

**FAA-G-8082-4**

**Sport Pilot Rating  
Knowledge Test Guide**

**February 2017**



U.S. Department of Transportation  
Federal Aviation Administration



## INTRODUCTION

FAA-G-8082-4, dated February 2017, Sport Pilot Rating Knowledge Test Guide, provides information for preparing you to take one or all of the following knowledge tests. This document supersedes all previously dated FAA-G-8082-4 versions.

<u>Test Name</u>	<u>Test Code</u>
Sport Pilot—Airplane	SPA
Sport Pilot—Lighter-Than-Air (Balloon)	SPB
Sport Pilot—Glider	SPI
Sport Pilot—Lighter-Than-Air (Airship)	SPL
Sport Pilot—Powered Parachute	SPP
Sport Pilot—Weight Shift Control	SPW
Sport Pilot—Gyroplane	SPY

Federal Aviation Administration (FAA) airman knowledge tests are effective instruments for aviation safety and regulation compliance measurement. However, these tests can only sample the vast amount of knowledge every pilot needs to operate safely in the National Airspace System (NAS).

Comments may be e-mailed to [AFS630Comments@faa.gov](mailto:AFS630Comments@faa.gov).

### KNOWLEDGE TEST ELIGIBILITY REQUIREMENTS

If you are pursuing a Sport Pilot Certificate, you should review Title 14 of the Code of Federal Regulations (14 CFR) part 61, Section 61.23, Medical Certificates: Requirement and Duration; 14 CFR part 61, Section 61.35, Knowledge Test: Prerequisites and Passing Grades; and 14 CFR part 61, Subpart J—Sport Pilots.

For a summary of knowledge test eligibility requirements for all certification areas listed above, refer to the FAA Airman Knowledge Testing Authorization Matrix located at [http://www.faa.gov/training\\_testing/testing/media/testing\\_matrix.pdf](http://www.faa.gov/training_testing/testing/media/testing_matrix.pdf).

### KNOWLEDGE AREAS ON THE TESTS

Sport Pilot is comprehensive because it must test your knowledge in many subject areas. If you are pursuing a Sport Pilot Certificate or added rating, you should review 14CFR part 61, Section 61.309, "What aeronautical knowledge must I have to apply for a sport pilot certificate?"

### DESCRIPTIONS OF THE TESTS

All test questions are the objective, multiple-choice type. Each question can be answered by the selection of a single response. Each test question is independent of other questions; therefore, a correct response to one does not depend upon, or influence, the correct response to another. **The minimum passing score is 70 percent.**

Each of the following knowledge tests contains 40 questions, and you are allowed 2 hours to complete each test.

- Sport Pilot—Airplane
- Sport Pilot—Lighter-Than-Air (Balloon)
- Sport Pilot—Glider
- Sport Pilot—Lighter-Than-Air (Airship)

- Sport Pilot—Powered Parachute
- Sport Pilot—Weight Shift Control
- Sport Pilot—Gyroplane

## **TEST REGISTRATION**

The FAA has designated two Airman Knowledge Testing (AKT) Organization Designation Authorization (ODA) Holders, which sponsor hundreds of knowledge testing center locations. These testing centers offer a full range of airman knowledge tests including: Aircraft Dispatcher, Airline Transport Pilot, Aviation Maintenance Technician, Commercial Pilot, Flight Engineer, Flight Instructor, Flight Navigator, Ground Instructor, Inspection Authorization, Instrument Rating, Parachute Rigger, Private Pilot, Recreational Pilot, Sport Pilot and Military Competence. Contact information for the AKT ODA Holders is provided below under Knowledge Test Centers.

The first step in taking a knowledge test is the registration process. You may either call a central registration phone number or appear at a testing center on a walk-in basis. If you choose to use a central registration phone number to schedule your test, you will need to be prepared to select a test date, choose a testing center, and make financial arrangements for test payment. You may register for tests several weeks in advance, and you may cancel your appointment according to the AKT ODA Holder's cancellation policy. If you do not follow the AKT ODA Holder's cancellation policies, you could be subject to a cancellation fee.

## **APPLICANT IDENTIFICATION AND TEST AUTHORIZATION**

The next step in taking a knowledge test is providing proper identification. You should determine what knowledge test prerequisites are necessary before going to the computer-testing center. Your instructor or local FAA Flight Standards District Office (FSDO) may advise you regarding the documentation required to be presented at the testing facility. Testing center personnel will not begin the test until your identification and eligibility is verified.

Acceptable forms of authorization and retesting procedures are available in the latest version of the Applicant Identification, Information, Verification, & Authorization Requirements Matrix located at [http://www.faa.gov/training\\_testing/testing/media/testing\\_matrix.pdf](http://www.faa.gov/training_testing/testing/media/testing_matrix.pdf).

## **TEST TAKING TIPS**

Prior to launching the actual test, the AKT ODA Holder's testing software will provide you with an opportunity to practice navigating through the test. This practice (or tutorial) session may include a "sample" question(s). These sample questions have no relation to the content of the test, but are meant to familiarize you with the look and feel of the system screens, including selecting an answer, marking a question for later review, time remaining for the test, and other features of the testing software.

When taking a test, keep the following points in mind:

- Carefully read the instructions given with the test.
- Answer each question in accordance with the latest regulations and guidance publications.
- Read each question carefully before looking at the answer options. You should clearly understand the problem before attempting to solve it.
- After formulating an answer, determine which answer option corresponds with your answer. The answer you chose should completely resolve the problem.

- From the options given, it may appear there is more than one possible answer; however, there is only one answer that is correct and complete. The other options are either incomplete, erroneous, or represent common misconceptions.
- If a certain question is difficult for you, it is best to mark it for review and proceed to the next question. After you answer the less difficult questions, return to those marked for review and answer them. The review marking procedure will be explained to you prior to starting the test. Although the computer should alert you to unanswered questions, make sure every question has an answer recorded. This procedure will enable you to use the available time to maximum advantage.
- When solving a calculation problem, select the answer closest to your solution. The problem has been checked with various types of calculators; therefore, if you have solved it correctly, your answer will be closer to the correct answer than any of the other choices.
- For graph type questions, the applicant may request a printed copy of the graph on which they may actually draw and write to compute the answer. The applicant must turn in all paper work upon completion of the test.

## **USE OF TEST AIDS AND MATERIALS**

You may use aids, reference materials, and test materials within the guidelines listed below, if actual test questions or answers are not revealed. All models of aviation-oriented calculators may be used, including small electronic calculators that perform only arithmetic functions (add, subtract, multiply, and divide). Simple programmable memories, which allow addition to, subtraction from, or retrieval of one number from the memory, are permissible. Also, simple functions, such as square root and percent keys are permissible.

The following guidelines apply:

1. You may use any reference materials provided with the test. In addition, you may use scales, straightedges, protractors, plotters, navigation computers, log sheets, and electronic or mechanical calculators that are directly related to the test.
2. Manufacturer's permanently inscribed instructions on the front and back of such aids (e.g., formulas, conversions, regulations, signals, weather data, frequencies, weight-and-balance formulas) are permissible.
3. Testing centers may provide a calculator to you and/or deny use of your personal calculator based on the following limitations:
  - a. Prior to, and upon completion of the test, while in the presence of the Unit Member (formerly referred to as proctor), you must actuate the ON/OFF switch and perform any other function that ensures erasure of any data stored in memory circuits.
  - b. The use of electronic calculators incorporating permanent or continuous type memory circuits without erasure capability is prohibited. The Unit Member may refuse the use of your calculator when unable to determine the calculator's erasure capability.
  - c. Printouts of data must be surrendered at the completion of the test if the calculator incorporates this design feature.
  - d. The use of magnetic cards, magnetic tapes, modules, computer chips, or any other device upon which pre-written programs or information related to the test can be stored and retrieved is prohibited.
  - e. You are not permitted to use any booklet or manual containing instructions related to use of test aids.
4. Dictionaries are not allowed in the testing area.

5. The Unit Member makes the final determination relating to test materials and personal possessions you may take into the testing area.

## **TESTING PROCEDURES FOR APPLICANTS REQUESTING SPECIAL ACCOMMODATIONS**

If you are an applicant with a learning or reading disability, you may request approval from AFS-630, through the local FSDO or IFO, to take an airman knowledge test using one of the three options listed below, in preferential order:

- Option 1. Use current testing facilities and procedures whenever possible.
- Option 2. You may use a self-contained, electronic device which pronounces and displays typed-in words (e.g., the Franklin Speaking Wordmaster®) to facilitate the testing process.

**Note:** *The device should consist of an electronic thesaurus that audibly pronounces typed-in words and presents them on a display screen. The device should also have a built-in headphone jack for private listening in order to avoid disturbing others during testing.*

- Option 3. If you do not choose to use the first or second option, you may request Unit Member assistance in reading specific words or terms from the test questions and/or supplement book. In the interest of preventing compromise of the testing process, the Unit Member must be an individual with no aviation background or expertise. The Unit Member must provide reading assistance only, with no explanation of words or terms. When this option is requested, the FSDO or IFO inspector must contact the Airman Testing Standards Branch (AFS-630) for assistance in selecting the test site and assisting Unit Member.

Prior to approval of any option, the FSDO or IFO Aviation Safety Inspector must advise you of the regulatory certification requirement of being able to read, write, speak, and understand the English language.

## **CHEATING OR OTHER UNAUTHORIZED CONDUCT**

Computer testing centers must follow strict security procedures to avoid test compromise. These procedures are established by the FAA and are covered in FAA Order 8080.6, (as amended) Conduct of Airman Knowledge Tests. The FAA has directed testing centers to terminate a test at any time a test Unit Member suspects a cheating incident has occurred. An FAA investigation will then be conducted. If the investigation determines that cheating or unauthorized conduct has occurred, any airman certificate or rating you hold may be revoked, and you will be prohibited for 1 year from applying for or taking any test for a certificate or rating under 14 CFR part 61.

## **LEARNING STATEMENTS**

Learning statements, as used in airman knowledge testing, refer to a measurable level of knowledge a student should be able to demonstrate following a defined element of training. The most current Learning Statement Reference Guide for Airman Knowledge Testing is online at [http://www.faa.gov/training\\_testing/testing/media/LearningStatementReferenceGuide.pdf](http://www.faa.gov/training_testing/testing/media/LearningStatementReferenceGuide.pdf).

We provide learning statements to help instructors and students become more familiar with the areas of knowledge applicable to the airman training, learning, studying, and testing processes.

Beyond serving as a useful reference in preparing for your airman knowledge test, the Learning Statement Reference Guide will assist you and your instructor in interpreting any learning statement codes that may appear on your Airman Knowledge Test Report. This report will list learning statement codes for any questions you may have answered incorrectly. You and your instructor should match the

codes on the test report to the information in the Learning Statement Reference Guide in order to obtain the corresponding areas of knowledge deficiency.

Your instructor may be required to provide instruction on each of the areas of deficiency, and to provide a logbook or training record endorsement certifying you have demonstrated satisfactory knowledge in each area.

## **REQUESTING YOUR TEST BE HAND-SCORED**

If you wish to have your test hand-scored, you must submit a request, in the form of a signed letter, to the Airman Testing Standards Branch, AFS-630. The request must be accompanied by a copy of your Airman Knowledge Test Report and a legible photocopy of a government issued identification with your photograph and signature. Mail or fax this information to: (e-Mail requests are not accepted due to security issues.)

Federal Aviation Administration  
Airman Testing Standards Branch, AFS-630  
P.O. Box 25082  
Oklahoma City, OK 73125  
Or Fax to: 405 954-4748

**Note:** *If you have comments regarding test questions, test procedures, or supplemental material content, please e-Mail AFS-630 at [AFS630Comments@faa.gov](mailto:AFS630Comments@faa.gov).*

## **AIRMAN KNOWLEDGE TEST REPORTS**

Upon completion of the knowledge test, you will receive your Airman Knowledge Test Report, which reflects your score. The test report will be stamped with the testing center's raised/embossed seal.

The Airman Knowledge Test Report must be presented to the examiner prior to taking the practical test. During the oral portion of the practical test, the examiner is required to evaluate the noted areas of deficiency.

Should you require a duplicate Airman Knowledge Test Report due to loss or destruction of the original, send a signed request accompanied by a check or money order for \$12.00, payable to the FAA. Send the request to:

Federal Aviation Administration  
Airmen Certification Branch, AFS-760  
P.O. Box 25082  
Oklahoma City, OK 73125

Airman Knowledge Test Reports are valid for the 24-calendar month period following the month you complete the practical test. **If the Airman Knowledge Test Report expires before completion of the practical test, you must retake the knowledge test.**

## **TRAINING AND TESTING PUBLICATIONS AND GENERAL INFORMATION**

Most of the current Flight Standards Service airman training and testing publications can be obtained in electronic format from the FAA Website, [www.faa.gov](http://www.faa.gov). The training and testing publications and general information can be found on the opening page of that Website under the Training and Testing tab. If a publication is not available in electronic format, there are instructions for obtaining paper copies. Information found on the Website includes the following:

- Advisory Circulars

- Airworthiness Directives
- Code of Federal Regulations
- Computer Testing Supplements
- Knowledge Test Centers
- Sample Knowledge Test questions
- Knowledge Test Statistics
- Learning Statement Reference Guide
- Practical Test Standards
- Training Handbooks
- Type Certificate Data Sheets

### **Advisory Circulars**

Advisory circulars (ACs) provide guidance and information on various subjects related to airman certification.

### **Airworthiness Directives**

Airworthiness Directives (ADs) are notifications to aircraft owners of a known safety deficiency with a specific model of aircraft, engine, avionics, or other system.

### **Code of Federal Regulations**

The portion of 14 CFR containing what was formerly known as the Federal Aviation Regulations can be found on the Website. 14 CFR contains regulations designed to promote aviation safety, and govern all aviation activities in the United States.

### **Computer Testing Supplements**

The knowledge testing supplements contain the graphics, legends, and maps that are needed to successfully respond to certain knowledge test items. ODA test center personnel will provide these supplements during the airman knowledge test. You can review them prior to testing at [http://www.faa.gov/training\\_testing/testing/test\\_questions/media/sport\\_rec\\_private\\_akts.pdf](http://www.faa.gov/training_testing/testing/test_questions/media/sport_rec_private_akts.pdf) for Sport Pilot exams. Marking in the supplement book is prohibited; however, you may request a photo copy of any figure either before or during your exam. This marked or unmarked copy must be returned to the proctor at the end of the exam.

### **Knowledge Test Centers**

The Knowledge Test Centers section on the Website contains links to current listings of Airman Knowledge Testing (AKT) Organization Designation Authorization (ODA) Holders and other testing centers.

The following is a list of the ODA holders authorized to give FAA airman knowledge tests. This list should be helpful in case you choose to register for a test or simply want more information.

 [Computer Assisted Testing Service \(CATS\)](#)

777 Mariners Island Blvd., Suite 200  
San Mateo, CA 94404

**Applicant inquiry and test registration: 1-800-947-4228**

From outside the U.S. (650) 259-8550

 [PSI](#)

16821 SE McGillivray Blvd., Suite 201  
Vancouver, WA 98683

**Applicant inquiry and test registration: 1-800-211-2753 or 1-800-211-2754**

From outside the U.S. (360) 896-9111

## **Knowledge Test Questions**

Sample questions are located in the Airman Knowledge Test Questions section of the Website and represent the types of questions included in the actual test banks. Practicing these questions will help you become familiar with similar questions on the airman knowledge tests. The knowledge test is not designed to intimidate any prospective airman; it is designed to measure an applicant's understanding of the rules, regulations and knowledge areas required to receive an FAA certificate.

## **Knowledge Test Statistics**

Test statistics for all airman knowledge tests are contained in a series of tables organized by year and subject area. Individual tables are provided for the following subject areas: test volume, pass rates, average test scores, countries, regions, and district offices.

## **Practical Test Standards**

The practical test standards outline the knowledge and skill requirements for each airman certificate and rating. The references listed in each task of the practical test standards indicate the specific publications used to develop the skill standards. The ability to issue immediate changes prior to publishing revised printed copies ensures the practical test standards are always accurate and usable.

## **Training Handbooks**

The training handbooks are the basic information sources an airman applicant should refer to when preparing for the knowledge and practical tests for a specific certificate or rating.

## **Classification Code**

Topic, Content and Specific (TCS) codes listed in this guide are NOT a description of the Learning Statement Codes (LSC) found in the 'Learning Statement Reference Guide for Airman Knowledge Testing' document, but are a hierarchical sequence of classification codes placing a question in a unique category. FAA knowledge test question development uses the following hierarchy:

- Topic— Overall subject matter topic code. The highest classification of overall subject matter a knowledge test item was developed to assess (e.g., Aerodynamics).
- Content—Secondary level subject matter code (e.g., Airspeed).
- Specific— the basic hierarchical classification code the subject matter for a knowledge test item (e.g., Thrust).

## **MOST FREQUENTLY ASKED QUESTIONS**

### **1. Q. Where can I get information about the Sport Pilot Program?**

- A. *Sport pilot enthusiasts may find information on the Light Sport Aviation Branch (AFS-610) Website at:*  
[http://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/offices/afs/afs600/afs610/](http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs600/afs610/)

### **2. Q. What is the age requirement to take the Sport Pilot Knowledge Test?**

- A. *An applicant must be at least 15 years of age to take the test, although applicants for the balloon or glider tests must be at least 14 years of age. Prior to taking the knowledge test, an applicant shall be asked to present a birth certificate or other official documentation as evidence of meeting the age requirement.*

### **3. Q. What aircraft can I fly as a Sport Pilot?**

- A. *You are limited to flying an aircraft that meets the definition of a Light Sport Aircraft (LSA). An LSA is any certificated aircraft, other than a helicopter or powered-lift that since its original certification, has continued to meet the following performance parameters:*
- *1,320 pounds Maximum Takeoff Weight (1,430 pounds for seaplanes);*
  - *120 knots (138 mph) maximum airspeed in level flight with maximum continuous power ( $V_H$ ) under standard atmospheric conditions at sea level;*
  - *a maximum never-exceed speed ( $V_{NE}$ ) of not more than 120 knots CAS for a glider;*
  - *maximum stalling speed or minimum steady flight speed without the use of lift-enhancing devices ( $V_{S1}$ ) of not more than 45 knots CAS at the aircraft's maximum certificated takeoff weight and most critical center of gravity;*
  - *a maximum seating capacity of no more than two persons, including the pilot;*
  - *a single, reciprocating engine, if powered;*
  - *a fixed or ground-adjustable propeller if a powered aircraft other than a powered glider;*
  - *a fixed or feathering propeller system if a powered glider;*
  - *a fixed-pitch, semi-rigid, teetering, two-blade rotor system, if a gyroplane;*
  - *a non-pressurized cabin, if equipped with a cabin;*
  - *fixed landing gear, except for an aircraft intended for operation on water or a glider;*
  - *fixed or retractable landing gear, or a hull, for an aircraft intended for operation on water;*
  - *fixed or retractable landing gear for a glider.*

### **4. Q. What are the restrictions on a Sport Pilot?**

- A. *Sport Pilots cannot make flights:*
- *at night;*
  - *in class A;*
  - *in class B, C, or D airspace or at an airport having an operational control tower (unless you have met the requirements specified in 14 CFR part 61.325);*
  - *outside the United States without advance permission from that/those country(ies);*
  - *for the purpose of sight-seeing with passengers for charity fundraisers;*

- above 10,000' MSL or 2,000' AGL, whichever is higher;
- when the flight or surface visibility is less than 3 statute miles;
- unless you can see the surface of the earth for flight reference;
- in LSA with a maximum speed in level flight with maximum continuous power ( $V_H$ ) of greater than 87 knots (100 mph), unless you receive training and a logbook endorsement;
- if the operating limitations issued with the aircraft do not permit that activity;
- contrary to any limitation listed on the pilot's certificate, United States driver's license, FAA medical certificate, or logbook endorsement(s);
- while carrying a passenger or property for compensation or hire (no commercial operations);
- in furtherance of a business;
- while carrying more than one passenger;
- to demonstrate the aircraft in flight to a prospective buyer if you are an aircraft salesperson;
- in LSA with a maximum horizontal speed ( $V_H$ ) less than or equal to 87 knots, unless you receive training and logbook endorsement or have logged flight time as a Pilot-in-Command of an airplane with a  $V_H$  less than or equal to 87 knots before April 2, 2010;
- as a pilot flight crewmember on any aircraft for which more than one pilot is required by the type of certificate of the aircraft of the regulation under which the flight is conducted.

**5. Q. How should I prepare for the knowledge test?**

- A. To adequately prepare for the knowledge test, your instructor should review with you 14 CFR part 61, section 309, for preparing for the Sport Pilot Knowledge Test. The review should ensure you and your instructor are confident you are prepared for the test in each aeronautical knowledge area.

*The regulations require an applicant to have logged ground training from an authorized instructor, or to present evidence of having satisfactorily completed a course of instruction or home-study course in the knowledge areas appropriate to the category and class aircraft for the rating sought.*

**6. Q. If I fail the knowledge test, is there any way to determine the areas in which I need additional work, so I can study for a retest?**

- A. Yes. You will receive an Airman Knowledge Test Report from the testing center. The test report will contain your test score and will list Learning Statement Codes for any questions that are answered incorrectly. Pages 5 and 6 in this guide describe how to use this information for additional study of the knowledge areas in which you were deficient.

**7. Q. If I pass the knowledge test, will I receive the same information concerning areas in which I need additional work as I would if I failed the test?**

- A. Yes. (Refer to the previous answer.)

**8. Q. How long is a satisfactorily completed knowledge test valid?**

- A. 2 years. You must present your satisfactorily completed knowledge test at the time you apply for the practical test. You must have passed the knowledge test within the 24-calendar-month period following the month you complete the practical test. If a practical test is not satisfactorily completed during that period, you must take and pass another knowledge test before you can take the practical test.

## References Appendix

The knowledge tests for Light Sport Pilot exams are based on the following references.

- 14 CFR part 1 Definitions and Abbreviations
- 14 CFR part 39 Airworthiness Directives
- 14 CFR part 61 Certification: Pilots, Flight Instructors, and Ground Instructors
- 14 CFR part 91 General Operating and Flight Rules
- 49 CFR part 830 Notification and Reporting of Aircraft Accidents
- AC 00-45 - Aviation Weather Services
- AC 00-6 - Aviation Weather
- AC 60-22 - Aeronautical Decision Making
- AC 90-48 - Pilots` Role in Collision Avoidance
- AC 91-13 - Cold Weather Operation of Aircraft
- Aeronautical Information Manual
- FAA-H-8083-1 - Aircraft Weight and Balance Handbook
- FAA-H-8083-11 - Balloon Flying Handbook
- FAA-H-8083-13 - Glider Flying Handbook
- FAA-H-8083-21 - Rotorcraft Flying Handbook
- FAA-H-8083-25 - Pilot`s Handbook of Aeronautical Knowledge
- FAA-H-8083-29 - Powered Parachute Flying Handbook
- FAA-H-8083-3A - Airplane Flying Handbook
- FAA-H-8083-5 - Weight-Shift Control Aircraft Flying Handbook
- Sectional Aeronautical Chart
- [www.faa.gov](http://www.faa.gov) - Search for ACs

**Note:** *The latest revision of these references should be used.*