywords: Remote Pilot, Unmanned Aircraft Systems, Remotely Piloted Vehicles, Flight Training, Drone Safety