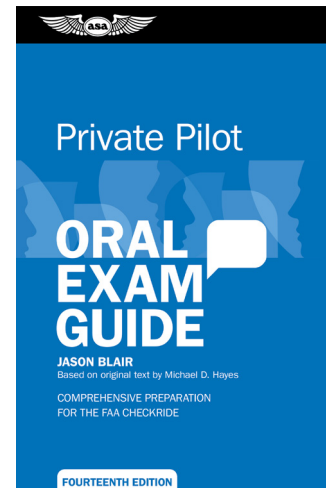


UPDATE

Private Pilot Oral Exam Guide

With the following revisions, the *Private Pilot Oral Exam Guide*, fourteenth edition, by Jason Blair (published in 2025) provides comprehensive preparation for the FAA Oral Exam for the Private Pilot Certificate. Be sure to check out the Reader Resources for this book to ensure you have all available information to prepare for your checkride: asa2fly.com/oegp



On page 13, at the end of section B: Privileges and Limitations, add the following text and new questions to read:

On October 22, 2025, the FAA made changes to many regulations that relate to operations for pilots exercising the privileges of Sport Pilot Certificates. Referred to as “MOSAIC,” the changes also apply to those pilots who are holders of higher-level certificates, such as a Private Pilot, Commercial Pilot, or ATP, and choose to operate under Sport Pilot Certificate privileges and limitations.

The following questions may be applicable to private pilot students who choose, after becoming certificated, to act under Sport Pilot Certificate privileges and limitations.

13. Can a private pilot who does not have a current medical certificate or has not met BasicMed requirements continue to fly?

Yes. A pilot who does not have a current FAA medical certificate or does not meet BasicMed requirements could fly, exercising the privileges of a Sport Pilot Certificate, since they have a higher-level certificate. To do this, they would need only to have a current US driver’s license and fly an aircraft that meets sport pilot aircraft criteria. However, a pilot who has had an FAA medical certificate denied, suspended, or revoked may not use a driver’s license as proof of medical qualification.

[PA.I.A.K2; 14 CFR 61.303]

14. Can a pilot who has had a medical certificate suspended or revoked or who no longer meets BasicMed qualifications fly as a sport pilot with only a driver’s license?

No. A pilot cannot fly exercising the privileges of a Sport Pilot Certificate if they have been previously denied issuance of a medical certificate or have had their most recent medical certificate suspended or revoked, or had a special issuance withdrawn. However, if a pilot’s medical certificate has expired, they may still fly under Sport Pilot Certificate privileges and limitations as long as they hold a valid US driver’s license.

[PA.I.A.K2; 14 CFR 61.303]

15. Can a pilot act as a sport pilot if they knowingly have medical conditions that would make them ineligible for an FAA medical certificate or for meeting the requirements of BasicMed?

No. A pilot cannot act under Sport Pilot Certificate privileges if they know they have a condition that would make them unsafe to fly an aircraft.

[PA.I.A.K2; 14 CFR 61.303]

16. Is a private or commercial pilot who is acting as a sport pilot limited to flying only light-sport aircraft (LSA)?

No. As of October 22, 2025, the FAA changed regulations to remove the definition of a light-sport aircraft (LSA), and the regulations now allow pilots to fly exercising the privileges of Sport Pilot Certificates, if they hold a Sport Pilot or higher level of certificate, when flying any aircraft that meets the limitations of the sport pilot class of aircraft. These include many different aircraft such as many traditional Cessna 172s and Piper Cherokees and Warriors.

[PA.I.A.K2; 14 CFR 61.315]

17. What kinds of aircraft may be flown by a pilot exercising the Sport Pilot Certificate privileges/limitations?

Aircraft that can be flown by sport pilots include a wide variety of aircraft, such as weight-shift control, powered parachute, gyroplane, etc., and also include airplane single-engine land and sea aircraft. These aircraft must meet sport pilot category aircraft limitations for a pilot to exercise sport pilot privileges when flying them.

Many common aircraft such as Cessna 172s, Piper Cherokees and Warriors, and others fall within this set of aircraft. There is no limitation on the maximum gross weight of the aircraft, but a pilot exercising sport pilot privileges cannot fly an airplane that has a V_{S1} speed of more than 59 knots CAS at the aircraft's maximum certificated takeoff weight and most critical center of gravity as originally certificated by the manufacturer. The aircraft must also be limited to four total seats.

[PA.I.A.K2; 14 CFR 61.316]

18. What is the maximum weight of an aircraft that a pilot may fly while exercising the privileges of a Sport Pilot Certificate?

With an update to FAA regulations in October 2025, there is no longer a gross weight limit on aircraft that can be flown by pilots exercising the privileges of flying as a sport pilot. Historically, LSA aircraft for land airplanes were limited to 1,320 pounds gross weight, but this limitation has been removed from the regulation. A sport pilot category aircraft need only meet the performance limitations, not a gross weight, for a pilot to be eligible to fly it exercising sport pilot privileges.

[PA.I.A.K2; 14 CFR 61.316]

19. Can a pilot acting as a sport pilot in a four-seat aircraft have more than one passenger?

No. A pilot exercising the privileges of a sport pilot may only fly with a maximum of one passenger, even if the airplane has more seats in it.

[PA.I.A.K2; 14 CFR 61.315]

20. Can a pilot exercising the privileges of a Sport Pilot Certificate fly at night?

A pilot who is certificated solely as a sport pilot may not fly at night unless they have met the training and endorsement requirements of 14 CFR §61.329. A pilot exercising sport pilot privileges at night is required to have a current FAA medical or meet BasicMed requirements.

[PA.I.A.K2; 14 CFR 61.23, 61.329]

21. Can a pilot exercising sport pilot privileges fly a retractable-gear airplane?

A pilot exercising sport pilot privileges may fly a retractable-gear aircraft if they have satisfied the training requirements specified in 14 CFR §61.31(e) or have received and logged ground and flight training in an airplane that has retractable landing gear and receive an endorsement from the instructor certifying that they are proficient to operate the aircraft.

[PA.I.A.K2; 14 CFR 61.331]

22. Can a pilot exercising sport pilot privileges fly an airplane with a manual controllable-pitch propeller?

A pilot exercising sport pilot privileges may fly an airplane with a manual controllable-pitch propeller if they have satisfied the training requirements specified in 14 CFR §61.31(e) or have received and logged ground and flight training from an authorized instructor in an airplane that has a manual controllable-pitch propeller and receive an endorsement from the instructor certifying that they are proficient to operate the airplane.

[PA.I.A.K2; 14 CFR 61.331]

23. Can a pilot acting under the privileges and limitations of a Sport Pilot Certificate operate an aircraft in any way for compensation or hire?

Under 14 CFR §61.315, sport pilots may not act as PIC of an aircraft for compensation or hire or in furtherance of a business. The FAA does allow compensation for hire operations in a light-sport category aircraft for commercial certificated pilots to tow a glider or an unpowered ultralight vehicle in accordance with 14 CFR §91.309.

Allowance is only made for a person with a Flight Instructor Certificate with a Sport Pilot Rating, who may receive compensation for providing flight training. Persons carrying passengers in operations for compensation or hire that do not qualify for an exception in 14 CFR §119.1(e) must hold an appropriate air carrier or commercial operating certificate as required by 14 CFR Part 119.

[PA.I.A.K2; 14 CFR 61.315, 61.327, 61.413]