

UPDATE

The Complete Private Pilot

This document revises the fourteenth edition (ASA-PPT14), published in 2025.



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- *Replace **Sport Pilot** section with the following:*

Sport Pilot

No, I didn't forget the Sport Pilot Certificate. This certificate authorizes individuals to act as pilot-in-command (PIC) of light-sport aircraft (LSA) for personal, noncommercial purposes. The certificate remains the most accessible entry point to powered flight, offering reduced training requirements and a simplified medical standard requiring only a US driver's license. With the FAA's Modernization of Special Airworthiness Certification (MOSAIC) final rule, effective 2025, the sport pilot and light-sport aircraft categories have been significantly expanded. These changes increase the capability and performance of aircraft available to sport pilots and align pilot privileges more closely with evolving aircraft technology.

A sport pilot is permitted to carry up to one passenger in day VFR at altitudes at or below 10,000 feet MSL or 2,000 feet AGL, whichever is higher. The Sport Pilot Certificate requires 20 hours of flight training consisting of 15 hours dual instruction and 5 hours solo. The dual instruction hours earned in your sport pilot training count towards that of your private pilot training if you wish to upgrade to a higher certificate level later. A sport pilot may operate at night and in controlled airspace with additional instructor training and appropriate endorsements.

Under MOSAIC, the definition of light-sport aircraft is no longer based on a fixed weight limit but on performance-based criteria, such as stall speed and maximum level-flight speed. This allows a much wider range of aircraft to qualify as LSAs, including many models previously considered standard category airplanes. With additional training and endorsements, sport pilots may now operate aircraft with higher performance and more advanced systems than before. Certain limited commercial uses of LSA are also permitted, including aerial work, inspection, and surveillance under Part 91.

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- *After **The Electronic Flight Bag** section and prior to **Part 107 Small Uncrewed Aircraft Systems**, add a new section that reads:*

Sport Pilot Certificate Under MOSAIC

MOSAIC (Modernization of Special Airworthiness Certification) significantly expands the range of aircraft eligible as light-sport aircraft (LSA) and increases the privileges available to sport pilots. The result is a more versatile certificate that opens new possibilities for personal and recreational flying.

14 CFR §61.303 outlines the eligibility requirements. To be eligible for a Sport Pilot Certificate, an applicant must:

- Be at least 17 years old (16 for glider or balloon privileges).
- Be able to read, speak, write, and understand English.
- Hold at least a US driver's license to establish medical eligibility, hold a valid FAA medical certificate or be in BasicMed compliance.
- Receive and log the required flight and ground training from an authorized instructor.

The minimum flight time for a sport pilot applicant is 20 hours total, including: 15 hours of flight training from an authorized instructor and 5 hours of solo flight. Training must include:

- Two hours of cross-country flight training.
- Ten takeoffs and landings to a full stop at an airport.
- A solo cross-country flight of at least 75 nautical miles total distance, with landings at a minimum of two other airports.

To earn your Sport Pilot Certificate you must pass a knowledge test covering the aeronautical knowledge areas outlined in 14 CFR §61.309 and a practical test or checkride demonstrating flight proficiency per the Sport Pilot Practical Test Standards (PTS).

Under the 2025 MOSAIC rule, the FAA redefined light-sport aircraft (LSA) based on performance criteria rather than strict weight limits. This performance-based approach allows a wider range of aircraft—including some legacy models previously excluded—to qualify as light-sport.

A light-sport aircraft under MOSAIC must meet the following criteria:

- Maximum stall speed (V_{S1}): 59 knots calibrated airspeed in the clean configuration.
- Maximum operating speed: 250 knots calibrated airspeed.
- Maximum seating: Up to 4 seats (sport pilots may carry only one passenger).
- Powerplant: Single, nonturbine engine, including electric propulsion.
- Landing gear: Fixed or retractable, depending on the aircraft's category.
- Propeller: May be adjustable or constant-speed.

These expanded parameters allow sport pilots to fly aircraft such as certain Cessna 150s, Piper Cherokees, and similar legacy aircraft models, provided they fall within the performance limits defined in §1.1.

As a sport pilot you will be limited to specific privileges and operating limitations. You may act as pilot-in-command (PIC) of a light-sport aircraft for recreational or personal use and can share the operating expenses (fuel, oil, airport fees, rental) with one passenger.

Limitations of the Sport Pilot Certificate include:

- May carry only one passenger.
- Must operate within US airspace, unless authorized by another country.
- May fly day VFR only (no night operations unless endorsed to do so).
- May not operate above 10,000 feet MSL or 2,000 feet AGL, whichever is higher.
- May not fly in Class A airspace.
- Operations in Class B, C, or D airspace or to, from, or at airports within these areas, require a logbook endorsement from an instructor.
- May not act as PIC of an aircraft for compensation or hire.
- Must comply with the operating limitations of the aircraft's special airworthiness certificate.

Under MOSAIC pilots can now operate higher-performance, more capable aircraft while still training under the streamlined, cost-effective structure that defines the sport pilot program.