FAA
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General Aviation & Commercial Division
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FAA-H-8083-29, Powered Parachute Flying Handbook—Addendum

Due to the Modernization of Special Airworthiness Certification (MOSAIC) Rule, which was published on July 18, 2025, and is effective October 22, 2025, the FAA created this addendum to the Powered Parachute Flying Handbook, FAA-H-8083-29. Until the revision of FAA-H-8083-29 is published, this addendum is considered part of the current edition of the handbook and should be used as a reference.

In Chapter 1, Introduction to the Powered Parachute, Introduction to the Powered Parachute section on pages 1-2, the first, second, and third paragraphs will be revised as follows:

The powered parachute is a category of aircraft that flies in a manner unique among aircraft. Three significant differences separate the PPC from other types of aircraft. [Figure 1-3]

Powered parachutes are typically equipped with one or two seats. The common acronyms for this vehicle/aircraft are PPC (powered parachute), PPCL (powered parachute land), or PPCS (powered parachute sea).

A PPC must be registered with an FAA N-number, have an airworthiness certificate, a pilot's operating handbook (POH), and/or limitations with a weight and balance document aboard. The aircraft must be maintained properly by the aircraft owner or other qualified personnel, and the aircraft logbooks must be available for inspection. Dual controls are required in the aircraft for training.

In Chapter 1, Introduction to the Powered Parachute, the caption for Figure 1-3 on page 1-2 will be revised as follows:

Figure 1-3. The powered parachute has some unique operating characteristics as compared to other aircraft. Left, PPC with inflated wing; middle, weight-shift control aircraft; right, fixed-wing airplane.

In Chapter 1, Introduction to the Powered Parachute, the Powered Parachute Pilot Certificate Eligibility Requirements section on pages 1-2 and 1-3 will be revised as follows, and Figure 1-4 will be removed:

A powered parachute can be operated by a sport pilot who holds privileges for powered parachutes, which meet the performance limits and design requirements of 14 CFR part 61, section 61.316, or by a private pilot who holds a PPC rating. PPC pilot certificates and/or privileges are issued for student, sport, and private certificate levels. The U.S. Congress

empowers the FAA to promote aviation safety by prescribing safety standards for pilots and the other civil aviation programs. The Code of Federal Regulations (CFR) is one of the primary means of conveying these safety standards.

Title 14 CFR, part 61 specifies the requirements to earn a pilot certificate. This regulation also states the pilot applicant must be able to read, speak, write, and understand the English language. The FAA Practical Test Standards (PTS) and Airman Certification Standards (ACS) establish the standards for the knowledge, risk, and skill requirements necessary for the issuance of a pilot certificate and/or privilege. You should reference these documents to understand the knowledge, risk, skills, and experience required to obtain a pilot certificate and/or privilege to fly a powered parachute.

Pilot applicants for PPC must hold a valid U.S. driver's license, a current third-class medical certificate issued under 14 CFR part 67 or comply with BasicMed under 14 CFR part 68. If you use your valid driver's license to exercise the privileges of a Sport Pilot certificate, then you must also adhere to any restrictions on that driver's license. You must hold a current third-class medical certificate or comply with BasicMed to exercise the privileges of a Private Pilot certificate.

The process of learning to fly includes a combination of ground training (to include successful completion of the FAA Knowledge Exam) and flight training to include dual flights with a certified flight instructor (CFI), as well as solo flights under the supervision of your CFI.

To be eligible to fly solo in a PPC, you must be at least 16 years of age and demonstrate satisfactory aeronautical knowledge on a test developed by your instructor. You must have received and logged flight training for the maneuvers and procedures in 14 CFR part 61 for the PPC, as well as demonstrated satisfactory proficiency and safety. Only after all of these requirements are met can your instructor endorse your student pilot certificate and logbook for solo flight.

Once you obtain the required aeronautical knowledge and experience required by 14 CFR part 61, your flight instructor will endorse you to take a practical test (often called a "checkride") with a sport pilot examiner (SPE) or an FAA inspector. After you've demonstrated satisfactory aeronautical knowledge and skill in the Areas of Operation and Tasks outlined in the PTS for PPC, this examiner or inspector will issue your temporary (paper) pilot certificate. You will receive a plastic certificate in the mail once the FAA Registration branch receives the results of the practical test.

A sport pilot is certified to fly an aircraft that meets the performance limits and design requirements of 14 CFR part 61, section 61.316. To be eligible for a sport pilot certificate with a powered parachute privilege, you must be at least 17 years of age, complete the specific training and flight time requirements described in 14 CFR part 61 subpart J, pass the FAA Knowledge Exam, and successfully complete the practical test.

If you hold a private pilot certificate or higher and seek to add a PPC rating, you must complete a practical test. However, if you seek to add a PPC privilege at the sport pilot level, you need to complete a proficiency check, per 14 CFR part 61, subpart J. [Table 1] If you hold at least a private pilot certificate with a PPC category and class rating, and have a current third-class medical or comply with BasicMed, then you may operate any PPC in that

category and class, and do not need to hold any of the endorsements required by Sport Pilots, nor do you need to comply with the limitations of a Sport Pilot certificate.

Note: If you hold at least a private pilot certificate, but not a medical certificate, you may operate as a sport pilot and must comply with 14 CFR part 61 subpart J.

A flight instructor with a sport pilot rating (14 CFR part 61, subpart K), with the appropriate category and class privileges, may provide instruction, endorsements, and proficiency checks for PPCs. A flight instructor certificated under subpart H is also qualified to provide the same training and endorsements, provided they hold the appropriate category and class rating. To be eligible for a flight instructor with a sport pilot rating certificate, you must be at least 18 years of age and hold at least a current and valid Sport Pilot certificate with category and class ratings or endorsements appropriate to the flight instructor privileges sought. You must also pass the flight instructor sport and fundamentals of instructing knowledge exams and meet the experience and knowledge requirements outlined in 14 CFR part 61.

Table 1 on page 1-3 and its caption will be revised as follows:

Category. A broad classification of aircraft such as airplane, weight-shift control, powered parachute, rotorcraft, glider, and lighter-than-air.
Class. A classification of aircraft within a category having similar operating characteristics, i.e., powered parachute land, powered parachute sea.

Table 1. Definitions with respect to pilot certification, ratings, and privileges.

In Chapter 1, Introduction to the Powered Parachute, the second paragraph of the Aeronautical Decision-Making (ADM) section on page 1-4 will be revised as follows:

The well-being of the pilot is the starting point for the decision making processes that will occur while in control of the aircraft. Just as physical fatigue and illness will directly affect your judgment, so too will your attitude management, stress management, risk management, personality tendencies, and situational awareness. Hence, it is the awareness of your human factors and the knowledge of the related corrective action that will not only improve the safety of operating a powered parachute but will also enhance the joy of flying. See Chapter 2 of the Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25) to learn the decision-making process, risk management techniques, and hazardous attitude antidotes you should use in all your flight operations.

In Chapter 1, Introduction to the Powered Parachute, the second paragraph of the Resource Management section on page 1-4 will be revised as follows:

PPC aircraft are flown by a single pilot. Nonetheless, there are numerous resources available to that pilot. For instance, even though the passenger is not a pilot, he or she can be asked to assist with scanning the skies and a possible landing location during an emergency. Your knowledge, skills, and consistent use of a checklist are also valuable

resources. External resources for the powered parachute pilot include those that can assist with Notices to Airmen (NOTAM) and weather information. These resources can consist of Automated Weather Observing System (AWOS), Automated Surface Observing System (ASOS), Hazardous Inflight Weather Advisory Service (HIWAS), and Flight Service Stations (FSS) 800-WX-BRIEF. Light-sport aircraft are flown by a single pilot. Nonetheless, there are numerous resources available to that pilot. For instance, even though the passenger is not a pilot, he or she can be asked to assist with scanning the skies and a possible landing location during an emergency. Your knowledge, skills, and consistent use of a checklist are also valuable resources. External resources for the powered parachute pilot include those that can assist with Notices to Airmen (NOTAM) and weather information. These resources can consist of Automated Weather Observing System (AWOS), Automated Surface Observing System (ASOS), Hazardous Inflight Weather Advisory Service (HIWAS), and Flight Service Stations (FSS) 800-WX-BRIEF.

In Chapter 3, Components and Systems, the first paragraph of The Fuel Tank section on page 3-7 will be revised as follows:

The powered parachute is usually equipped with fuel tanks ranging in capacity from 5 to 20 gallons. As with any aircraft, knowing how much fuel your fuel tank holds is crucial to flight operations. PPCs have no limitations as to the size of the fuel tank, unlike its ultralight vehicle predecessor. Most PPC powerplants require auto fuel mid-grade or higher to be burned (see the powerplant operating handbook for specific engine specifications).

In Chapter 4, Powerplants, the Exhaust Systems: Four-Stroke Engine Exhaust Systems section on page 4-4 will be revised as follows:

Four-stroke engines are not as sensitive as two-stroke engines because they have exhaust valves and, therefore, do not need the precision pulse-tuned exhaust system. However, directing the exhaust out appropriately and reducing the noise are important considerations. Pilots should use the manufacturer's recommended configurations.

In Chapter 5, Preflight and Ground Operations, the sixth paragraph of The Fuel Tank section on page 5-5 will be revised as follows:

The pilot must have in his or her possession a valid U.S. driver's license, proof of BasicMed compliance, or a valid medical certificate accompanied by a photo identification and pilot certificate. Sport pilots must also carry a copy of the endorsements issued from their logbook indicating they are qualified for the powered parachute category/class for the aircraft they are flying. The wing shape (rectangular or elliptical) and the landing system (land or sea) will be specified in this endorsement.

In Chapter 10, Airport Traffic Patterns, the fifth paragraph of the Airport Traffic Patterns and Operations section on page 10-1 will be revised as follows:

Different traffic patterns at the same airport may be established for heavy aircraft, general aviation aircraft, gliders, and lighter weight aircraft operations. The largest factor in determining the proper traffic pattern is airspeed. Slow aircraft do not mix well with fast aircraft. The powered parachute is at the slow end of the speed range of aircraft found around most airports. Regardless of the traffic pattern flown, you must be aware of your

position relative to other aircraft in the traffic pattern and avoid the flow of fixed-wing aircraft. Helicopters fall under this same rule. This rule frequently affects the choice of a landing site. Refer to Chapter 5 for more information on selecting a landing site and airport operation information.

In Chapter 10, Airport Traffic Patterns, the second paragraph of the Standard Airport Traffic Patterns section on page 10-2 will be revised as follows:

To assure that air traffic flows into and out of an airport in an orderly manner, an airport traffic pattern is established appropriate to the local conditions, including the direction and placement of the pattern, the altitude to be flown, and the procedures for entering and leaving the pattern. Unless the airport displays approved visual markings indicating that turns should be made to the right, you should make all turns in the pattern to the left. Again, the airport may have established a different pattern and altitude for lighter weight aircraft operations; be sure to talk with the airport manager and check the A/FD before heading to the airport.

In Chapter 12, Night, Abnormal & Emergency Procedures, Emergency Situations section, the second bullet in the Accidents subsection on page 12-2 will be revised as follows:

When compared to other aircraft, the PPC flies very slowly.

In the Glossary, the definition for "E-LSA (Experimental Light-Sport Aircraft" on page G-4 will be revised as follows:

EXPERIMENTAL LIGHT-SPORT CATEGORY AIRCRAFT—An aircraft issued a special airworthiness certificate with an experimental designation under Title 14 of the Code of Federal Regulations (14 CFR) part 21.

In the Glossary, a new definition for "Flight Instructor with a Sport Pilot Rating" will be added to page G-5 as follows:

FLIGHT INSTRUCTOR WITH A SPORT PILOT RATING—A flight instructor authorized by the FAA to provide flight instruction in a designated category of aircraft for sport pilots only.

In the Glossary, the definition for "light-sport aircraft (LSA)" on page G-6 will be revised as follows, and the definition for "LSA" will be removed:

LIGHT-SPORT CATEGORY AIRCRAFT—An aircraft that meets the requirements defined in 14 CFR parts 21 and 22, regardless of airworthiness certification.

In the Glossary, the definition for "Proficiency Check" on page G-8 will be revised as follows:

An evaluation of aeronautical knowledge and flight proficiency. Reference part 61, section 61.321 (not applicable to airplane and helicopter). Upon successful completion of the proficiency check, the authorized instructor will endorse the applicant's logbook, indicating the added category/class of equipment that the applicant is authorized to operate.

In the Glossary, the definition for "S-LSA (Special Light-Sport Aircraft)" on page G-9 will be revised as follows:

SPECIAL LIGHT-SPORT CATEGORY AIRCRAFT—An aircraft issued a special airworthiness certificate in accordance with 14 CFR part 21, section 21.190 in the light-sport category. These aircraft meet the ASTM industry-developed consensus standards.

In the Glossary, the definition for "Sport Pilot Certificate" on page G-9 will be revised as follows:

SPORT PILOT CERTIFICATE (FOR PPC)–An FAA-issued pilot certificate, allowing the holder to operate a light-sport aircraft or an aircraft that meets the performance limits and design requirements of 14 CFR part 61, section 61.316 in the category and class for which they are endorsed to do so.

In the Glossary, the definition for "Student Pilot Certificate" on page G-10 will be revised as follows:

An FAA-issued certificate that permits student pilots to exercise solo pilot privileges with limitations (for example, the prohibition to carry passengers, etc.)

In the Glossary, the definition for "Two-Stroke Engine" on page G-10 will be revised as follows:

A simple form of reciprocating engine that completes its operating cycle in two strokes of its piston—one down and one up. Two-stroke-cycle engines are inefficient in their use of fuel and require either the pre-mixing of oil with fuel or an oil injection system.

In the Glossary, the definition for "Ultralight" on page G-11 will be revised as follows, and the definition for "Vehicle" will be removed.

Ultralight vehicle. A single-person-only vehicle as defined by 14 CFR section 103.1.