Updates on Sport Pilot, Light Sport Aircraft and Basic Med Affecting Alaskan Pilots

or

Breathing New Life into Crusty Pilots

April 24, 2026
v 6.4-EK

Rick Henry EAA Chapter 42
Ed Kornfield AASF

Imagine flying this airplane

Without an FAA medical –
Just a driver's license

Welcome to MOSAIC

Modernization of Special Airworthiness Certification

How does this concern me?

Alternatives for Aging Pilots and others concerned about passing the FAA Third Class Medical Exam

The expansion of “Sport Pilot privileges” and the easier road to becoming a Sport Pilot is good news for our aviation community

What MOSAIC does:

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

Old LSA Rules

~~Max weight 1320 for landplanes/1430 for seaplanes~~
~~Max level flight speed 120 KCAS~~
~~Max stall speed V_{S1} 45 KCAS~~
~~Max 2 seats~~
~~Max Powerplant-1~~
~~Landing gear-fixed~~
~~Fixed pitch prop~~

MOSAIC Final Rule

Sport Pilot Limitations became effective
October 22, 2025

New LSA category aircraft certification becomes effective
July 24, 2026

Additional Mosaic Rules
(not discussed today)

The new Sport Pilot rules for aircraft other than airplanes (lighter-than-air, gliders, rotorcraft, etc.)

The new LSA aircraft manufacturer certification rules

The new LSA maintenance rules

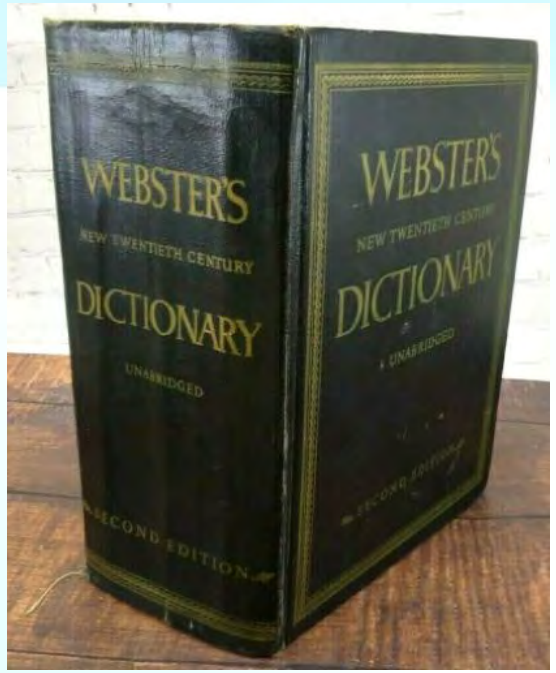
Today's Discussion

- The difference between Sport Pilot and LSA
- "Sport Pilot privileges" – Current pilots can fly with only a Driver's License (Limitations apply)
- New pilots can become a Sport Pilot in as little as 20 hours
- Becoming a Sport Pilot Instructor
- Medical options
- Review of Basic Med 'in a nutshell'
- The importance of not getting denied for an FAA Medical
- "Medical deficiency"

Some proper use of terms:

"Sport Pilot" and "Light Sport Aircraft / LSA" will 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] **Airplane** 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 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.

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]

Current 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.

Current pilots can elect to fly under Sport Pilot Privileges with only a Driver’s License

FAR 61.316 "*The 59 Knot Rule*"

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

- This allows pilots with a Sport Pilot certificate or above to operate airplanes with a Vs1 of 59 KCAS or less under Sport Pilot Privileges, which only requires a driver's license as a medical. - FAR 61.316: [4]

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.

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

FAR 61.316 "*The 59 Knot Rule*"

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

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

Are you required to wear Corrective Lenses?

Any other restrictions?

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. " 61.316 (a) (2)

§ 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.

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?

Sport Pilot Privileges

How do you know if your airplane qualifies?

The 4 vs. 6 seat issue…

C-180 TCDS example
(first page) 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)		

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.	ANGLE OF BANK			
CONFIGURATION	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

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

Mooney M20

602. ..... Vacuum Pumps (Required IFR, Opt. VFR) see NOTE 24

(a)	Pesco, 3P-194-FA or	4.0 lbs.	0.0
(b)	Garwin, G450L	4.0 lbs.	0.0

IV. Model M20C, 4 PCLM (Normal Category); Approved October 20, 1961

Engine	Textron-Lycoming O-360-A1D or O-360-A1A (Carburetor MA4-5, Flow Setting P/N 10-3878, 10-3878-M, or 10-4164-1).
Fuel	100LL or 100/130 min. grade aviation gasoline (See Note 9)
Engine Limits	For all operations, 2700 r.p.m. (180 hp)
Airspeed Limits	(Aircraft with serial numbers to 680001) Maneuvering 132 m.p.h. (115 knots) True Ind

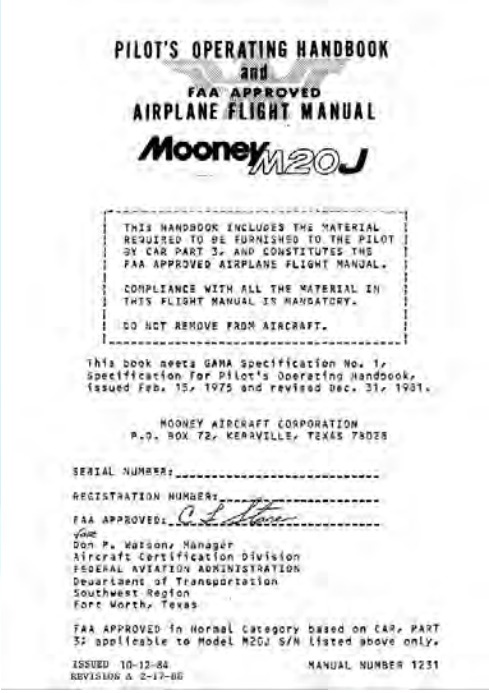


FIGURE 4

STALL SPEED Vs. BANK ANGLE

GROSS WEIGHT 2575 LBS.; I.A.S. MPH; POWER OFF

FLAP SETTING	0° BANK	20° BANK	40° BANK	60° BANK
0° (Flaps Up)	67	69	78	96
15° (Take Off)	64	67	76	94
33° (Landing)	57	61	69	90

67 mph = 58 kts

5-12

STALL SPEED vs ANGLE OF BANK

ASSOCIATED CONDITIONS:
Forward C.G.
Power Idle

GROSS WEIGHT	GEAR AND FLAP POSITION	ANGLE OF BANK 0° KCAS	0° KIAS	30° KCAS	30° KIAS	45° KCAS	45° KIAS	60° KCAS	60° KIAS
2740 LBS (1243 KGS)	GEAR UP, Flaps 0°	59.0	61.0	63.5	65.5	70.0	72.0	83.5	85.5
	GEAR DOWN, FLAPS 15°	56.5	60.0	60.5	64.0	67.0	71.0	80.0	84.0
	GEAR DOWN, FLAPS 33°	53.0	54.0	57.0	59.0	63.0	65.0	75.0	77.0
2500 LBS (1134 KGS)	GEAR UP, FLAPS 0°	56.5	58.5	60.5	62.5	67.0	69.0	79.5	81.5
	GEAR DOWN, FLAPS 15°	54.0	57.0	58.0	61.5	64.0	68.0	76.5	80.5
	GEAR DOWN, FLAPS 33°	50.5	51.5	54.5	55.5	60.0	61.5	71.5	73.5
2300 LBS (1032 KGS)	GEAR UP, FLAPS 0°	54.0	56.0	58.0	60.0	64.5	66.5	76.5	78.5
	GEAR DOWN, FLAPS 15°	52.0	55.0	55.5	58.5	61.5	65.0	73.0	77.0
	GEAR DOWN, FLAPS 33°	48.5	49.0	52.0	52.5	57.5	60.0	68.5	70.5

NOTE:

Up to 290 feet altitude loss may occur during stalls at maximum weight.

EXAMPLE:

Weight	2500 LBS (1134 KGS)
Landing Gear	Down
Flaps	15°
Angle of Bank	45°
Stall Speed	64.0 KCAS (68.0 KIAS)

ISSUED 10-12

MOONEY M20J

Getting Ready for an FAA Ramp Check or Other

- ✓ Be able to show your aircraft qualifies for you to fly under Sport Pilot Privileges
  - ➢ Have a copy of the aircraft TCDS and Owner's Manual or POH available for review and know where to find the relevant information.
  - ➢ Have a valid U.S. driver's license in your possession
- ✓ Make sure you know and have complied with all the rules pertaining to flying under Sport Pilot Privileges

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
Uses 2023 Practical Test Standards

(no ACS yet) [22]

See Part 61 Subpart K
for complete information [5]

Summary of some Important FARs

Sport Pilots

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

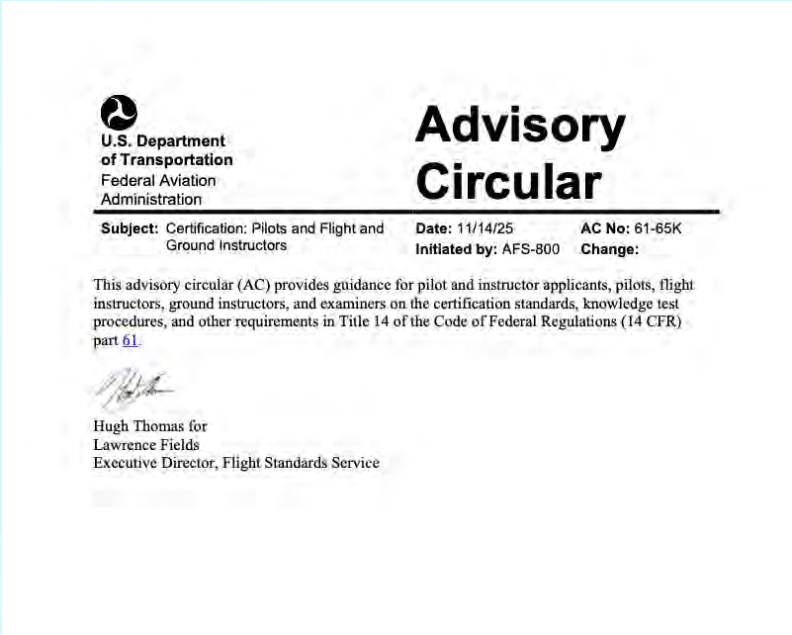
- Flying as a Sport Pilot - CFR § 61.303: [2]
  Includes rules for flying with only a driver's license
  See § 61.303(a)(2)(ii)(A)(1) for a private pilot ("At least a recreational pilot...") for flying under this rule

- 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 Rule"*** [4]

- Sport Pilot Instructors - CFR Part 61 Subpart K: [5]

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.

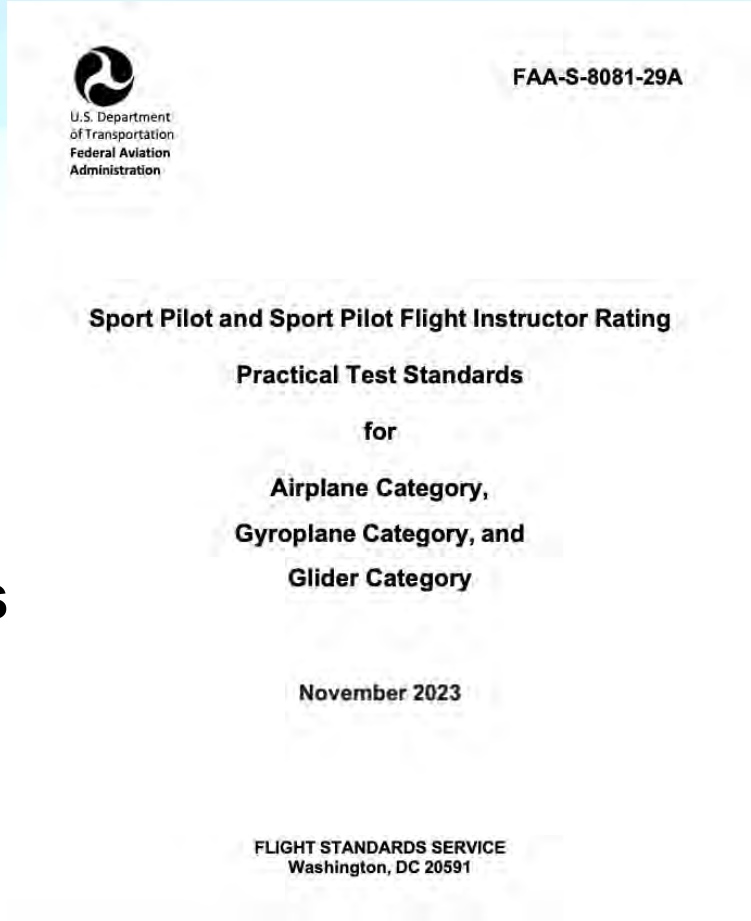
Hugh Thomas for
Lawrence Fields
Executive Director, Flight Standards Service

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 AC61-146

FAA Medical
(Alternatives)

Medical FARs:

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

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

CFR - Basic Med - CFR Part 68: [8]

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]

Special Issuance Rules – CFR 68.9 [8]

Summary of some Medical Options and Limitations

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	See FAR 61.113 (i)	See FAR 61.315

Review of Basic Med ‘in a nutshell’

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.org) [20]

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

MEDICAL SELF-ASSESSMENT

Course Completion Certificate

On September 02, 2025

Orville Wright

Airman Certificate Number:

1303 Kitty Hawk Drive

Anchorage, AK 99515 USA

has completed the FAA-Approved BasicMed Online Course

Presented by

Aircraft Owners and Pilots Association

421 Aviation Way, Frederick, MD 21701

BasicMedicalCourse.AOPA.org

Review of Basic Med 'in a nutshell' (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 'in a nutshell' (con't)

Limitations Flying under Basic Med: CRF61.113 (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 at or 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 ‘in a nutshell’ (con’t)

FAA Guidance

FAA webpage explaining Basic Med [17]
https://www.faa.gov/licenses_certificates/airmen_certification/basic_med

FAA Guide for Aviation Medical Examiners (including Special Issuance) [18]
https://www.faa.gov/ame_guide

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

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		

Comprehensive Medical Examination Checklist (CMEC)

The importance of not getting for an FAA Medical

To be eligible to fly under Basic Med:

The most recently issued medical certificate (*after July 14, 2006*) —

- ✓ May be expired
- ✓ Cannot have been 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.

- 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]

The difference between:

For an FAA 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 Sport Pilot Privileges (Operating with only a Driver's License) 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]

https://www.faa.gov/pilots/medical_certification/medications

FAA's Official Guide for AMEs

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

https://www.faa.gov/ame_guide/pharm/dni_dnf

AOPA's extensive list of medications [12]

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

https://aopa.org/go-fly/medical-resources/medications-database

Enjoy your new freedoms under MOSAIC!

Links:

[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?toc=1
[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

http://www.eaa42.org/sp
https://www.aasfonline.org

Links (con't):

[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/
[15] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-D/part-61/subpart-J/section-61.331
[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

http://www.eaa42.org/sp
https://www.aasfonline.org

END

This Presentation will be posted on the following web sites:

http://www.eaa42.org/sp

https://www.aasfonline.org