



DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 61

[Docket No.: FAA-2025-3519; Amendment No. 61-161]

RIN 2120-AM12

Sport Pilot Practical Test Standards Alignment

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: FAA revises certain regulations governing airman certification and incorporates three updated sport pilot practical test standards (PTS) by reference. The rule aligns the airman testing standards with newly adopted regulatory requirements in the *Modernization of Special Airworthiness Certification* (MOSAIC) final rule related to the certification of sport pilots and operation of light-sport category aircraft and updates the PTS to improve airman certification standard materials.

DATES: *Effective date:* [INSERT DATE OF PUBLICATION IN THE FEDERAL REGISTER].

The incorporation by reference of certain publications listed in this rule is approved by the Director of the Federal Register as of [INSERT DATE OF PUBLICATION IN THE FEDERAL REGISTER].

Compliance date: The compliance date for this final rule is [INSERT DATE 30 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES: For information on where to obtain copies of rulemaking documents and other information related to this final rule, see “Additional Information” in the **SUPPLEMENTARY INFORMATION** section of this document.

FOR FURTHER INFORMATION CONTACT: Ethan Argenbright, General Aviation and Commercial Division/Testing Standards Section, AFS-810, Federal Aviation Administration,

800 Independence Avenue S.W., Washington, D.C. 20591; telephone (405) 954-6404; email ethan.d.argenbright@faa.gov.

SUPPLEMENTARY INFORMATION:

ACS—Airman Certification Standards

AGL—Above Ground Level

CFR—Code of Federal Regulations

DOT—Department of Transportation

FAA—Federal Aviation Administration

FR—Federal Register

IBR—Incorporation by reference

MOSAIC—Modernization of Special Airworthiness Certification

NPRM—Notice of proposed rulemaking

PTS—Practical Test Standards

RFA—Regulatory Flexibility Act

U.S.C.—United States Code

I. Executive Summary

A. Purpose of the Regulatory Action

FAA updates three PTS related to the certification of sport pilots and operation of light-sport category aircraft to address a conflict between regulations adopted by the MOSAIC final rule and language in three sport pilot PTS. The PTS establish the formal guidelines, standards, and criteria used by FAA Safety Inspectors and Designated Pilot Examiners (DPEs) to evaluate an applicant's suitability for an airman certificate, ensuring they demonstrate proficiency and can safely operate within the National Airspace System (NAS). These updates align the language in the sport pilot PTS identifying which aircraft can be used to satisfy practical test and proficiency check requirements under part 61 with the new sport pilot operational limits adopted in the

MOSAIC final rule. FAA also makes non-substantive, conforming amendments to update minor terminology inconsistencies throughout these three PTS.

FAA updates from versions A to B, three sport pilot PTS listed in section 61.14, specifically; (a)(12) Sport Pilot and Sport Pilot Flight Instructor Rating PTS for Airplane Category; Rotorcraft Category, and Glider Category (FAA-S-8081-29A), (a)(13) Sport Pilot and Sport Pilot Flight Instructor Rating PTS for Lighter-Than-Air Category (FAA-S-8081-30A), and (a)(14) Sport Pilot and Sport Pilot Flight Instructor PTS for Powered Parachute Category, Weight-Shift-Control Aircraft Category (FAA-S-8081-31A).

The rule aligns pilot certification standards in these three PTS with regulatory changes adopted by the MOSAIC final rule by replacing references to “light-sport aircraft” with “aircraft” to encompass aircraft meeting the performance limits and design requirements in new section 61.316. The performance limits and design requirements in section 61.316 expand the aircraft that sport pilots and flight instructors with a sport pilot rating may operate, therefore necessitating revisions to the sport pilot PTS to reflect those expanded aircraft privileges. The changes in the PTS will reduce confusion between the current definition of “light-sport aircraft” in section 1.1, which will be removed by the MOSAIC final rule effective July 24, 2026, and future light-sport category aircraft, also as explained by the MOSAIC final rule. This rule also aligns practical test requirements for the certification of pilots and flight instructors with a sport pilot rating seeking to add airplane privileges to their sport pilot certificate.

B. Changes Made in This Final Rule Based on Comments

Based on comments received on the NPRM, FAA amends the proposed minimum recovery altitude in Sport Pilot and Flight Instructors with a Sport Pilot Rating PTS for Airplane Category; Rotorcraft Category Gyroplane, and Glider Category (FAA-S-8081-29B) from 1,000 to 1,500 feet AGL for stalls and slow flight tasks.

C. Summary of the Costs and Benefits

FAA expects no new costs to applicants for an initial certificate, rating, or privilege, or to existing airmen, because there are no substantive changes to the testing processes, areas of operation, or elements upon which airmen are currently tested in order to obtain a sport pilot certificate. FAA will incur some de minimis costs to make changes to the PTS and upload the updated versions to its website, but FAA does not anticipate any other costs to the agency because the process by which testing is conducted or the manner in which PTS and ACS are currently implemented is not changing. Although not attributable to this final rule, aligning the PTS with MOSAIC ensures consistent application of MOSAIC's not quantified benefits, such as increased safety from allowing sport pilots to train, test, and fly with larger and more varied aircraft.

II. Authority for This Rulemaking

The authority of FAA to issue rules on aviation safety is found in 49 U.S.C. 106, which describes the authority of the Administrator of FAA. The scope of FAA's authority is further described in 49 U.S.C. Subtitle VII, Aviation Programs. This rulemaking is issued under the authority described in 49 U.S.C. 106(f), which establishes the authority of the Administrator to promulgate and revise regulations, rules, and other official publications related to aviation safety. This rulemaking is promulgated under the authority granted to the Administrator in 49 U.S.C. § 40113 (prescribing general authority of the Administrator of FAA with respect to aviation safety duties and powers to prescribe regulations) and §§ 44701 (general authority of the Administrator to promote safe flight of civil aircraft in air commerce by prescribing regulations and setting minimum standards for other practices, methods, and procedures necessary for safety in air commerce and national security), 44702 (general authority of the Administrator to issue airman certificates), and 44703 (general authority of the Administrator to prescribe regulations for the issuance of airman certificates when the Administrator finds, after investigation, an individual is qualified for and physically able to perform the duties related to the position authorized by the certificate). This rulemaking is within the scope of that authority.

III. Background

A. Summary of the NPRM

On July 24, 2025 FAA published the MOSAIC final rule (90 FR 35218). The MOSAIC rule amended rules for the manufacture, certification, operation, maintenance, and alteration of light-sport aircraft, which subsequently increased sport pilot privileges and expanded what aircraft sport pilots may operate. The MOSAIC final rule restructured certification requirements for light-sport category aircraft, which resulted in FAA removing the “light-sport aircraft” definition from section 1.1. As such, FAA adopted new performance limitations and design requirements for sport pilot operations in section 61.316. Although the new performance and design limitations in section 61.316, which expand the aircraft sport pilots may operate, became effective October 22, 2025, the “light-sport aircraft” definition in section 1.1 will remain effective until July 24, 2026.

On December 8, 2025 FAA published the *Sport Pilot Practical Test Standards Alignment* NPRM in the *Federal Register* (90 FR 56701). FAA proposed to update the language in three PTS related to the certification of sport pilots and operation of light-sport category aircraft to address a conflict between regulations adopted by the MOSAIC final rule and language in three sport pilot PTS.¹ The NPRM proposed to align language in the sport pilot PTS that identifies which aircraft can be used to satisfy practical test and proficiency check requirements under part 61 with the new sport pilot operational limits adopted in the MOSAIC final rule. FAA also proposed to make non-substantive, conforming amendments to update minor terminology inconsistencies throughout these three PTS.

Specifically, FAA proposed to update three sport pilot PTS listed in section 61.14(a)(12) through (14):

¹ For detailed chart of changes proposed for each PTS, see Table 1 in *Sport Pilot Practical Test Standards Alignment* NPRM, 90 FR 56701, 56705 (Dec. 8, 2025). All changes proposed in NPRM are adopted in the final rule.

- Sport Pilot and Sport Pilot Flight Instructor Rating PTS for Airplane Category; Rotorcraft Category, and Glider Category (FAA-S-8081-29A);
- Sport Pilot and Sport Pilot Flight Instructor Rating PTS for Lighter-Than-Air Category (FAA-S-8081-30A); and
- Sport Pilot and Sport Pilot Flight Instructor PTS for Powered Parachute Category, Weight-Shift-Control Aircraft Category (FAA-S-8081-31A).

The proposed rule sought to align pilot certification standards in these three PTS with regulatory changes adopted by the MOSAIC final rule by replacing references to “light-sport aircraft” as defined in section 1.1 (General definitions) with “aircraft” to encompass aircraft meeting the performance limits and design requirements in new section 61.316. The performance limits and design requirements in section 61.316 expand the aircraft that sport pilots and flight instructors with a sport pilot rating may operate, therefore necessitating revisions to the sport pilot PTS to reflect those expanded privileges. The proposal also sought to align practical test requirements for the certification of pilots and flight instructors with a sport pilot rating seeking to add airplane privileges to their sport pilot certificate.

B. Incorporation by Reference

In 2024, FAA published the *Airman Certification Standards and Practical Test Standards for Airman; Incorporation by Reference* final rule² to revise certain regulations governing airman certification to incorporate the ACS and PTS by reference into the certification requirements for pilots and flight instructors (as it pertains to part 61). FAA created section 61.14 as a centralized incorporation by reference (IBR) section to streamline the regulations.³ This rulemaking updates three sport pilot PTS that are currently incorporated by reference in section

² 89 FR 22482 (April 2, 2024).

³ FAA directs compliance on the respective practical tests and proficiency checks with the appropriate ACS and PTS through §§ 61.43, 61.57, 61.58, 61.321, and 61.419.

61.14 (a)(12) through (14). These PTS are summarized in section IV. F. *Practical Test Standards Incorporated by Reference*.

IBR is a mechanism that allows Federal agencies to comply with the requirements of the Administrative Procedure Act to publish rules in the *Federal Register* and the CFR by referring to material published elsewhere.⁴ Material that is incorporated by reference has the same legal status as if it were published in full in the CFR. In accordance with 5 U.S.C. 552(a) and 1 CFR part 51, FAA makes the PTS reasonably available for interested parties by providing free online public access to view on the FAA Training and Testing website at https://www.faa.gov/training_testing.⁵ The PTS are available for download, free of charge, at the provided web address. FAA will continue to provide the PTS to interested parties in this manner. For further information, contact the Training and Certification Group at 202-267-1100, acsptsinquiries@faa.gov, or 800 Independence Avenue S.W., Washington, D.C. 20591.

C. General Overview of Comments

FAA received six comments from four individuals and two anonymous commenters on the NPRM. These comments related to:

- converting the PTS to ACS format;
- seeking clarification on whether a light-sport aircraft is required for a practical test prior to July 24, 2026;
- revising elements and tasks within the PTS;
- focusing on out of scope matters; and
- generally supporting the proposed changes.

⁴ See 5 U.S.C. 552(a), which states, “except to the extent that a person has actual or timely notice of the terms thereof, a person may not in any manner be required to resort to, or be adversely affected by, a matter required to be published in the Federal Register and not so published. For this paragraph, matter reasonably available to the class of persons affected thereby is deemed published in the Federal Register when incorporated by reference therein with the approval of the Director of the Federal Register.”

⁵ 5 U.S.C. 552(a) requires that matter incorporated by reference be “reasonably available” as a condition of its eligibility. Further, 1 CFR 51.5(b)(2) requires that agencies seeking to incorporate material by reference discuss in the preamble of the proposed rule the ways that the material it proposes to incorporate by reference is reasonably available to interested parties and how interested parties can obtain the material.

D. Differences Between the NPRM and the Final Rule

Regulatory amendments of FAA to part 61 remain unchanged from the proposal. Based on comments received, FAA amends the proposed minimum recovery altitude in the Sport Pilot and Sport Pilot Flight Instructors Rating PTS for Airplane Category; Rotorcraft Category Gyroplane, and Glider Category (FAA-S-8081-29B) from 1,000 to 1,500 feet AGL for stalls and slow flight tasks.

IV. Discussion of Comments and the Final Rule

FAA received six comments on this proposed rule from four individuals and two anonymous commenters. Many of the changes suggested were outside the scope of this rulemaking. No commenters opposed the proposed rule, nor did FAA receive any comments regarding the regulatory text proposed in the NPRM. In summary, FAA adopts the regulatory text as proposed with few revisions to the PTS themselves, as discussed in the subsequent sections of this preamble.

A. Use of ACS

Two commenters questioned why FAA did not convert the PTS documents to an ACS format. The commenters stated that this change would enable the integration of key safety elements and awareness directly into each required task rather than as a separate area of interest as is presented in the PTS. The commenters further stated the purpose of the ACS is to improve safety awareness, including enhanced emphasis on aeronautical decision making, which would have been the perfect opportunity to make that change. The ACS is an enhanced version of the PTS, which adds task-specific knowledge and risk management elements to each PTS Area of Operation or Task. FAA is in the process of converting all PTS to ACS. For the purposes of this rulemaking, FAA revised the sport pilot PTS to align with language from the MOSAIC final rule in the most expeditious means available.

B. Performance limits and design requirement

A commenter questioned whether a sport pilot applicant must train in aircraft that meet the performance limits and design requirement as stated in section 61.316 but must take a practical test in a “light-sport aircraft” due to “light-sport aircraft” remaining as a defined term until July 24, 2026. FAA notes the sport pilot PTS were revised to reflect the requirement to conduct practical tests in aircraft that meet the performance limits and design requirements in section 61.316.

C. Minimum recovery altitude

A commenter recommended that the minimum recovery altitude in PTS, FAA-S-8081-29, Section 1: Sport Pilot Airplane (ASEL and ASES), VIII. Area of Operation: Slow Flight and Stalls, TASKs A, B, and C, element 2 “Selects an entry altitude consistent with safety, which allows the TASK to be completed no lower than 1,000 feet AGL” be amended from 1,000 feet AGL to 1,500 feet AGL. The commenter suggested the minimum recovery altitude of 1,000 feet AGL presented an increased level of risk during sport pilot training and testing and recommended 1,500 feet AGL as it aligns with the Private Pilot for Airplane Category Airman Certification Standards, FAA-ACS-6C, Area of Operation VII. Slow Flight and Stalls, Tasks A, B, and C.

FAA agrees with the commenter and increases the minimum recovery altitude in the sport pilot PTS to 1,500 feet AGL because the increased minimum recovery altitude increases risk mitigation and increases safety during the conduct of slow flight and stalls conducted during practical tests in single-engine aircraft meeting the requirements of section 61.316. The increased minimum recovery altitude increases risk mitigation and safety because sport pilots may operate expanded aircraft under section 61.316, which permits sport pilots to operate larger aircraft and the higher minimum altitude recovery prevents sport pilots from operating the larger aircraft closer to the ground when performing slow flight and stall maneuvers during a practical test. FAA revises the Sport Pilot and Flight Instructors with a Sport Pilot Rating Practical Test Standards for Airplane Category, Rotorcraft Category Gyroplane, and Glider Category (FAA-S-

8081-29B) minimum recovery altitudes for slow flight and stalls in Section 1, Tasks A, B, and C, element 2 to 1,500 feet AGL.

D. PTS accessibility

One commenter requested an explicit commitment that the incorporated PTS will remain free, downloadable, and accessible (offline PDFs; stable URLs). As required by 5 U.S.C. 552(a), these PTS are reasonably available because FAA provides free, downloadable, and accessible copies.⁶ FAA has no plans to change this public accessibility.

E. Out of Scope Comments

The FAA received three individual comments and one anonymous comment that are considered out of scope. One commenter asked several questions regarding student pilot eligibility requirements to obtain a sport pilot certificate and in what aircraft the applicant must train and complete a practical test. These questions are outside the scope of this rulemaking because the updates to the three PTS are not changing sport pilot certificate eligibility requirements and the MOSAIC rulemaking confirmed that sport pilot training and practical tests must be completed in an aircraft meeting the performance limitations and design requirements set forth in section 61.316.

Two individual commenters recommended specific revisions to narrow elements and tasks within the Airplane Category Sport Pilot PTS (FAA-S-8081-29) that do not arise from changes made to sport pilot requirements in MOSAIC. One commenter recommended adding language regarding “cruise configuration” and the power to be “as assigned by the evaluator” to VIII. Area of Operation: Slow Flight and Stalls, C. Task: Power-On Stalls, element 3. Another commenter requested changing the minimum altitude in the area of operation for ground reference maneuvers from 600 feet AGL to match the applicable ACS standard of 600 to 1,000 feet AGL. Another commenter suggested referencing the Type Certificate Data Sheet (TCDS) in

⁶ FAA makes the PTS reasonably available for interested parties by providing free online public access to view on FAA Training and Testing website at https://www.faa.gov/training_testing.

the Sport Pilot PTSs, I. Area of Operation: Preflight Preparation, A. Task: Certificates and Documents.

In addition, FAA has determined that these recommended revisions do not present an imminent safety concern because a minimum altitude of 600 feet AGL already exists in both PTS and ACS to perform ground reference maneuvers safely during a practical test or proficiency check and because TCDS are not tested during an airman practical test or proficiency check.

One commenter had general concerns with the costs regarding examiner fees, travel, and scheduling tied to requiring a practical test to add sport-pilot airplane privileges. FAA has determined this comment is outside of the scope of this rulemaking because the requirement to complete a practical test to obtain airplane privileges at the sport pilot level was imposed during the MOSAIC rulemaking. The updates to the three PTS are not imposing new requirements and are simply aligning the testing requirements with the amended regulatory requirements. This same commenter also requested that FAA add data to the beginning of the PTS on practical test wait times, examiner fees, examiner types, a location for applicants to report unfair scheduling or fee practices, and examiner guidance for consistent applicant assessment. Finally, this commenter recommended the PTS be amended to remove gendered terminology. FAA has determined that these concerns are unrelated to the proposed changes to the PTS and are outside the scope of this rulemaking.

F. Practical Test Standards Incorporated by Reference

The certification requirements for pilots and flight instructors are set forth in 14 CFR part 61. As previously stated, section 61.14 lists the ACS and PTS incorporated by reference into part 61 pertaining to pilots and flight instructors. This section summarizes the three PTS amended and incorporated by reference in this final rule.

Sport Pilot and Flight Instructors with a Sport Pilot Rating Practical Test Standards for Airplane Category, Rotorcraft Category Gyroplane, and Glider Category; FAA-S-8081-29B,

establishes the aeronautical knowledge, special emphasis areas considered critical to flight safety, and proficiency standards for the sport pilot practical tests and proficiency checks for the airplane, gyroplane, glider, and flight instructor. This PTS contains the following Areas of Operation: Preflight Preparation; Preflight Procedures; Airport and Seaplane Base Operations; Takeoffs, Landings, and Go-Arounds; Performance Maneuver; Ground Reference Maneuvers; Navigation; Slow Flight and Stalls; Emergency Operations; and Postflight Procedures. FAA amends the minimum recovery altitude in this PTS from 1,000 to 1,500 feet AGL for stalls and slow flight tasks. This change is further discussed in section IV. C. of this document.

Sport Pilot and Flight Instructors with a Sport Pilot Rating Practical Test Standards for Lighter-Than-Air Category; FAA-S-8081-30B, which establishes the aeronautical knowledge, special emphasis areas considered critical to flight safety, and proficiency standards for the sport pilot practical tests and proficiency checks for the airship, balloon, and flight instructor. This PTS contains the following Areas of Operation: Preflight Preparation; Preflight Procedures; Airport Operations; Takeoffs, Landings, and Go-Arounds; Performance Maneuver; Ground Reference Maneuvers; Navigation; Emergency Operations; and Postflight Procedures. This PTS is incorporated by reference as proposed.

Sport Pilot and Flight Instructors with a Sport Pilot Rating Practical Test Standards for Powered Parachute Category and Weight-Shift Control Category; FAA-S-8081-31B, which establishes the aeronautical knowledge, special emphasis areas considered critical to flight safety, and proficiency standards for the sport pilot practical tests and proficiency checks for the weight-shift control, powered parachute, and flight instructor. This PTS contains the following Areas of Operation: Preflight Preparation; Preflight Procedures; Airport and Seaplane Base Operations; Takeoffs, Landings, and Go-Arounds; Performance Maneuver; Ground Reference Maneuvers; Navigation; Slow Flight and Stalls; Emergency Operations; and Postflight Procedures. This PTS is incorporated by reference as proposed.

V. Regulatory Notices and Analyses

A. Regulatory Impact Analysis (RIA)

E.O. 12866 (“Regulatory Planning and Review”) and E.O. 13563 (“Improving Regulation and Regulatory Review”) require agencies to regulate in the “most cost effective manner,” to make a “reasoned determination that the benefits of the intended regulation justify its costs,” and to develop regulations that “impose the least burden on society.” The Office of Management and Budget has determined this rule is not a significant regulatory action as defined in section (3)(f)(1) of E.O. 12866.

Changes from the NPRM to Final Rule

FAA received six comments on the NPRM, none of which addressed the initial economic analysis. However, the analysis of the final rule does account for the change from the NPRM regarding increased minimum recovery altitude in the interest of safety. Otherwise, the qualitative initial analysis is unchanged for the final RIA.

Need for Regulation

The publication of the MOSAIC final rule on July 24, 2025 created a conflict between operational regulations adopted by MOSAIC and language in the three PTS related to the certification of sport pilots and flight instructors with a sport pilot rating and operation of light-sport category aircraft. This conflict meant that the PTS language limited the aircraft sport pilots and sport pilot flight instructors could use to complete the practical test or proficiency check requirements for certain sport pilot privileges compared to the aircraft they could currently operate under MOSAIC. This created a potential training and safety disconnect, as pilots might demonstrate proficiency in traditional light-sport aircraft without ever training or testing in the larger aircraft allowed under MOSAIC. To address this issue, FAA aligns language in the sport pilot PTS that identifies which aircraft can be used to satisfy practical test and proficiency check requirements under part 61 with the new sport pilot operational limits adopted in the MOSAIC final rule.

Baseline for the Analysis

The PTS establish the formal guidelines, standards, and criteria used by FAA Safety Inspectors and Designated Pilot Examiners (DPEs) to evaluate an applicant's suitability for an airman certification, ensuring they demonstrate proficiency and can safely operate within the NAS. FAA maintains all PTS documents as freely accessible digital resources on the FAA testing standards webpage, allowing stakeholders to access or download them at any time without charge. Furthermore, FAA does not require the printing or possession of physical copies of these documents for training or testing purposes.

In contrast, the operational rules governing the scope of flying under a sport pilot certificate or providing instruction with a sport pilot rating are established by the MOSAIC final rule. Although the PTS governs the validation of a pilot's skills to acquire a sport pilot certificate for flight instructor certificate with a sport pilot rating, the MOSAIC rule defines the operating environment of the certificate, including allowing sport pilots and flight instructors with a sport pilot rating to now utilize larger, more robust, and more diverse aircraft. Because the operational authority to fly these aircraft is legally in effect as of October 22, 2025, any safety and economic impacts associated with the new airframes and equipment are fully realized under the MOSAIC operational baseline, distinct from the administrative function of the testing standards.

Benefits

This rule aligns sport pilot PTS with the MOSAIC final rule and generates no incremental benefits. Although the transition to performance-based standards allows sport pilots to operate larger, more robust aircraft with enhanced safety features, any associated benefits are wholly attributed to the MOSAIC final rule. This rule is a technical alignment that ensures testing requirements remain consistent with the operational authorities established under MOSAIC; therefore, no independent safety or economic benefits are claimed for this administrative update.

Costs

FAA estimates this rule imposes no incremental costs on stakeholders and only de minimis administrative costs on the agency. As noted in the baseline, the testing standards used by stakeholders are freely available on FAA's website, and FAA does not require printing or physical copies of these documents. Therefore, once the updated documents are made available online after final rule publication, the voluntary choice to print the updated standards by any testing centers, companies, or individuals is not considered an incurred cost of this rule. FAA also notes there are no new costs to applicants for an initial certificate, rating, or privilege and to existing airmen (*e.g.*, pilots completing proficiency checks or pilots seeking additional certificates or ratings). As the practical tests are already conducted in accordance with the applicable ACS or PTS, and there are no substantive changes to the testing processes, areas of operation, or elements upon which airmen are currently tested to obtain a certificate, this rule does not create a change from the baseline that would induce costs.

FAA has de minimis administrative costs to make the described updates aligning the PTS documents with the MOSAIC final rule and to upload them to its website. There are no other costs to the agency for these updates because the process by which testing is conducted, or the manner in which PTS and ACS are currently implemented, is not changing. Therefore, FAA considers this to be a no cost rule for stakeholders with de minimis costs to the agency to support the MOSAIC final rule.

B. Regulatory Flexibility Act

The Regulatory Flexibility Act (RFA) of 1980, (5 U.S.C. 601–612), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. No. 104–121) and the Small Business Jobs Act of 2010 (Pub. L. No. 111–240), requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term “small entities” comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

This final rule updates three PTS for sport pilots to align with the standards of the MOSAIC final rule. These changes are made by FAA to its own documents, freely provided and accessible on the testing standards webpages of FAA. Some aviation supply or testing entities may choose to print and sell the PTS, but since FAA does not require physical versions of the standards, any costs to re-print the documents are incurred voluntarily and are not attributable to this rule. Therefore, with no costs for the rule there is no significant economic impacts to small entities.

If an agency determines a rulemaking will not result in a significant economic impact on a substantial number of small entities, the head of the agency may so certify under section 605(b) of the RFA. Therefore, as provided in section 605(b) and based on the foregoing, the head of FAA certifies this rulemaking will not result in a significant economic impact on a substantial number of small entities.

C. International Trade Impact Assessment

The Trade Agreements Act of 1979 (Pub. L. No. 96-39), as amended by the Uruguay Round Agreements Act (Pub. L. No. 103-465), prohibits Federal agencies from establishing standards or engaging in related activities that create unnecessary obstacles to the foreign commerce of the United States. Pursuant to these Acts, the establishment of standards is not considered an unnecessary obstacle to the foreign commerce of the United States, so long as the standard has a legitimate domestic objective, such as the protection of safety, and does not operate in a manner that excludes imports that meet this objective. The statute also requires consideration of international standards and, where appropriate, that they be the basis for U.S. standards.

FAA has assessed the effect of this rule and determined it aligns testing standards to the operational authorities of MOSAIC and does not exclude imports that meet this objective. As a result, FAA does not consider this rule as creating an unnecessary obstacle to foreign commerce.

D. Unfunded Mandates Assessment

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) governs the issuance of Federal regulations that require unfunded mandates. An unfunded mandate is a regulation that requires a State, local, or Tribal government or the private sector to incur direct costs without the Federal Government having first provided the funds to pay those costs. FAA has determined the rule will not result in the expenditure of \$193,000,000 or more (\$100,000,000 adjusted for inflation using the most current Implicit Price Deflator for the Gross Domestic Product) by State, local, or Tribal governments, in the aggregate, or the private sector, in any one year.

E. Paperwork Reduction Act

The Paperwork Reduction Act of 1995 (44 U.S.C. 3507(d)) requires FAA consider the impact of paperwork and other information collection burdens imposed on the public. FAA has determined there is no new requirement for information collection associated with this final rule.

F. International Compatibility

In keeping with U.S. obligations under the Convention on International Civil Aviation, it is FAA policy to conform to International Civil Aviation Organization (ICAO) Standards and Recommended Practices to the maximum extent practicable. FAA has determined there are no ICAO Standards and Recommended Practices that correspond to these regulations.

G. Environmental Analysis

The Department analyzed the environmental impacts of this rulemaking pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321 *et seq.*). FAA has determined that this rule is categorically excluded pursuant to FAA Order 1050.1G. Categorical exclusions are categories of actions that the agency has determined normally do not significantly affect the quality of the human environment and therefore do not require either an environmental assessment (EA) or environmental impact statement (EIS). See DOT Order 5610.1D § 9. In analyzing the applicability of a categorical exclusion, the agency must also consider whether extraordinary circumstances are present that would warrant the preparation of an EA or EIS. *Id.* § 9(b). This rulemaking, which will align FAA's sport pilot practical test standards with the

recent updates in the MOSAIC final rule, is categorically excluded pursuant to FAA Order 1050.1G § 1.4. Appendix B § B-2.6 contains a categorical exclusion for all FAA regulations unless they “may cause a significant impact on the human environment.” FAA does not anticipate any environmental impacts, and there are no extraordinary circumstances present in connection with this rulemaking.

VI. E.O. Determinations

A. E.O. 13132, Federalism

FAA has analyzed this final rule under the principles and criteria of E.O. 13132, Federalism. FAA has determined this action will not have a substantial direct effect on the States, or the relationship between the Federal Government and the States, or on the distribution of power and responsibilities among the various levels of government, and, therefore, will not have federalism implications.

B. E.O. 13175, Consultation and Coordination With Indian Tribal Governments

Consistent with E.O. 13175, Consultation and Coordination with Indian Tribal Governments,⁷ and FAA Order 1210.20, American Indian and Alaska Native Tribal Consultation Policy and Procedures,⁸ FAA ensures that Federally Recognized Tribes (Tribes) are given the opportunity to provide meaningful and timely input regarding proposed Federal actions that have the potential to have substantial direct effects on one or more Tribes, on the relationship between the Federal Government and Tribes, or on the distribution of power and responsibilities between the Federal Government and Tribes; or to affect uniquely or significantly their respective Tribes. FAA has not identified any unique or significant effects, environmental or otherwise, on Tribes resulting from this final rule.

C. E.O. 13211, Regulations That Significantly Affect Energy Supply, Distribution, or Use

⁷ 65 FR 67249 (Nov. 6, 2000).

⁸ FAA Order No. 1210.20 (Jan. 28, 2004), available at www.faa.gov/documentLibrary/media/1210.pdf.

FAA analyzed this final rule under E.O. 13211 (“Actions Concerning Regulations that Significantly Affect Energy Supply, Distribution, or Use”).⁹ FAA has determined it is not a “significant energy action” under the E.O. and is not likely to have a significant adverse effect on the supply, distribution, or use of energy.

D. E.O. 13609, Promoting International Regulatory Cooperation

E.O. 13609 (“Promoting International Regulatory Cooperation”),¹⁰ promotes international regulatory cooperation to meet shared challenges involving health, safety, labor, security, environmental, and other issues and to reduce, eliminate, or prevent unnecessary differences in regulatory requirements. FAA has analyzed this action under the policies and agency responsibilities of E.O. 13609 and has determined this action will have no effect on international regulatory cooperation.

E. Executive Order 14192, Unleashing Prosperity Through Deregulation

This rule is not an E.O. 14192 (“Unleashing Prosperity Through Deregulation”)¹¹ regulatory action because this rule is not significant under E.O. 12866.

VII. Additional Information

A. Incorporation by Reference Material

The rule updates the incorporated by reference PTS and the final versions may be viewed online in the docket to this rulemaking. For further information, contact the Training and Certification Group at 202-267-1100, acsptsinquiries@faa.gov, or 800 Independence Avenue S.W., Washington, D.C. 20591.

B. Electronic Access and Filing

A copy of the NPRM, all comments received, this final rule, and all background material may be viewed online at www.regulations.gov using the docket number listed above. Electronic

⁹ 66 FR 28355 (May 22, 2001).

¹⁰ 77 FR 26413 (May 4, 2012).

¹¹ 90 FR 9065 (February 6, 2025).

retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from the Office of the Federal Register's website at www.federalregister.gov and the Government Publishing Office's website at www.govinfo.gov. A copy may also be found at FAA's Regulations and Policies website at www.faa.gov/regulations_policies.

Copies may also be obtained by sending a request to the Federal Aviation Administration, Office of Rulemaking, ARM-1, 800 Independence Avenue S.W., Washington, D.C. 20591, or by calling (202) 267-9677. Commenters must identify the docket or notice number of this rulemaking.

All documents FAA considered in developing this final rule, including economic analyses and technical reports, may be accessed in the electronic docket for this rulemaking.

C. Small Business Regulatory Enforcement Fairness Act

The Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. No. 104–121, 110 Stat. 857, Mar. 29, 1996) requires FAA to comply with small entity requests for information or advice about compliance with statutes and regulations within its jurisdiction. A small entity with questions regarding this document may contact its local FAA official, or the person listed under the **FOR FURTHER INFORMATION CONTACT** heading at the beginning of the preamble. To find out more about SBREFA on the Internet, *visit*

www.faa.gov/regulations_policies/rulemaking/sbre_act/. **List of Subjects in 14 CFR part 61**

Aircraft, Airmen, Alcohol abuse, Aviation safety, Drug abuse, Incorporation by reference, Recreation and recreation areas, Reporting and recordkeeping requirements, Security measures, Teachers

The Amendment

For the reasons discussed in the preamble, the Federal Aviation Administration amends 14 CFR part 61 as follows:

PART 61—CERTIFICATION: PILOTS, FLIGHT INSTRUCTORS, AND GROUND INSTRUCTORS.

1. The authority citation for part 61 continues to read as follows:

Authority: 49 U.S.C. 106(f), 40113, 44701 –44703, 44707, 44709 –44711, 44729, 44903, 45102 –45103, 45301 –45302; Sec. 2307, Pub. L. No. 114-190, 130 Stat. 615 (49 U.S.C. 44703 note); sec. 318, Pub. L. No. 115-254, 132 Stat. 3186 (49 U.S.C. 44703 note); sec. 820, Pub. L. No. 118-63, 138 Stat. 1330 (49 U.S.C. 44939 note); secs. 815 and 828, Pub. L. No. 118-63, 138 Stat. 1328, 1336 (49 U.S.C. 44703 note).

2. In § 61.14:

- a. Amend paragraph (a)(9) by removing the text “§§ 61.43 and 61.58, and appendix A”, and adding, in its place, the text “§§ 61.43; 61.58; appendix A”;
- b. Revising paragraphs (a)(12), (13), and (14);
- c. Amend paragraphs (b)(2) and (5) by removing the text “§§ 61.43 and 61.57, and appendix A”, and adding, in its place, the text “§§ 61.43; 61.57; appendix A”;
- d. Amend paragraph (b)(6) by removing the text “§§ 61.43 and 61.58, and appendix A”, and adding, in its place, the text “§§ 61.43; 61.58; appendix A”;
- e. Amend paragraphs (b)(8) by removing the text “§§ 61.43 and 61.57, and appendix A”, and adding, in its place, the text “§§ 61.43; 61.57; appendix A”;
- f. Amend paragraph (b)(11) by removing the text “§§ 61.43 and 61.58, and appendix A”, and adding, in its place, the text “§§ 61.43; 61.58; appendix A”;
- g. Amend paragraph (b)(13) by removing the text “§§ 61.43, 61.321, and appendix A”, and adding, in its place, the text “§§ 61.43; 61.321; appendix A”;
- h. Amend paragraph (b)(17) by removing the text “§§ 61.43, 61.419, and appendix A”, and adding, in its place, the text “§§ 61.43; 61.419; appendix A”; and
- i. In addition to the previous instructions, throughout the section, remove the text “§ 61.43 and appendix A”, everywhere it appears, and adding, in its place, the text “§§ 61.43; appendix A”.

The revisions read as follows:

§ 61.14 Incorporation by Reference.

* * * * *

(a) ***

(12) FAA-S-8081-29B, Sport Pilot and Flight Instructors with a Sport Pilot Rating Practical Test Standards for Airplane Category, Rotorcraft Category Gyroplane, and Glider Category, June 2026; IBR approved for §§ 61.43, 61.321; 61.419; appendix A to this part.

(13) FAA-S-8081-30B, Sport Pilot and Flight Instructors with a Sport Pilot Rating Practical Test Standards for Lighter-Than-Air Category, June 2026; IBR approved for §§ 61.43; 61.321; and 61.419; appendix A to this part.

(14) FAA-S-8081-31B, Sport Pilot and Flight Instructors with a Sport Pilot Rating Practical Test Standards for Powered Parachute Category and Weight-Shift-Control Aircraft Category, June 2026; IBR approved for §§ 61.43; 61.321; 61.419; appendix A to this part.

* * * * *

3. Revise and republish appendix A to part 61 to read as follows:

Appendix A to part 61—Airman Certification Standards and Practical Test Standards

If you are seeking this certificate, rating, and/or privilege . . .	Then this ACS/PTS (incorporated by reference, see § 61.14) is applicable:
Airline Transport Pilot Certificate; Airplane Category—Single-Engine Land Rating, Airplane Category—Single-Engine Sea Rating, Airplane Category—Multiengine Land Rating, Airplane Category—Multiengine Sea Rating	FAA-S-ACS-11A, Airline Transport Pilot and Type Rating for Airplane Category Airman Certification Standards, November 2023.
Airline Transport Pilot Certificate; Rotorcraft Category—Helicopter Rating	FAA-S-8081-20A, Airline Transport Pilot and Aircraft Type Rating Practical Test Standards for Rotorcraft Category Helicopter Rating, November 2023.
Airline Transport Pilot Certificate; Powered-Lift Category	FAA-S-ACS-17, Airline Transport Pilot and Type Rating for Powered-Lift Category Airman Certification Standards, November 2023.

Commercial Pilot Certificate; Airplane Category—Single-Engine Land Rating, Airplane Category—Single-Engine Sea Rating, Airplane Category—Multiengine Land Rating, Airplane Category—Multiengine Sea Rating	FAA-S-ACS-7B, Commercial Pilot for Airplane Category Airman Certification Standards, November 2023.
Commercial Pilot Certificate; Rotorcraft Category—Helicopter Rating	FAA-S-ACS-16, Commercial Pilot for Rotorcraft Category Helicopter Rating Airman Certification Standards, November 2023.
Commercial Pilot Certificate; Rotorcraft Category—Gyroplane Rating	FAA-S-8081-16C, Commercial Pilot Practical Test Standards for Rotorcraft Category Gyroplane Rating, November 2023.
Commercial Pilot Certificate; Powered-Lift Category	FAA-S-ACS-2, Commercial Pilot for Powered-Lift Category Airman Certification Standards, November 2023.
Commercial Pilot Certificate; Glider Category	FAA-S-8081-23B, Commercial Pilot Practical Test Standards for Glider Category, November 2023.
Commercial Pilot Certificate; Lighter-Than-Air Category—Airship Rating, Lighter-Than-Air Category—Balloon Rating	FAA-S-8081-18A, Commercial Pilot Practical Test Standards for Lighter-Than-Air Category, November 2023.
Private Pilot Certificate; Airplane Category—Single-Engine Land Rating, Airplane Category—Single-Engine Sea Rating, Airplane Category—Multiengine Land Rating, Airplane Category—Multiengine Sea Rating	FAA-S-ACS-6C, Private Pilot for Airplane Category Airman Certification Standards, November 2023.
Private Pilot Certificate; Rotorcraft Category—Helicopter Rating	FAA-S-ACS-15, Private Pilot for Rotorcraft Category Helicopter Rating Airman Certification Standards, November 2023.
Private Pilot Certificate; Rotorcraft Category—Gyroplane Rating	FAA-S-8081-15B, Private Pilot Practical Test Standards for Rotorcraft Category Gyroplane Rating, November 2023.
Private Pilot Certificate; Powered-Lift Category	FAA-S-ACS-13, Private Pilot for Powered-Lift Category Airman Certification Standards, November 2023.
Private Pilot Certificate; Glider Category	FAA-S-8081-22A, Private Pilot Practical Test Standards for Glider Category, November 2023.
Private Pilot Certificate; Lighter-Than-Air Category—Airship Rating,	FAA-S-8081-17A, Private Pilot Practical Test Standards for Lighter-Than-Air Category, November 2023.

Lighter-Than-Air Category—Balloon Rating	
Private Pilot Certificate; Powered Parachute Category—Land Rating, Powered Parachute Category—Sea Rating, Weight-Shift-Control Aircraft Category—Land Rating, Weight-Shift-Control Aircraft Category—Sea Rating	FAA-S-8081-32A, Private Pilot Practical Test Standards for Powered Parachute Category and Weight-Shift-Control Category, November 2023.
Recreational Pilot Certificate; Airplane Category—Single-Engine Land Rating, Airplane Category—Single-Engine Sea Rating, Rotorcraft Category—Helicopter Rating, Rotorcraft Category—Gyroplane Rating	FAA-S-8081-3B, Recreational Pilot Practical Test Standards for Airplane Category and Rotorcraft Category, November 2023.
Sport Pilot Certificate; Airplane Category—Single-Engine Land Privileges, Airplane Category—Single-Engine Sea Privileges, Rotorcraft Category—Gyroplane Privileges, Glider Category	FAA-S-8081-29B, Sport Pilot and Flight Instructors with a Sport Pilot Rating Practical Test Standards for Airplane Category, Rotorcraft Category Gyroplane, and Glider Category, June 2026.
Flight Instructor Certificate with a Sport Pilot Rating; Airplane Category—Single-Engine Privileges, Rotorcraft Category—Gyroplane Privileges, Glider Category.	
Sport Pilot Certificate; Rotorcraft Category—Helicopter Privilege—Simplified Flight Controls	FAA-S-ACS-26, Sport Pilot for Rotorcraft Category Helicopter—Simplified Flight Controls Privilege Airman Certification Standards, July 2025.
Flight Instructor Certificate with a Sport Pilot Rating; Rotorcraft Helicopter—Simplified Flight Controls	FAA-S-ACS-31, Flight Instructor with a Sport Pilot Rating for Rotorcraft Category Helicopter—Simplified Flight Controls Privilege Airman Certification Standards, July 2025.
Sport Pilot Certificate; Lighter-Than-Air Category—Airship Privileges, Lighter-Than-Air Category—Balloon Privileges	FAA-S-8081-30B, Sport Pilot and Flight Instructors with a Sport Pilot Rating Practical Test Standards for Lighter-Than-Air Category, June 2026.
Flight Instructor Certificate with a Sport Pilot Rating; Lighter-Than-Air Category—Airship Privileges, Lighter-Than-Air Category—Balloon Privileges.	
Sport Pilot Certificate; Powered Parachute Category—Land Privileges, Powered Parachute	FAA-S-8081-31B, Sport Pilot and Flight Instructors with a Sport Pilot Rating Practical Test Standards for

Category—Sea Privileges, Weight-Shift-Control Aircraft Category—Land Privileges, Weight-Shift-Control Aircraft Category—Sea Privileges	Powered Parachute Category and Weight-Shift-Control Aircraft Category, June 2026.
Flight Instructor Certificate with a Sport Pilot Rating; Powered Parachute Category Privileges, Weight-Shift-Control Aircraft Category Privileges.	
Instrument Rating—Airplane Instrument Proficiency Check—Airplane	FAA-S-ACS-8C, Instrument Rating—Airplane Airman Certification Standards, November 2023.
Instrument Rating—Helicopter Instrument Proficiency Check—Helicopter	FAA-S-ACS-14, Instrument Rating—Helicopter Airman Certification Standards, November 2023.
Instrument Rating—Powered-Lift Instrument Proficiency Check—Powered-Lift	FAA-S-ACS-3, Instrument Rating—Powered-Lift Airman Certification Standards, November 2023.
Flight Instructor Certificate; Airplane Category—Single Engine Rating Airplane Category—Multiengine Rating	FAA-S-ACS-25, Flight Instructor for Airplane Category Airman Certification Standards, November 2023.
Flight Instructor Certificate; Rotorcraft Category—Helicopter Rating	FAA-S-ACS-29, Flight Instructor for Rotorcraft Category Helicopter Rating Airman Certification Standards, November 2023.
Flight Instructor Certificate; Rotorcraft Category—Gyroplane Rating	FAA-S-8081-7C, Flight Instructor Practical Test Standards for Rotorcraft Category Gyroplane Rating, November 2023.
Flight Instructor Certificate; Powered-lift Category	FAA-S-ACS-27, Flight Instructor for Powered-Lift Category Airman Certification Standards, November 2023.
Flight Instructor Certificate; Glider Category	FAA-S-8081-8C, Flight Instructor Practical Test Standards for Glider Category, November 2023.
Flight Instructor Certificate; Instrument—Airplane Rating, Instrument—Helicopter Rating	FAA-S-8081-9E, Flight Instructor Instrument Practical Test Standards for Airplane Rating and Helicopter Rating, November 2023.
Flight Instructor Certificate; Instrument—Powered-Lift Rating	FAA-S-ACS-28, Flight Instructor—Instrument Rating Powered-Lift Airman Certification Standards, November 2023.
Aircraft Type Rating—Airplane	FAA-S-ACS-11A, Airline Transport Pilot and Type Rating for Airplane

	Category Airman Certification Standards, November 2023.
Aircraft Type Rating—Helicopter	FAA-S-8081-20A, Airline Transport Pilot and Aircraft Type Rating Practical Test Standards for Rotorcraft Category Helicopter Rating, November 2023.
Aircraft Type Rating—Powered-Lift	FAA-S-ACS-17, Airline Transport Pilot and Type Rating for Powered-Lift Category Airman Certification Standards, November 2023.
Pilot-in-Command Proficiency Check—Airplane	FAA-S-ACS-11A, Airline Transport Pilot and Type Rating for Airplane Category Airman Certification Standards; November 2023.
Pilot-in-Command Proficiency Check—Helicopter	FAA-S-8081-20A, Airline Transport Pilot and Aircraft Type Rating Practical Test Standards for Rotorcraft Category Helicopter Rating, November 2023.
Pilot-in-Command Proficiency Check—Powered-Lift	FAA-S-ACS-17, Airline Transport Pilot and Type Rating for Powered-Lift Category Airman Certification Standards, November 2023.

Issued under authority provided by 49 U.S.C. 106(f), 44701(a), and 44703 in Washington, D.C.

Bryan K. Bedford,
Administrator.

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