Updates on Sport Pilot, Light Sport Aircraft and Medicals Affecting Alaskan Pilots

Sep. 4, 2026
v.8.7.2

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** Very Important **

This presentation is intended for educational purposes only. Current FAA regulations and guidance should always be consulted for the exact wording, current requirements, and applicability to your individual pilot certificate, medical status, or aircraft.

Imagine flying these airplanes

Without an FAA medical –
Just a driver's license as a medical

Welcome to MOSAIC

Modernization of Special Airworthiness Certification

Today's Discussion

- What is MOSAIC?
- The difference between Sport Pilot and LSA
- Sport Pilot privileges - available for ALL Pilots!
- Becoming a Sport Pilot or Sport Pilot Instructor
- Medical options – flying with only a Driver's License as a medical
- Repairman (Light-Sport) certificate and ratings.

The goal:

What is MOSAIC?

Overhauled the Light Sport Aircraft (LSA) rules established in 2004

Greatly expands the list of aircraft that can be flown by Sport Pilots (or higher) with only a driver's license as a medical

Plus a lot more…

How might this concern me?

1) Alternatives for pilots concerned about passing the FAA Third Class Medical Exam

2) The expansion of “Sport Pilot privileges” which can be used by all pilots (but not for hire)

3) The new Repairman (Light-Sport) privileges allow E-AB owners to do their own Condition Inspections.

MOSAIC Final Rule

Sport Pilot Limitations became effective
October 22, 2025

New LSA category aircraft certification
FAR Part 22 became effective
July 24, 2026

Federal Register / Vol. 90, No. 140 / Thursday, July 24, 2025 / Rules and Regulations 35035

aircraft operation. As the risk increases due to increased operating privileges and aircraft capability, the rigor of certification requirements also increases.

In 2004, FAA published the "Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft" final rule (69 FR 44771, July 27, 2004) ("the 2004 final rule"), which established rules for the manufacture, certification, operation, and maintenance of light-sport aircraft. The successful safety record of light-sport category aircraft since the 2004 final rule validates certification requirements established in that rule and provides support for expanding the scope of certification for light-sport category aircraft and operations. As a result, FAA identified the Modernization of Special Airworthiness Certification (MOSAIC) rule as an opportunity to expand the 2004 final rule to include a wider variety of aircraft, increase performance, and increase operating privileges to extend those safety benefits to more aircraft. FAA intends for these expansions to increase the safety of recreational aviation by encouraging aircraft owners, who may be deciding between an experimental aircraft or a light-sport category aircraft, to choose light-sport category aircraft that are higher on the safety continuum and, therefore, meet higher aircraft certification requirements. FAA also intends for this rule to increase the safety of light-sport category aircraft by eliminating the prescriptive weight limit for light-sport category aircraft that hinders safety-enhancing designs and by adopting new design, production, and airworthiness requirements.

This rule also addresses other aircraft that hold special airworthiness certificates. Specifically, this rule codifies additional special purpose operations for restricted category aircraft. In addition, this rule amends the duration, eligible purposes, and operating limitations for special airworthiness certificates issued for experimental purposes for additional phases of flight and space support vehicle operations.

The following sections discuss the provisions being adopted in this final rule.

1. Certification of Light-Sport Category Aircraft

This rule (i) adopts more performance-based rules to expand and enable innovation in the classes of aircraft that may be certificated using consensus standards as light-sport category aircraft, including emerging aircraft types; (ii) removes prescriptive weight limits that hinder incorporation of safety-enhancing designs and equipage; (iii) increases the maximum stall speed for light-sport category airplanes and gliders; (iv) enables more capable and robust aircraft for the pilot training environment; (v) allows for increased capacities for passengers, fuel, and cargo; (vi) allows electric and other alternative propulsion sources; and (vii) allows faster, higher-performing aircraft that are more suitable for personal travel. Together, based on the safety record under the 2004 final rule, these changes will enhance safety by allowing for a more appealing alternative to experimental amateur-built (EAB) aircraft that do not meet FAA design, production, or airworthiness standards.

2. Sport Pilot Certification

This rule expands privileges for what aircraft a sport pilot can operate, including privileges to operate many of the new light-sport category aircraft and additional normal category aircraft while retaining the current limit to carriage of two occupants, including the pilot. This rule allows use of four-seat airplanes; adds a new model-specific privilege for aircraft with unconventional simplified flight controls designation; and adds new privileges for operating helicopters, operating aircraft at night, aircraft with retractable landing gear, and airplanes with constant speed propellers. This rule also amends the limits on maximum stall and cruise speed and removes weight and powerplant limitations.

3. Maintenance and Repairman (Light-Sport)

This rule revises privileges for repairman certificate (light-sport) holders to align with the expansion of aircraft categories that will be eligible for light-sport category airworthiness certificates. In addition, light-sport repairman privileges are expanded to allow a light-sport repairman to conduct the condition inspection on amateur-built aircraft that are of the same category and class, as applicable, of aircraft for which the repairman was certificated. This rule also revises the requirements for manufacturer-issued safety directives and revises requirements for performing repairs and alterations of light-sport category aircraft.

4. Operations

This rule revises operating limitations for restricted category aircraft, experimental aircraft, and light-sport category aircraft. This rule also codifies a Congressional mandate to enable certain aircraft with an experimental airworthiness certificate to conduct space support vehicle flights carrying persons or property for compensation or hire without an air carrier certificate or exemption. This rule also makes minor revisions to right-of-way rules and operations in the vicinity of airports in Class C airspace.

5. Experimental Aircraft

This rule establishes a new purpose for which experimental airworthiness certificates may be issued to former military aircraft to improve alignment between certain operations of former military aircraft and the experimental airworthiness certificates that authorize their operation. This rule also increases the duration of certain experimental airworthiness certificates from one to three years.

6. Restricted Category Aircraft

This rule enhances the requirements for the certification of former military aircraft in the restricted category by requiring the aircraft to have a service history with the U.S. Armed Forces. Under 14 CFR 21.25(b)(7), FAA has approved additional special purpose operations for which restricted category aircraft may be certificated. Currently, those additional purposes are only listed in FAA policy documents for type and airworthiness certification of these aircraft. This rule codifies special purpose operations that have already been published for public notice in the **Federal Register**.

7. Noise

This rule enables persons to voluntarily establish compliance with part 36 noise requirements and provide a statement of compliance to FAA for a light-sport category aircraft.

B. Summary of the Costs and Benefits

The rule largely expands opportunities for light-sport category aircraft. These expansions may result in safety benefits; there may also be associated design and production costs. FAA does not anticipate more than minimal incremental costs to implement provisions of the rule and does not have data to estimate any cost savings, such as those that could result from operating certain light-sport category aircraft in aerial work for compensation.

II. Authority for This Rulemaking

FAA's authority to issue rules on aviation safety is found in title 49 of the United States Code (U.S.C.). Subtitle I, section 106 describes the authority of FAA Administrator. Subtitle VII, Aviation Programs, describes in more

The **Final Rule** is here (189 pages!!): [28]

Old LSA Rules

~~Max weight 1320 for landplanes/1430 for seaplanes~~

~~Max level flight speed 120 KCAS~~

~~Max stall speed Vs1 45 KCAS~~

~~Max 2 seats~~

~~Max Powerplant 1~~

~~Landing gear fixed~~

~~Fixed pitch prop~~

The brand-new **Light-Sport Category Aircraft** certification rules: FAR Part 22 [33] is much less burdensome

This will allow faster, higher-performing aircraft to be developed

The old definition of “Light Sport Aircraft” has been removed from FAR 1.1

One example of a new **Light-Sport Category Aircraft:** the twin-engine Jabiru J432

Note: A Private Pilot certificate or higher will be required to fly this

MOSAIC Rules

we will **NOT** discuss today

The new Sport Pilot rules for aircraft other than the airplane category (lighter-than-air, gliders, rotorcraft, powered lift, powered parachute, weight shift control, etc.)

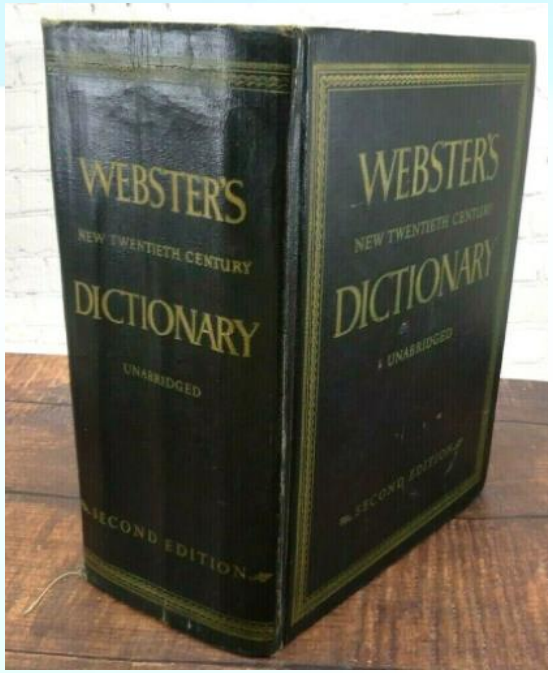
The new Light-Sport Category Aircraft manufacturer certification rules.

(see the new FAR Part 22) [33]

Some proper use of terms:

“Sport Pilot” and **“Light-Sport category Aircraft / LSA”** now have two completely different meanings and uses

The two have become “disconnected” with MOSAIC



Think of “**Sport Pilot**” as generally referring to **Pilot** privileges

Think of “**LSA**” as generally referring to [mostly new] **Aircraft** certification category rules.

Some proper use of terms:

When flying under the new rules that allow flying many airplanes with just a Driver's License instead of an FAA Medical certificate, we should use the phrase:

"*Flying under Sport Pilot Privileges*" (FARs 61.315 and 61.316)

(**NOT** 'Flying under LSA rules'!)

FAR 61.315 = Sport Pilot Limitations [3] ("Sport Pilot Privileges")

FAR 61.316 = Performance limits and design requirements for the aircraft that a sport pilot may operate - "*The 59 K / 4 Seat Rule*". [4]

Some proper use of terms:

When flying a C-172 “Under Sport Pilot privileges”, you are complying with the above two regulations,

It is NOT because

XXXXX “~~a C-172 is now an LSA!!!~~” **XXXXX**

Wrong!

The C-172 remains a Standard Airworthiness Aircraft and maintenance rules for it have NOT changed.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY

5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding $1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (8-82) U.S. GPO-2001 - 668-455

Sport Pilot Privileges

Sport Pilot Privileges

‘in a nutshell’

FAR 61.315 [3]

- Max Vs1 of 59 KCAS FAR 61.316 [4]
- Max 4 seats at certification
- Max 1 passenger (pilot+1)
- VFR only (not below 3 sm visibility)
- Must maintain visual reference to the surface
- Max 10,000’ MSL (or 2,000’ AGL, whichever is higher)
- No towing
- Not in furtherance of a business or for compensation or hire
- Night: Requires endorsement and either Basic Med or Third Class Medical
- Retractable gear: requires endorsement
- Controllable-pitch propeller: requires endorsement FAR 61.331 [15]
- Class B, C or D: requires endorsement FAR 61.325. [16]

Sport Pilot Privileges

Can this apply to Private pilots and above?

YES ! FAR 61.301 [26]

§ 61.301 What is the purpose of this subpart and to whom does it apply?

(a) This subpart prescribes the following requirements that apply to a sport pilot certificate:

(1) Eligibility.

(2) Aeronautical knowledge.

(3) Flight proficiency.

(4) Aeronautical experience.

(5) Endorsements.

(6) Privileges and limits.

(b) Other provisions of this part apply to the logging of flight time and testing.

(c) This subpart applies to applicants for, and holders of, sport pilot certificates. It also applies to holders of recreational pilot certificates and higher, as provided in § 61.303.

Pilots can elect to fly under Sport Pilot Privileges with only a Driver's License

FAR 61.303 [2]

FAR 61.303

If you hold . . .	And you hold . . .	Then you may operate . . .	And . . .
(2) Only a U.S. driver's license	(i) A sport pilot certificate,	Any aircraft for which you hold the endorsements required for its category and class,	You must hold any other endorsements required by this subpart, and comply with the limitations in § 61.315.
	(ii) At least a recreational pilot certificate with a category and class rating,	Any aircraft in that category and class,	You do not have to hold any of the endorsements required by this subpart, but you must comply with the limitations in § 61.315.

You must adhere to any restrictions of your U.S. Driver's License when operating under Sport Pilot Rules [6]

Are you required to wear Corrective Lenses?

Any other restrictions?

Pilots can now elect to fly under Sport Pilot Privileges with only a Driver's License

FAR 61.316 [4] "*The 59 Knot / 4 Seat Rule*"

- Effective last October 22, 2025 many single-engine light aircraft now fall under what we can call "*The 59 Knot / 4 Seat Rule*"

- This allows pilots with a Sport Pilot certificate or above to operate airplanes with a Vs1 of 59 KCAS or less and max 4 seats under Sport Pilot Privileges, which only requires a driver's license as a medical.

Some possible aircraft that can be flown under Sport Pilot privileges

Cessna 172, some models of 180, 182, 177

Piper PA-28…Cherokee, Warrier, Archer

PA-18 Super Cub

Several models of RV (3,4,6,7, 8, 9)

Aeronca Champ

Ercoupe 415C

Luscombe 8A

Several models of Maule

And many others

Will yours qualify?

How to know if your aircraft qualifies?

Pilots can now elect to fly under Sport Pilot Privileges with only a Driver's License

FAR 61.316 [4] "*The 59 Knot / 4 Seat Rule*"

§ 61.316 What are the performance limits and design requirements for the aircraft that a sport pilot may operate?

(a) If you hold a sport pilot certificate, you may act as pilot in command of an aircraft that, since its original certification, meets the following requirements:

(1) A maximum stalling speed or minimum steady flight speed without the use of lift-enhancing devices (V_{S1}) of not more than 45 knots CAS, except for airplanes, which must have a V_{S1} speed of not more than 59 knots CAS at the aircraft's maximum certificated takeoff weight and most critical center of gravity.

(2) A maximum seating capacity of two persons, except for airplanes, which may have a maximum seating capacity of four persons.

Sport Pilot Privileges - The 4 vs. 6 seat issue…

You can not just remove seats to attempt to comply.

"… since its original certification…. airplanes, which may have a maximum seating capacity of four persons. "

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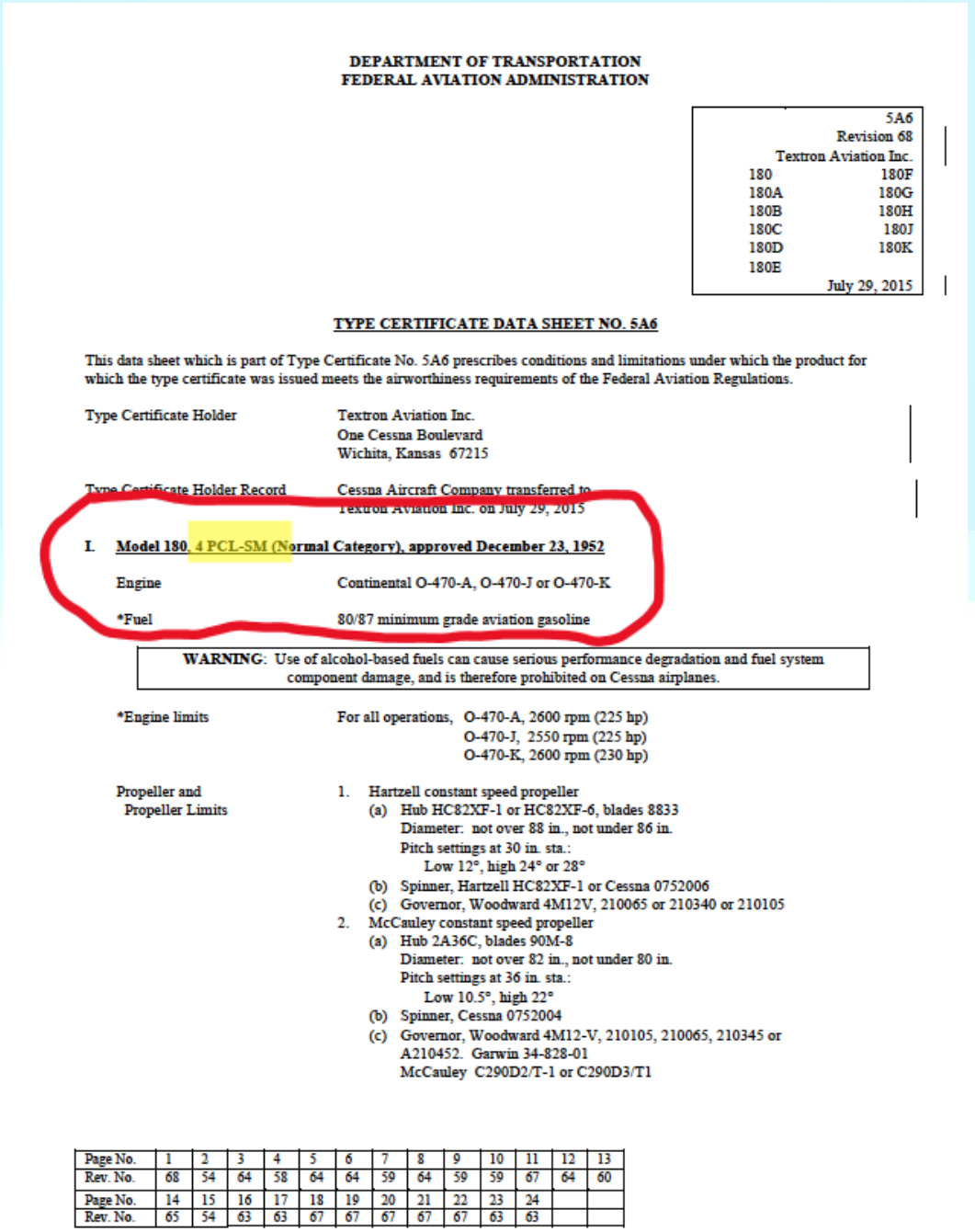
Sport Pilot Privileges

How do you know if your airplane qualifies?

The 4 vs. 6 seat issue…

C-180 TCDS [25] example:

(first page of) TCDS 5A6.



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

	5A6
	Revision 68
	Textron Aviation Inc.
180	180F
180A	180G
180B	180H
180C	180J
180D	180K
180E	
	July 29, 2015

TYPE CERTIFICATE DATA SHEET NO. 5A6

This data sheet which is part of Type Certificate No. 5A6 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder	Textron Aviation Inc. One Cessna Boulevard Wichita, Kansas 67215
Type Certificate Holder Record	Cessna Aircraft Company transferred to Textron Aviation Inc. on July 29, 2015

I. **Model 180, 4 PCL-SM (Normal Category), approved December 23, 1952**

Engine	Continental O-470-A, O-470-J or O-470-K
*Fuel	80/87 minimum grade aviation gasoline

WARNING: Use of alcohol-based fuels can cause serious performance degradation and fuel system component damage, and is therefore prohibited on Cessna airplanes.

*Engine limits	For all operations, O-470-A, 2600 rpm (225 hp) O-470-J, 2550 rpm (225 hp) O-470-K, 2600 rpm (230 hp)
Propeller and Propeller Limits	1. Hartzell constant speed propeller (a) Hub HC82XF-1 or HC82XF-6, blades 8833 Diameter: not over 88 in., not under 86 in. Pitch settings at 30 in. sta.: Low 12°, high 24° or 28° (b) Spinner, Hartzell HC82XF-1 or Cessna 0752006 (c) Governor, Woodward 4M12V, 210065 or 210340 or 210105 2. McCauley constant speed propeller (a) Hub 2A36C, blades 90M-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: Low 10.5°, high 22° (b) Spinner, Cessna 0752004 (c) Governor, Woodward 4M12-V, 210105, 210065, 210345 or A210452. Garwin 34-828-01 McCauley C290D2/T-1 or C290D3/T1

Page No.	1	2	3	4	5	6	7	8	9	10	11	12	13
Rev. No.	68	54	64	58	64	64	59	64	59	59	67	64	60
Page No.	14	15	16	17	18	19	20	21	22	23	24		
Rev. No.	65	54	63	63	67	67	67	67	67	63	63		

Sport Pilot Privileges - The 4 vs. 6 seat issue…

C-180 TCDS example
(Thru 180F, 1963)

4 seats –
OK for Sport Pilot Privileges

III. Models 180C, 180D, 180E, 180F (cont'd)

*Maximum Weight	Landplane	2650 lb.	
	Floatplane	Edo 44-2425	2700 lb.
		Edo 249-2870	2820 lb.
	Amphibian	2850 lb.	
Number of Seats	4 (2 at +36, 2 at +70)		

C-180 TCDS
Models 180G – on
(1964 - on)

6 seats -
Not OK for
Sport Pilot Privileges

IV. Models 180G, 180H (cont'd)

*Maximum Weight	Landplane	2800 lb.	
	Floatplane	Edo 249A-2870	2820 lb.
		Edo 628-2960	2950 lb.
	Amphibian	2950 lb.	
Number of Seats	6 (2 at +36 to +50, 2 at +65 or +73, 2 at +97)		

"The 59 K rule..."
Definition of Calibrated Airspeed

KCAS — KNOTS CALIBRATED AIRSPEED - The indicated speed of an aircraft, corrected for position and instrument error. Calibrated airspeed is equal to true airspeed in standard atmosphere at sea level.

KIAS — KNOTS INDICATED AIRSPEED - The speed of an aircraft as shown on its airspeed indicator. IAS values published in this handbook assume zero instrument error.

1963 Cessna 180 Owner's Manual

Section 6
OPERATIONAL DATA

The operational data charts on the following pages are presented for two purposes; first, so that you may know what to expect from your airplane under various conditions, and second, to enable you to plan your flights in detail and with reasonable accuracy.

A power setting selected from the range charts usually will be more efficient than a random setting, since it will permit you to estimate your fuel consumption more accurately. You will find that using the charts and your Power Computer will pay dividends in overall efficiency.

The data in the charts has been compiled from actual flight tests with the airplane and engine in good condition and using average piloting techniques. Note also that the range charts make no allowances for wind, navigational errors, warm-up, take-off, climb, etc. You must estimate these variables for yourself and make allowances accordingly.

AIRSPEED CORRECTION TABLE
(LANDPLANE)

FLAPS UP								
IAS	60	80	100	120	140	160	180	
CAS	68	82	100	118	136	155	175	
*FLAPS DOWN								
IAS	40	50	60	70	80	90	100	110
CAS	56	61	67	74	82	91	101	111

*MAXIMUM FLAP SPEED 110 MPH, CAS

Figure 6-1.

6-1

STALL SPEED, POWER OFF

Gross Weight 2800 LBS. CONFIGURATION	ANGLE OF BANK 0°	20°	40°	60°
FLAPS UP	65	67	75	92
FLAPS 20°	59	61	67	83
FLAPS 40°	58	60	66	82

LANDPLANE SPEEDS ARE MPH, CAS LANDPLANE

Figure 6-2.

V_{S1} 65 MPH CAS = 56 KCAS

(maximum V_{S1} for Sport Pilot is 59 KCAS or 68 MPH)

If a Vs1 CAS is not published for your airplane, how do you know if your airplane qualifies?

From page 61 of the Final Rule: [28]

"FAA maintains published guidance with FAA-accepted methods for determining and documenting the Vs1 CAS for an airplane in AC 90–89C, *Amateur-Built Aircraft and Ultralight Flight Testing Handbook* [31], including a method to determine CAS by conducting flight tests.

Getting Ready for an FAA Ramp Check

- ✓ Make sure you know and have complied with all the rules pertaining to flying under Sport Pilot Privileges
  - ➢ Have a current Flight Review
  - ➢ Have your pilot certificate in your possession
  - ➢ Have a valid U.S. driver's license in your possession
  - ➢ Sport Pilots and Sport Pilot Instructors must carry their logbook (or other evidence of authorized endorsements) on all flights - FAR 61.51(i)(3)and(5) [47]
  - ➢ Be able to show your aircraft qualifies for you to fly under Sport Pilot Privileges
    - ➢ Owner's Manual or POH available for review
    - ➢ "Nice to have", (but not required): A copy of the aircraft TCDS.

What about Student Pilots? and Sport Pilots?

While not mentioned under 61.303, they are covered under 61.23(c)(1) [6]

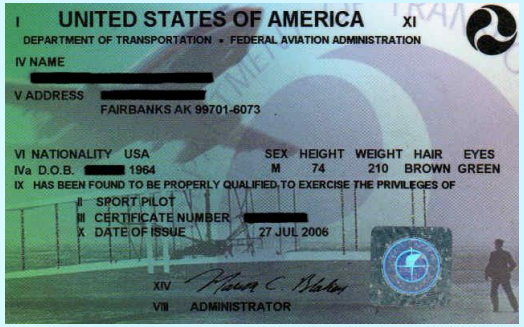
61.23

(c) ***Operations requiring either a medical certificate or U.S. driver's license.***

(1) A person must hold and possess either a medical certificate issued under part 67 of this chapter or a U.S. driver's license when—

(i) Exercising the privileges of a student pilot certificate while seeking sport pilot privileges in an aircraft meeting the performance limits and design requirements of § 61.316 other than a glider or balloon;

(ii) Exercising the privileges of a sport pilot certificate in an aircraft meeting the performance limits and design requirements of § 61.316 other than a glider or balloon;



Becoming a Sport Pilot

New pilots can become a Sport Pilot in as little as 20 hours [1]

Including:

- 15 hours dual instruction
- 5 hours solo
- 2 hours cross country flight training
- 10 takeoffs and landings at an airport
- 1 - 75 mile solo cross country flight

See Part 61 Subpart J for complete information [1]

Becoming a Sport Pilot Instructor

Becoming a Sport Pilot Instructor is less involved than becoming a CFI-Airplanes

- FOI Knowledge Test required
- Only 150 hours Total Time
- No Instrument Rating
- No Commercial certificate
- CAN be paid for instructing
- Limited to teaching Sport Pilot training
- Uses 2023 Practical Test Standards (no ACS yet) [22]

See Part 61 Subpart K for complete information [5]

Some Sport Pilot FARs

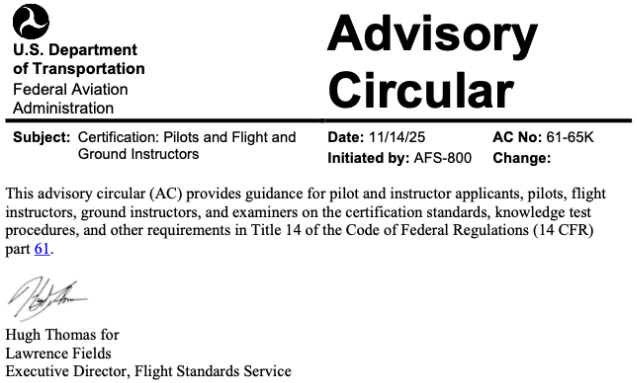
- Sport Pilots - CFR Part 61 Subpart J: [1]

- Flying as a Sport Pilot - CFR § 61.303: [2]
  Includes rules for flying with only a driver's license
  See § 61.303(a)(2)(ii)(A)(1) for a private pilot ("At least a recreational pilot...")
  for flying under this rule

- Sport Pilot Privileges and Limitations - CFR § 61.315: [3]

- The performance limits and design requirements for the aircraft that a sport pilot may operate - CFR § 61.316 **"*The 59 Knot / 4 Seat Rule*"** [4]

Other References:



U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular

Subject: Certification: Pilots and Flight and Ground Instructors
Date: 11/14/25 **AC No:** 61-65K
Initiated by: AFS-800 **Change:**

This advisory circular (AC) provides guidance for pilot and instructor applicants, pilots, flight instructors, ground instructors, and examiners on the certification standards, knowledge test procedures, and other requirements in Title 14 of the Code of Federal Regulations (14 CFR) part 61.

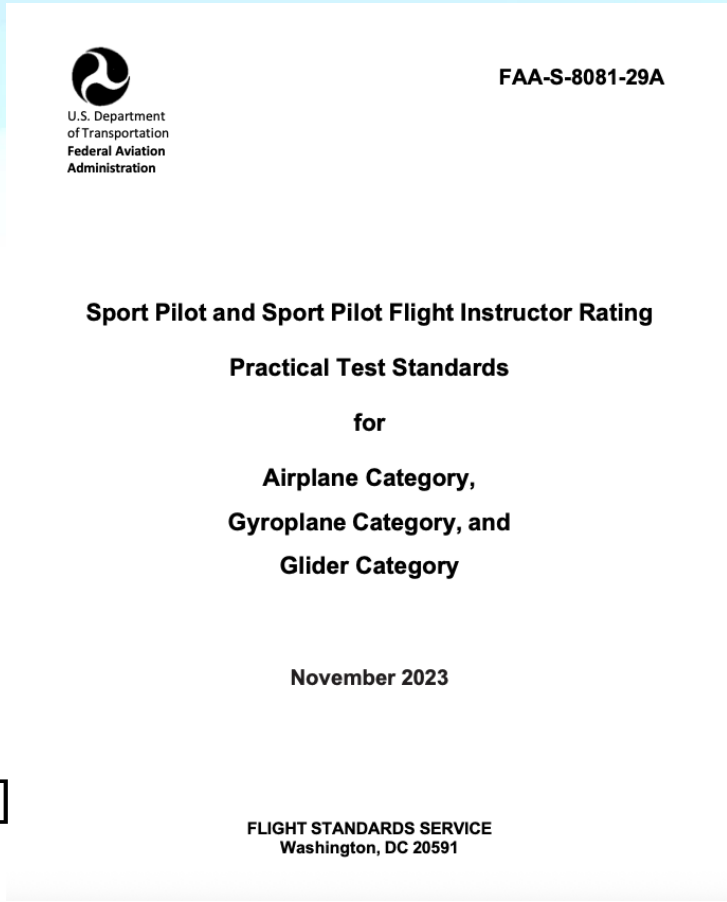
Hugh Thomas for
Lawrence Fields
Executive Director, Flight Standards Service

Advisory Circular 61-65K

Certification: Pilots and Flight and Ground Instructors

Includes sections on Sport Pilot and endorsements

Issued: 11/14/2025 [21]



U.S. Department of Transportation
Federal Aviation Administration

FAA-S-8081-29A

Sport Pilot and Sport Pilot Flight Instructor Rating

Practical Test Standards

for

Airplane Category,
Gyroplane Category, and
Glider Category

November 2023

FLIGHT STANDARDS SERVICE
Washington, DC 20591

FAA Practical Test Standards for Sport Pilot Airplanes and Flight Instructors [22]

Sport Pilot Advisory Circular AC 61-146 11/14/2025 [29]

59 K Vs1 vs. 61 K Vso

Confusion

59 K Vs1 is the max speed under 61.316 [4] of airplanes flown under Sport Pilot Privileges

61 K Vso is the max speed under 22.100 (a)(3) [39] for certification of new aircraft in the new light-sport category (which we didn't discuss)

So, there may be new light-sport category airplanes that can't be flown by Sport Pilots?

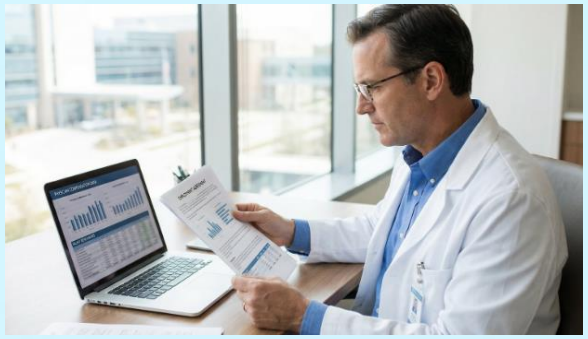
YES!

Remember, Sport Pilot and light-sport category aircraft are now two separate things

This will allow Private Pilots and above to fly new, faster light-sport category designs.

FAA Medical
(and Alternatives)

Medical FARs:



CFR - Medical Certificates - CFR § 61.23: [6]

CFR - Medical Standards (for 1st, 2nd, 3rd Class Medical) – CFR § Part 67: [30]

CFR - Basic Med - CFR § Part 68: [8]

CFR - Private Pilots flying under Basic Med (par. i) - CFR § 61.113(i): [7]

CFR - The rule that allows flying with only a driver's license to:
Exercise the privileges of a Sport Pilot - CFR § 61.23(c)(1)(ii): [6]

CFR - Special Issuance Rules – CFR § 67.401 [32] and 68.9 [8]

Summary of some Medical Options and Limitations

(None for hire)

Operation/ Limitation	Third Class Medical	Basic Med	Driver's License Sport Pilot Privileges
IFR	Yes	Yes	No
Visibility	Part 91	Part 91	3 miles
Special VFR	Yes	Yes	Not less than 3 miles
Night	Yes	Yes	No (need Basic Med or Medical)
Passengers	No limit	6	1
Airplane seats	No limit	7	4
Altitude	No Limit	18,000'	Not more than 10,000 feet MSL or 2,000 feet AGL, whichever is higher
Weight	No Limit	12,500 lbs.	Not specified
Aircraft Vs1	No Limit	No Limit	Not over 59 K CAS
International?	Yes	Varies – Canada: NO Bahamas and Mexico - Yes	Varies – Canada: NO Bahamas - Yes
Other Limitations	See FAR 61.23 [6]	See FAR 61.113 (i) [7]	See FAR 61.315 [3]

Review of Basic Med

Basic Med section: FAR Part 68 [10]

1) At any point after July 14, 2006, must have held a medical certificate issued under part 67. 61.23(c)(3)(i)(B) [6]

2) Need to complete a CMEC – Comprehensive Medical Examination Checklist [13] with a State-Licensed Physician (every 48 months) 61.23(c)(3)(i) [6]

3) Take an online test (every 24 months) through AOPA [20] or Mayo Clinic [27]

Then you can fly under "Basic Med Rules" FAR 61.113 (i). [7]

Review of Basic Med (con't)

Limitations Flying under Basic Med:

61.113 (i) [7]

(i) A private pilot may act as pilot in command or serve as a required flightcrew member of an aircraft without holding a medical certificate issued under part 67 of this chapter provided the pilot holds a valid U.S. driver's license, meets the requirements of § 61.23(c)(3), and complies with this section and all of the following conditions and limitations:

(1) The aircraft is authorized to carry not more than 7 occupants, has a maximum takeoff weight of not more than 12,500 pounds, is operated with no more than 6 passengers on board, and is not a transport category rotorcraft certified to airworthiness standards under part 29 of this chapter; and

(2) The flight, including each portion of the flight, is not carried out—

(i) At an altitude that is more than 18,000 feet above mean sea level;

(ii) Outside the United States unless authorized by the country in which the flight is conducted; or

(iii) At an indicated airspeed exceeding 250 knots; and

(3) The pilot has available in his or her logbook—

(i) The completed medical examination checklist required under § 68.7 of this chapter; and

(ii) The certificate of course completion required under § 61.23(c)(3).

Review of Basic Med (con't)

Limitations Flying under Basic Med: 61.113 (i) [7]

- ✓ Must have a valid U.S. driver's license
- ✓ The aircraft is authorized to carry not more than 7 occupants (max passengers 6)
- ✓ Not more than 12,500 pounds and cannot be a transport category rotorcraft
- ✓ Cannot fly above 18,000 MSL
- ✓ Cannot fly outside the U.S. w/o approval of the foreign country
- ✓ Cannot fly more than 250 KIAS
- ✓ Must have the completed medical exam checklist and have a required course certificate in your logbook.

Review of Basic Med (con't)

FAA Guidance

FAA webpage explaining Basic Med [17]

FAA Guide for Aviation Medical Examiners (including Special Issuance) [18]

Note: You can have both Basic Med and FAA Class Medical at the same time.

Comprehensive Medical Examination Checklist (CMEC)

Comprehensive Medical Examination Checklist

BASICMED SECTION 2: INDIVIDUAL INFORMATION
(To be completed by the airman)

OMB Control Number: 2120-0770
Expiration Date: 06/30/2026

1-2	Omitted		
3	Name: Last: First: Middle:	4	SS # (optional)
5	Address/street: Telephone: City State/Country Zip Code:		
6.	Date of birth: Country of Citizenship:		
7	Color of hair:	8 Color of eyes:	9 Sex:
10	Type of airman certificate(s) you hold:	□ Airline Transport □ ATC Specialist □ Commercial □ Flight Engineer □ Flight Instructor □ Flight Navigator □ Private □ Recreational □ Student □ None □ Other _____	
11	Occupation (optional):	12 Employer (optional):	
13	Has your FAA Airman Medical Certificate ever been denied, suspended, revoked, or withdrawn?	□ No □Yes If yes, give date _____ MM/YYYY	14. Omitted 15. Omitted
16	Date of Last FAA Medical Application	_____ MM/YYYY or □ No Prior Application (If no prior application, STOP. You cannot use BasicMed.)	
17	Do You Currently Use Any Medication? (Prescription or over-the-counter) **If additional space is needed, check this box** □ **and list information on an additional sheet of paper**	□ No □Yes (If yes, list medication(s) and dosage used below.) Medication Name Dosage	
17b.	Do you ever use near vision contact lens(es) while flying	□ No □Yes Answer "Yes" if you wear a contact in one eye only to correct for near vision or if you have one contact that adjusts for near vision and one in the other eye that adjusts for distant vision.	
18	Medical History: Mark "Yes" if you have or had any of the following conditions at ANY TIME in your life. Explain when it occurred, the severity, how it was treated, and if you are currently taking any medication or having treatment for the condition or have to see a physician for the condition. Discuss any "Yes" responses with the physician doing this exam.		Additional comments or explanations (Give details in the space below)

		No	Yes
a.	Frequent or severe headaches:		
b.	Dizziness or fainting spell:		
c.	Unconsciousness for any reason:		
d.	Eye or vision trouble (except for glasses):		
e.	Hay fever or allergy:		
f.	Asthma or lung disease:		
g.	Heart or vascular trouble:		
h.	High or low blood pressure:		
i.	Stomach, liver, or intestinal trouble:		
j.	Kidney stone or blood in urine:		
k.	Diabetes:		
l.	Neurological disorders (epilepsy, seizures, stroke, paralysis, etc.):		
		No	Yes

The importance of not getting for an FAA Medical

To be eligible to fly under Basic Med:

- ✓ At any point after July 14, 2006, must have held a medical certificate
- ✓ May be expired
- ✓ Most recent medical cannot have been denied, suspended or revoked
- ✓ May include an authorization for special issuance
- ✓ The most recently issued Authorization for a Special Issuance of a Medical Certificate cannot have been withdrawn; and
- ✓ The most recent application for an airman medical certificate submitted to the FAA cannot have been completed and denied.

FAR 61.23(c)(3)(ii), (iii) and (iv) [6]

The importance of not getting **denied** for an FAA Medical (con't)

To fly using only a Driver's License (Sport Pilot Privileges):

A person must…

(ii) Have been found eligible for the issuance of at least a third-class airman medical certificate at the time of his or her most recent application (**if** the person has applied for a medical certificate);

(iii) Not have had his or her most recently issued medical certificate (if the person has held a medical certificate) suspended or revoked or most recent Authorization for a Special Issuance of a Medical Certificate withdrawn.

FAR 61.23 (c)(2)(ii) and (iii) [6]

The importance of not lying or omitting medical information on a FAA Medical application

This could result in REVOCATION of all of your FAA Airmen certificates, not just a suspension

The National Driver Register will be checked - ***DUI*** ???

- You can save your progress in MedXPress for up to **30 days** before submitting.
- Once you hit "Submit," you have **60 days** to complete your physical exam with an Aviation Medical Examiner (AME).
- If 60 days pass without an exam, the application is deleted from the system.
- If you discover an error after submission but before your AME appointment, allowing the application to expire may prevent certification action on inaccurate information.
- However, prior submissions remain part of the FAA record.

The FAR regarding "…Medical Deficiency"

FAR 61.53 [9]

§ 61.53 Prohibition on operations during medical deficiency.

(a) *Operations that require a medical certificate.* Except as provided for in paragraph (b) of this section, no person who holds a medical certificate issued under part 67 of this chapter may act as pilot in command, or in any other capacity as a required pilot flight crewmember, while that person:

(1) Knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the medical certificate necessary for the pilot operation; or

(2) Is taking medication or receiving other treatment for a medical condition that results in the person being unable to meet the requirements for the medical certificate necessary for the pilot operation.

(b) *Operations that do not require a medical certificate.* For operations provided for in § 61.23(b) of this part, a person shall not act as pilot in command, or in any other capacity as a required pilot flight crewmember, while that person knows or has reason to know of any medical condition that would make the person unable to operate the aircraft in a safe manner.

(c) *Operations requiring a medical certificate or a U.S. driver's license.* For operations provided for in § 61.23(c), a person must meet the provisions of—

(1) Paragraph (a) of this section if that person holds a medical certificate issued under part 67 of this chapter and does not hold a U.S. driver's license.

(2) Paragraph (b) of this section if that person holds a U.S. driver's license.

The FAR regarding "…Medical Deficiency" FAR 61.53 [9]

Notice the difference between:

For operations requiring a medical certificate 61.53 (a):

"…Knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the medical certificate necessary for the pilot operation".

and

For operations without a medical certificate 61.53 (b):

"…knows or has reason to know of any medical condition that would make the person unable to operate the aircraft in a safe manner."

Lists of Medications

FAA's list of OTC medications [11]

FAA's Official Guide for AMEs

re: Do Not Issue – Do Not Fly Medications and Pharmaceuticals [19]

AOPA's extensive list of medications [12]

(AOPA membership is required to access the Medication Database.)

Medical Summary

Prerequisites:

Basic Med:

- ✓ Must have held an FAA medical (1st, 2nd or 3rd Class) since July 14, 2006
- ✓ Most recent medical cannot have been denied, suspended or revoked or a Special Issuance withdrawn

Sport Pilot privileges / (Driver's license only)

- ✓ No previous medical required, but
- ✓ If a medical was held, the most recent medical cannot have been denied, suspended or revoked or a Special Issuance withdrawn.

FAR 61.23 (c)(2)(ii) and (iii), and 61.23(c)(3)(i)(B) [6]

Repairman Certificate
(Light Sport)

Repairman Certificate (Light Sport)

FAR 65 Subpart E [34]

Two Ratings (can be a little confusing)

Light Sport Repairman - Inspection (LSRI) [36]

- Relatively easy to obtain - 16 hour course
- Can perform the condition inspection on your own E-AB
- Only on aircraft that have an experimental certificate issued in accordance with 14 CFR § 21.191 (g), (i), (k), or (l) - (E-AB or Light Sport Category)

Light Sport Repairman - Maintenance (LSRM)

- More extensive training required – typically 120 hours / 15 days for airplanes
- Can perform the maintenance and alterations for compensation on Light-Sport aircraft
- Can perform condition inspections
- Can NOT inspect or maintain an aircraft holding a Standard Airworthiness Certificate

(See FAR 65.109 for details) [35]

Repairman E-AB – essentially unchanged (FAR 65.104). [34]

Repairman (Light Sport)

Info and Resources

United States Department of Transportation

Federal Aviation Administration

FAR Part 65 Subpart E – Repairmen [34]

Repairman Light Sport – Inspection and Maintenance rules
(FAR 65.107 and 65.109) [35] [36]

The FAA's webpage on the Repairman certificate [37]
This page includes **Training Courses & Course Providers**

FAA Advisory Circular AC 65-32B Certification of Repairmen (Light-Sport)
Updated 11/14/2025 [38]

FAA Advisory Circular AC 65-30B Overview of the Aviation Maintenance Profession
Updated 10/30/2024 [40]

Repairman (Light Sport)

Info and Resources (con't)

United States Department of Transportation

Federal Aviation Administration

Note: Current E-AB Limitations probably need to be revised to permit a Repairman (Light Sport) to do the condition inspection

(if the Limitations were issued before January 30, 2026)

David Young – ANC FSDO FAAST Team PM (Mx) david.e.young@faa.gov (907) 545-3270

Mark Barker – DAR mbarker@gci.net (907) 242-3660

Dave Swartz – DER daveanddella@gmail.com (907) 862-2586

Repairman (Light Sport)

Training & Course Providers, ACS

(from FAA website as of 8/12/2026)

Inspection –

Intrepid Aircraft Intrepidaircraft.com (661) 221-1866 [42]

Lancair Owners & Builders Organization lsria-training.com (205) 422-7621 [43]

Legend Aero Holdings (910) 352-5704

Rainbow Aviation Services Rainbowaviation.com (530) 567-5141 [44]

Maintenance -

Hangar 777 LLC Hangar777.aero (951) 999-5106 [45]

Joby Aviation College Jobyacademy.com (929) 255-6444 [46]

Rainbow Aviation Services Rainbowaviation.com (530) 567-5141 [44]

FAA ACS - Airman Certification Standards for Mechanics (used for LSRM): [41]

Links / Citations:

[1] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-61/subpart-J?toc=1
[2] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-61/subpart-J/section-61.303
[3] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-61/subpart-J/section-61.315
[4] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-61/subpart-J/section-61.316
[5] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-61/subpart-K?toc=1
[6] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-61/subpart-A/section-61.23
[7] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-61/subpart-E/section-61.113
[8] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-68/section-68.9
[9] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-61/subpart-A/section-61.53
[10] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-68
[11] https://www.faa.gov/pilots/medical_certification/medications
[12] https://aopa.org/go-fly/medical-resources/medications-database
[13] https://www.faa.gov/documentLibrary/media/Form/FAA_Form_8700-2_OMB_EXP_06-2026.pdf
[14] https://aopa.org/advocacy/pilots/medical/basicmed
[15] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-61/subpart-J/section-61.331

http://www.eaa42.org/sp

Links (con't):

[16] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-61/subpart-J/section-61.325
[17] https://www.faa.gov/licenses_certificates/airmen_certification/basic_med
[18] https://www.faa.gov/ame_guide
[19] https://www.faa.gov/ame_guide/pharm/dni_dnf
[20] https://basicmedicalcourse.aopa.org
[21] https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_61-65K.pdf
[22] https://www.faa.gov/training_testing/testing/acs/sport_airplane_pts_29.pdf
[23] https://www.eaa.org/eaa/mosaic-aircraft-certificate
[24] https://www.faa.gov/regulations_policies/handbooks_manuals/aviation
[25] https://drs.faa.gov/browse/excelExternalWindow/7FF347D3786383308625 7ED2006F6A9F.0001
[26] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-61/subpart-J/section-61.301
[27] https://executiveeducation.mayo.edu/products/ambulance_basicmed
[28] https://www.federalregister.gov/documents/2025/07/24/2025-13972/modernization-of-special-airworthiness-certification
[29] https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_61-146.pdf
[30] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-67

http://www.eaa42.org/sp

Links (con't):

[31] https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_90-89C.pdf
[32] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-67/subpart-E#67.401
[33] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-C/part-22?toc=1
[34] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-65/subpart-E?toc=1
[35] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-65/subpart-E/section-65.109
[36] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-65/subpart-E - 65.107
[37] https://www.faa.gov/repairmen
[38] https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_65-32B.pdf
[39] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-C/part-22/subpart-B/section-22.100
[40] https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_65-30B_CHG_1.pdf
[41] https://www.faa.gov/training_testing/testing/acs/Aviation_Mechanic_Certification_Standards.pdf
[42] https://intrepidaircraft.com/light-sport-repairman-course
[43] https://lsria-training.com/
[44] https://rainbowaviation.com/
[45] https://hangar777.aero/
[46] https://jobyacademy.com/
[47] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-61/subpart-A/section-61.51

http://www.eaa42.org/sp

Summary

Remember:

- ✓"Sport Pilot" will generally be referring to ***PILOT*** Limitations
- ✓"LSA" will generally be referring to [new] ***Aircraft*** Certification
- ✓Any pilot may elect to fly under Sport Pilot Privileges (but not for hire)
- ✓The Repairman Light Sport – Inspection is for EAB owners
- ✓The Repairman Light Sport – Maintenance is more involved and for Light Sport Aircraft maintenance for hire
- ✓Refer to the linked FARs for exact wording and complete information.

Enjoy your new freedoms under MOSAIC!

Thanks for joining us!

END

This presentation
is posted here:

PDF: eaa42.org/sp
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Video of live presentation: (:55 minutes)

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