

SPORT PILOT AIRPLANE REQUIREMENTS

Land Airplane

Simplified Flight Hours for Sport Pilot Airplane Land Checklist:

Applicant needs to be able to show these times and the specific flights to the examiner

Total flight time at least	20 hrs
Dual flight training minimum at least	15 hrs including:
- Dual cross country in a Light Sport airplane	2hrs
- Dual in a Light Sport airplane in past 60 days at least	3 hrs
Solo flight minimum in an airplane	5 hrs including:
- Solo cross country time in single engine airplane Including at least one flight over 75nm total, 3 landing points, and at least one leg over 25nm	
- 10 Solo takeoffs and landings to a full stop at an airport	

Cross Country flight must include a landing at an airport more than 25 nautical (not statute) miles from the **original** point of departure. Additional cross country requirements apply – e.g. The long solo XC has to include one leg of over 25nm, plus be over 75nm total.

Endorsements:

Before FAA knowledge test – endorsement that candidate is prepared for the knowledge test

Before Solo – **BOTH** Student Pilot certificate and logbook need to be endorsed for solo flight, for the specific make and model; logbook endorsement only lasts 90 days.

Pre Solo knowledge test endorsement - logbook also needs to say that the pre-solo test has been satisfactorily completed

At RHV (or to enter any Class B/C/D airspace) the Sport Pilot student also must have a one time endorsement for use of communications (FAR61.325)

Finally to use our Champ and Taylorcraft the Sport Pilot student will need an endorsement certifying they are competent in operating an aircraft with a Vh of over 87knots. (FAR61.327)

Note that before solo there are specific requirements to have logged certain flight training (FAR61.87(d) (1-15) below)

To land solo at any airport other than RHV, or to fly solo more than 25nm away from RHV even without landing, specific training needs to be logged – see FAR61.93

Additional airport less than 25nm away solo endorsement – requires a one time logbook endorsement for any number of flights, but the CFI must have given flight training there and back.

Additional airport over 25nm away requires **three** endorsements:

Student pilot certificate once for solo cross country

Logbook for solo cross country

One time endorsement for the specific airport for repeated flights

Plus the CFI must have given flight training there and back

Solo cross country flight to an airport more than 25nm away also needs three:

Student pilot certificate needs a one time XC endorsement;

Logbook for solo cross country

Each solo XC flight of over 25nm needs a separate specific endorsement if flight training there and back has not been logged.

Endorsements for the checkride CFI needs to certify:

Reviewed areas of deficiency on knowledge test report

Done at least 3 hrs of training for the checkride in past 60 days

Pilot is prepared for the practical test

Finally, if not given before, a tailwheel pilot will need the tailwheel airplane endorsement after the checkride.

Logging the required training:

The FARS are very specific. The ground training for the Aeronautical Knowledge needed to pass the knowledge test either needs to be logged if given by an instructor, or a home study course can be completed. In either case the candidate must have an endorsement before taking the knowledge test. If a student completes our [Ground School](#), they will receive a sheet with the subject matter logged and the endorsement to take the test.

Note that for the flight proficiency training, the student must have **both flight and ground** training logged by their instructor.

We have included below the relevant sections from the FARs:

Sec. 61.87 Solo requirements for student pilots.

- (a) General. A student pilot may not operate an aircraft in solo flight unless that student has met the requirements of this section. The term “solo flight” as used in this subpart means that flight time during which a student pilot is the sole occupant of the aircraft or that flight time during which the student performs the duties of a pilot in command of a gas balloon or an airship requiring more than one pilot flight crewmember.
- (b) Aeronautical knowledge. A student pilot **must demonstrate satisfactory aeronautical knowledge on a knowledge test** that meets the requirements of this paragraph:
- (1) The test must address the student pilot's knowledge of—
 - (i) Applicable sections of parts 61 and 91 of this chapter;
 - (ii) Airspace rules and procedures for the airport where the solo flight will be performed; and
 - (iii) Flight characteristics and operational limitations for the make and model of aircraft to be flown.
 - (2) The student's authorized instructor must—
 - (i) Administer the test; and
 - (ii) At the conclusion of the test, review all incorrect answers with the student before authorizing that student to conduct a solo flight.
- (c) Pre-solo flight training. Prior to conducting a solo flight, a student pilot must have:
- (1) **Received and logged** flight training for the maneuvers and procedures of this section that are appropriate to the make and model of aircraft to be flown; and
 - (2) Demonstrated satisfactory proficiency and safety, as judged by an authorized instructor, on the maneuvers and procedures required by this section in the make and model of aircraft or similar make and model of aircraft to be flown.
- (d) Maneuvers and procedures for pre-solo flight training in a single-engine airplane. A student pilot who is receiving training for a single-engine airplane rating or privileges must **receive and log** flight training for the following maneuvers and procedures:
- (1) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems;
 - (2) Taxiing or surface operations, including runups;
 - (3) Takeoffs and landings, including normal and crosswind;
 - (4) Straight and level flight, and turns in both directions;
 - (5) Climbs and climbing turns;
 - (6) Airport traffic patterns, including entry and departure procedures;
 - (7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
 - (8) Descents, with and without turns, using high and low drag configurations;
 - (9) Flight at various airspeeds from cruise to slow flight;
 - (10) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall;
 - (11) Emergency procedures and equipment malfunctions;
 - (12) Ground reference maneuvers;
 - (13) Approaches to a landing area with simulated engine malfunctions;
 - (14) Slips to a landing; and
 - (15) Go-arounds.

61.309 What aeronautical knowledge must I have to apply for a sport pilot certificate?

Except as specified in §61.329, to apply for a sport pilot certificate you must **receive and log ground training** from an authorized instructor or **complete a home-study course** on the following aeronautical knowledge areas:

- (a) Applicable regulations of this chapter that relate to sport pilot privileges, limits, and flight operations.
- (b) Accident reporting requirements of the National Transportation Safety Board.
- (c) Use of the applicable portions of the aeronautical information manual and FAA advisory circulars.
- (d) Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems, as appropriate.
- (e) Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts.
- (f) Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence.
- (g) Effects of density altitude on takeoff and climb performance.
- (h) Weight and balance computations.
- (i) Principles of aerodynamics, powerplants, and aircraft systems.
- (j) Stall awareness, spin entry, spins, and spin recovery techniques, as applicable.
- (k) Aeronautical decision making and risk management.
- (l) Preflight actions that include—
 - (1) How to get information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and

forecasts, and fuel requirements; and

(2) How to plan for alternatives if the planned flight cannot be completed or if you encounter delays.

§ 61.311 What flight proficiency requirements must I meet to apply for a sport pilot certificate?

Except as specified in §61.329, to apply for a sport pilot certificate you **must receive and log ground and flight training** from an authorized instructor on the following areas of operation, as appropriate, for airplane single-engine land or sea, glider, gyroplane, airship, balloon, powered parachute land or sea, and weight-shift-control aircraft land or sea privileges:

- (a) Preflight preparation.
- (b) Preflight procedures.
- (c) Airport, seaplane base, and gliderport operations, as applicable.
- (d) Takeoffs (or launches), landings, and go-arounds.
- (e) Performance maneuvers, and for gliders, performance speeds.
- (f) Ground reference maneuvers (not applicable to gliders and balloons).
- (g) Soaring techniques (applicable only to gliders).
- (h) Navigation.
- (i) Slow flight (not applicable to lighter-than-air aircraft and powered parachutes).
- (j) Stalls (not applicable to lighter-than-air aircraft, gyroplanes, and powered parachutes).
- (k) Emergency operations.
- (l) Post-flight procedures.

61.313 What aeronautical experience must I have to apply for a sport pilot certificate?

Except as specified in §61.329, use the following table to determine the aeronautical experience you must have to apply for a sport pilot certificate:

If you are applying for a sport pilot certificate with . . .	Then you must log at least . . .	Which must include at least . . .
(a) Airplane category and single-engine land or sea class privileges,	(1) 20 hours of flight time, including at least 15 hours of flight training from an authorized instructor in a single-engine airplane and at least 5 hours of solo flight training in the areas of operation listed in § 61.311,	(i) 2 hours of cross-country flight training, (ii) 10 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iii) One solo cross-country flight of at least 75 nautical miles total distance, with a full-stop landing at a minimum of two points and one segment of the flight consisting of a straight-line distance of at least 25 nautical miles between the takeoff and landing locations, and (iv) 3 hours of flight training on those areas of operation specified in § 61.311 preparing for the practical test within 60 days before the date of the test.