



PART 61 • SPORT PILOT • AIRPLANE SINGLE-ENGINE LAND

SPORT PILOT PROGRAM

The simplest way into the left seat. Fly a real airplane on your driver's license.

LESSONS	PHASES	GROUND	DUAL	SOLO	PROGRAM
19	3	32.0 hr	22.5 hr	9.0 hr	63.5 hr

These are the hours our syllabus books for each lesson. They are an estimate, not a guarantee of when you finish.

A REAL CERTIFICATE, A REAL AIRPLANE

The sport pilot certificate lets you act as pilot in command in daytime good weather, carry a passenger, and fly cross-country. It has always been the lowest barrier to entry in aviation. What changed in 2025 is the airplane: MOSAIC opened sport flying to airplanes like our Piper Warrior, not just tiny purpose-built light-sport aircraft.

We do not treat this as a watered-down course. You will get the same emergency-first, stick-and-rudder training every North Aero student gets. You will finish a genuinely capable pilot, and if you ever want to add a private certificate, night flying, or more, your hours and skills carry straight forward.

FLY ON YOUR DRIVER'S LICENSE

As of October 22, 2025, a sport pilot can use a valid U.S. driver's license in place of an FAA medical certificate, as long as they have never had a medical application denied or a medical certificate suspended or revoked. If you have never applied for a medical, that path is fully open.

READY TO FLY?

Schedule a discovery flight and we'll show you what sport pilot in the Warrior feels like, answer your questions, and put a written estimate together with you.

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THE CERTIFICATE

WHAT IT LETS YOU DO

The honest picture of what a sport pilot can and cannot do.

WHAT YOU CAN DO

- Fly an eligible airplane like our Piper Warrior
- Fly during the day under visual flight rules
- Carry one passenger
- Fly cross-country anywhere in the U.S.
- Share operating costs with your passenger
- Add endorsements and ratings as you grow

WHAT IT DOES NOT INCLUDE

- Night flying (needs BasicMed or a medical, plus training)
- More than one passenger
- Flight in clouds or instrument conditions
- Flying above 10,000 ft MSL (or 2,000 ft AGL, whichever is higher)
- Flying for compensation or hire

SPORT VS. PRIVATE

Sport pilot is the quickest way to start flying. Private pilot opens more privileges. Many of our students earn their sport pilot first and add the private later, because every hour counts toward both.

	SPORT PILOT	PRIVATE PILOT
Medical	Driver's license	FAA medical (or BasicMed)
Minimum flight hours	20	40
Passengers	1	Up to the airplane's capacity
Time of day	Day only	Day and night
Weather	Visual flight rules	Visual flight rules
Typical cost	Lower	Higher
Counts toward the other	Yes, sport pilot hours apply toward your private	

FAA REQUIREMENTS

These are the FAA minimums under 14 CFR Part 61, Subpart J, for a sport pilot certificate with airplane single-engine land privileges. The hours are minimums; most students need a little more.

- Be at least 17 years old
- Read, speak, write, and understand English
- Hold at least a valid U.S. driver's license (your medical qualification) or an FAA medical
- Minimum 20 hours total flight time (15 hours dual, 5 hours solo)
- 2 hours of cross-country flight training
- 10 takeoffs and landings to a full stop at an airport
- One solo cross-country of at least 75 nm with a leg of at least 25 nm
- 2 hours of flight training within 2 calendar months before the checkride
- Pass the FAA knowledge test (written exam)
- Pass the FAA practical test (checkride)

INVESTMENT

WHAT IT COSTS

Built from our full syllabus at rates effective November 2026.

RATE	PER HOUR
Flight instruction (ground and dual)	\$160
Piper Warrior (N41459)	\$220
Luscombe 8E (N1302B), Luscombe Club member rate	\$120

Aircraft rates are wet and billed on the hour meter. The Luscombe rate is the Luscombe Club member rate and requires the \$200/month Club membership.

PROGRAM ESTIMATE BY PHASE

PHASE	LESSONS	INSTRUCTION HOURS	AIRCRAFT HOURS	WARRIOR (\$220/HR)	LUSCOMBE (\$120/HR)
Phase 1: Fundamentals	1 to 8	23.5	11.5	\$6,290	\$5,140
Phase 2: Cross-country and solo	9 to 14	15.5	11.0	\$4,900	\$3,800
Phase 3: Checkride prep	15 to 19	15.5	9.0	\$4,460	\$3,560
Estimated program total	1 to 19	54.5	31.5	\$15,650	\$12,500

Instruction hours are ground plus dual: your whole lesson, including the preflight briefing, the flight, and the debrief. Aircraft hours are dual plus solo flight. Luscombe Club dues are not included in the totals.

TRAINING IN THE LUSCOMBE

The Luscombe is a tailwheel airplane. Tailwheel training is built into each phase when you train in it. Tailwheel proficiency varies from pilot to pilot, and some students need additional hours to reach it.

WHY WE QUOTE THE FULL SYLLABUS

Flying the bare FAA minimum of 20 hours would run about \$6,800 in the Warrior or \$4,800 in the Luscombe (flight and flight instruction only). Almost no one finishes in exactly the minimum, so we quote the full syllabus to be honest with you. Some students finish under the estimate and some over, and we review your progress with you as you train instead of surprising you at the end.

NOT INCLUDED

The FAA knowledge test fee, the examiner's checkride fee, and books and supplies. No FAA medical is required.

Sport pilot is already the lowest-cost route into flying. Scholarships, a 529 plan, and our other ways to pay are laid out at flynorthaero.com/how-to-pay-for-flight-training.

THE SYLLABUS

19 LESSONS, 3 PHASES

Every lesson, what it covers in the airplane and on the ground, and the hours it books.

#	IN THE AIRPLANE	ON THE GROUND	GROUND	DUAL	SOLO	TOTAL
PHASE 1: FUNDAMENTALS						
1	Introduction to flight. Engine start, taxiing, runup, takeoff, and postflight procedures.	<i>PAVE and ADM; FARs, NTSB, AIM, and ACs</i>	2.0	1.0	—	3.0
2	Introduction to slow flight, stalls, and steep turns	<i>Aerodynamics and spin awareness</i>	1.5	1.5	—	3.0
3	Slow flight, steep turns, stalls	<i>Systems, part 1</i>	1.5	1.5	—	3.0
4	Emergency procedures and ground reference maneuvers	<i>Systems, part 2</i>	1.5	1.5	—	3.0
5	Flight maneuvers practice and emergency procedures practice. Show airspeed and altitude control.	<i>Emergency procedures</i>	1.5	1.5	—	3.0
6	Introduction to traffic pattern operations, takeoffs, and landings. Cross-controlled and accelerated stalls.	<i>Communications and light gun signals</i>	1.5	1.5	—	3.0
7	Forward slips, side slips, crosswind landings, balked landings, go-arounds. Soft-field takeoff.	<i>Airport signs, markings, and lights; airspace</i>	1.5	1.5	—	3.0
8	First solo	<i>Traffic patterns, collision avoidance, wake turbulence avoidance</i>	1.5	1.0	0.5	3.0
Phase 1 subtotal			12.5	11.0	0.5	24.0
PHASE 2: CROSS-COUNTRY AND SOLO						
9	Maneuvers review, second solo, introduction to radar services, maximum performance takeoff and climb		1.5	0.5	1.0	3.0
10	First unsupervised solo		1.5	—	1.5	3.0
11	Dual maneuvers practice, solo maneuvers practice		1.5	1.0	1.0	3.5
12	First dual cross-country, including emergency procedures (diversion)	<i>Cross-country flight planning, instrument flight</i>	3.0	2.5	—	5.5
13	Solo practice of navigation procedures; use radar services		1.0	1.0	—	2.0
14	First solo cross-country		2.0	—	2.5	4.5
Phase 2 subtotal			10.5	5.0	6.0	21.5
PHASE 3: CHECKRIDE PREP						
15	Dual checkride prep: air maneuvers and landing maneuvers	<i>Pilot qualifications, airworthiness requirements, human factors</i>	1.5	1.5	—	3.0
16	Solo checkride prep: air maneuvers and landing maneuvers	<i>Weather theory and services, cross-country planning, airspace</i>	1.5	—	1.5	3.0
17	Mock checkride: flight maneuvers and landing maneuvers	<i>Performance and limitations; systems and emergency procedures review</i>	1.5	2.0	—	3.5
18	Dual and solo deficiencies review		1.5	1.0	1.0	3.5
19	Mock checkride: flight maneuvers and landing maneuvers	<i>Full mock oral exam</i>	3.0	2.0	—	5.0
Phase 3 subtotal			9.0	6.5	2.5	18.0
Program total			32.0	22.5	9.0	63.5