

## How to Become a Sport Pilot If a Registered Ultralight Pilot On or Before September 01, 2004

1. Meet Medical and Eligibility
2. On or Before January 31, 2007 - Credit for Aeronautical Knowledge, Proficiency, and Experience Requirements
3. Provide a Certified Copy of Records From An FAA Recognized Ultralight Organization ([List Specific Category and Classes Seeking](#))
4. Pass an FAA Sport Pilot Knowledge Test
5. Pass an FAA Sport Pilot Practical Test
6. Sport Pilot Certificate Issued ([All Category and Class Privileges Endorsed in Logbook](#))



## If you are a Registered Ultralight Instructor On or Before September 1, 2004

1. Hold at Least a Sport Pilot Certificate
2. On or Before January 31, 2008, Meet Aeronautical Experience-Minimum Total Flight Time Only
3. Provide a Certified Copy of Records From An FAA Recognized Ultralight Organization ([List All Category and Class Seeking](#))
4. Provide a Certified Copy F.O.I. Knowledge Test
5. Pass an FAA Sport Pilot CFI Knowledge Test
6. Pass an FAA Sport Pilot CFI Practical Test ([All Category and Class Privileges Endorsed in Logbook](#))
7. CFI Certificate with Sport Pilot Rating Issued

## MEDICAL REQUIREMENTS FOR SPORT PILOT

(14 CFR part 61.23/53/303)

### **A Medical or U.S. Driver's License** (Other Than Balloon or Glider)

- A Student Pilot Seeking Sport Pilot Privileges in a Light-sport Aircraft
- A Pilot Exercising the Privileges of a Sport Pilot Certificate
- A Flight Instructor Acting As PIC of a Light-sport Aircraft

### **A Person Using a Current and Valid U.S. Driver's License Must**

- Comply With Each Restriction and Limitation Imposed on Your Drivers License
- Comply With Any Judicial or Administrative Order Applying To The Operation of a Motor Vehicle
- Not Have Been Denied Your Most Recent Application For A Medical Certificate (If You Have Applied for Medical Certificate)
- Not Have Your Most Recently Issued Medical Certificate Suspended or Revoked (If You Have Been Issued A Medical Certificate)
- Not Had Your Most Recent Authorization for a Special Issuance of a Medical Certificate Withdrawn (A Special Issuance Is Not A Denial)

### **A Person Using a Valid Medical or Current and Valid U.S. Driver's License Must**

- Not know or have reason to know of any medical condition that would make that person unable to operate a light-sport aircraft in a safe manner



# SPORT PILOT AND SPORT PILOT FLIGHT INSTRUCTOR CERTIFICATION



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OKLAHOMA CITY, OK 73125

WEB SITE:  
<http://afs600.faa.gov/>

E-MAIL  
[afs610comments@faa.gov](mailto:afs610comments@faa.gov)

TELEPHONE  
(405) 954-6400

## DEFINITION OF A LIGHT SPORT AIRCRAFT

### 14 CFR PART 1.1

Light-sport aircraft means an aircraft, other than a helicopter or powered-lift that, since its original certification, has continued to meet the following:

- (1) A maximum takeoff weight of not more than—
  - (i) 660 pounds (300 kilograms) for lighter-than-air aircraft;
  - (ii) 1,320 pounds (600 kilograms) for aircraft not intended for operation on water; or
  - (iii) 1,430 pounds (650 kilograms) for an aircraft intended for operation on water.
- (2) A maximum airspeed in level flight with maximum continuous power ( $V_H$ ) of not more than 120 knots CAS under standard atmospheric conditions at sea level.
- (3) A maximum never-exceed speed ( $V_{NE}$ ) of not more than 120 knots CAS for a glider.
- (4) 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 at the aircraft's maximum certificated takeoff weight and most critical center of gravity.
- (5) A maximum seating capacity of no more than two persons, including the pilot.
- (6) A single, reciprocating engine, if powered.
- (7) A fixed or ground-adjustable propeller if a powered aircraft other than a powered glider.
- (8) A fixed or autofeathering propeller system if a powered glider.
- (9) A fixed-pitch, semi-rigid, teetering, two-blade rotor system, if a gyroplane.
- (10) A nonpressurized cabin, if equipped with a cabin.
- (11) Fixed landing gear, except for an aircraft intended for operation on water or a glider.
- (12) Fixed or repositionable landing gear, or a hull, for an aircraft intended for operation on water.
- (13) Fixed or retractable landing gear for a glider.

## How to Become a Sport Pilot If a Registered Ultralight Pilot After September 01, 2004

1. Meet Medical and Eligibility
2. On or Before January 31, 2007 - Credit for Aeronautical Knowledge, Proficiency, and Experience Requirements
3. Provide a Certified Copy of Records From an FAA Recognized Ultralight Organization or Training from a CFI ([List Specific Category and Class Seeking](#))
4. Pass an FAA Sport Pilot Knowledge Test
5. Pass an FAA Sport Pilot Practical Test
6. Sport Pilot Certificate Issued ([All Category and Class Privileges Endorsed in Logbook](#))



## If you are a Registered Ultralight Instructor After September 1, 2004

1. Hold at Least a Sport Pilot Certificate
2. Meet All Aeronautical Knowledge, Proficiency, and Experience Requirements
3. Provide a Certified Copy of Records From an FAA Recognized Ultralight Organization or Training from a CFI ([List Specific Category and Class Seeking](#))
4. Pass both the FAA F.O.I. and Sport Pilot CFI Knowledge Test
5. Pass an FAA Sport Pilot CFI Practical Test ([Specific Category and Class Privileges Endorsed in Logbook](#))
6. CFI Certificate with Sport Pilot Rating Issued

## If You are an FAA Certificated Pilot and Want to Exercise Sport Pilot Privileges:

1. Hold at Least a Recreational Pilot Certificate ([Receive X-C Training if a Rec Pilot 61.101\(c\)](#))
2. Hold Category and Class Ratings for the LSA Flying ([Additional Category and Class Privileges Endorsed in Logbook](#))
3. U.S Drivers License or FAA Medical
4. Current Flight Review
5. 3 Takeoffs and Landings within 90 days ([if carrying a passenger](#))
6. Operate only FAA Certificated LSA
7. Comply with all Sport Pilot Privileges and Limits



## If You Are an FAA CFI and You Want to Train Sport Pilots and SP CFIs:

1. Hold a Current and Valid CFI ([Valid Pilot Certificate, Meet Currency, Hold Appropriate Endorsements](#))
2. Appropriate Category and Class Ratings in LSA (5 hours PIC make and model within a "set" of aircraft [additional Category and Class Privileges Endorsed in Logbook](#))
3. U.S Drivers License or FAA Medical ([If acting as PIC](#))
4. Provide Training in only FAA Certificated LSA
5. Comply with all Sport Pilot CFI Privileges and Limits