

# MOSAIC

## Modernization of Light Sport Aircraft and Pilot Rules

# Prior to MOSAIC (July 2025)

## **Sport Pilot Certificate**

Obtainable with fewer hours than a Private Pilot certificate but with several limitations  
Limitations

- No flight into class B, C, D airports without additional endorsement
- Limited to 10,000' MSL or 2000' AGL (whichever is higher)
- No night flight without additional endorsement
- Only able to fly LSAs or LSA compliant (since certification) E-AB

## **Light Sport Aircraft**

defined as 1320 max gross wt, max airspeed 120 kias, max 2 seats, fixed gear, fixed prop, etc

Flyable by a with a Sport Pilot certificate; no medical needed, just a driver's license

Private Pilot or higher could fly without a BasicMed or Class 3 by exercising only Sport Pilot privileges

S-LSA: factory built, special airworthiness certificate, built to ASTM consensus standards (vs Part 23)

E-LSA: factory produced kit based on an S-LSA by the same company

An E-AB (Experimental Amateur Built) aircraft could conform to LSA specs and be flown by a Sport Pilot

This is for aircraft where the kit factory does not sell completed S-LSA planes (on which to base an E-LSA)

# MOSAIC Overarching Changes

## Announced during AirVenture 2025

Separates Sport Pilot from LSA specs and redefines both sport pilot and light sport aircraft regulations

Sport pilot privilege changes took effect Oct 22, 2025

Aircraft certification changes take effect [July 24, 2026](#)

Expands sport pilot privileges, allowing certificate holders to fly more types of aircraft than before. Removed the weight limit and instead limits allowable by stall speed. Still limited to a single passenger however.

The “Light Sport Aircraft” definition will be removed from 14 CFR 1.1 in 2026. As a result, special airworthiness certificates issued to qualifying aircraft after July 24, 2026, will be granted to “light-sport category aircraft.”

# Light Sport Pilots

## Aircraft

- Stall speed without flaps ( $V_{s1}$ ) up to 59 knots calibrated airspeed
- Level flight speed up to 250 knots
- Up to 4 seats (limited to one passenger however)
- Constant speed prop and/or retractable gear (with endorsement)

## Common aircraft included

Cessna C-150/152, C-172, some C-182

Piper Cherokee, Warrior, Archer, Pacer, Tri-Pacer, Super Cub

Diamond DA40

## New Categories allowed

Gyro, Gliders, Powered Parachute, Weight shift, electric and mult-engine

Night flight permitted (with endorsement); BasicMed or Class 3 required

Type	Original rule	New rule
Aircraft types	Airplanes, gliders, weight-shift control, powered parachutes, balloons, airships, and gyroplanes	Same as before, but adds helicopters with simplified flight controls
Max seats	2 seats	4 seats for airplanes; 2 seats for other aircraft
Max occupants	2 seats (pilot + 1 passenger)	Same
Max takeoff weight	1,320 lbs. (land)	None
	1,430 lbs. (seaplanes)	
Max stall speed	45 knots calibrated airspeed (KCAS) (no flaps)	Airplanes: 59 KCAS (no flaps)
		Gliders & WSC: 45 KCAS (no flaps)
Max airspeed	120 kts	None
		<i>*See next section on max airspeed for light-sport</i>
Engine	Single, reciprocating	No restriction, except for rockets
Propeller	Fixed or ground-adjustable	Fixed, manual, or automatic pitch control
		Airplanes with controllable pitch propeller require additional training and instructor endorsement
Landing gear	Fixed (except for glider/water)	Gliders: Fixed or retractable
		All other aircraft: Fixed or retractable (retractable requires additional training and instructor endorsement)

Type	Original rule	New rule
Simulator training credit	None	Up to 2.5 hours of aviation training device or flight simulation training device may be credited to flight time
Night operations	None	Allowed with additional training and instructor endorsement
		Also requires BasicMed or third class medical
Medical requirement	State-issued driver's license; Never denied a medical	Same, but adds BasicMed or third class medical for night operations
Adding a pilot privilege	Proficiency check with flight instructor	Same, but adds helicopter privilege with simplified flight control limitation for sport pilots, and adds practical test with examiner to add airplane or helicopter privilege

The final rule will revise portions of [FAR 61.303\(b\)](#), though it will remain the case that if you have a valid U.S. driver's license, you can use that in lieu of a medical certificate to exercise sport pilot privileges, if you meet the following requirements:

- You must comply with any restrictions on your driver's license. For example, if you're required to wear corrective lenses to drive, you must wear them to fly.
- If you have applied for a medical certificate, you must have been found eligible for issuance of at least a third class medical certificate at the time of your most recent application.
- You cannot have had your most recent medical certificate suspended or revoked, or had a special issuance withdrawn.
- You cannot know of a medical condition that would make you unable to operate an aircraft safely.

# Existing Private, Commercial or ATP

A pilot already holding a private, commercial, or ATP certificate can fly the category of aircraft they are rated for under sport pilot privileges with no additional training.

If a pilot chooses to do this, they must adhere to the new sport pilot privileges such as only carrying one passenger and flying aircraft that meet the performance requirements.

If any pilot wants to be able to fly other categories of aircraft, they must first meet the requirements under FAR 61.321, amended October 22, 2025.

No matter what certificates you hold, when flying as a sport pilot you must follow the regulations prescribed for sport pilots under 14 CFR Subpart J, which prohibits IFR flying.



# Light Sport Aircraft

New aircraft category established

Aircraft can qualify as **light sport category aircraft** with **stall speeds up to 61 KCAS** with flaps.

Stall speed limits for sport pilot privileges and light sport aircraft largely mirrored each other previously.

New rules separated limits for both, including the maximum stall speed

Sport **pilots** are limited to aircraft with a **stall speed of 59 knots** calibrated airspeed without flaps

Allows light sport category aircraft to be certified “without regard to a specific grade of pilot certificate,” which is already the case for other aircraft categories. The agency believes this will make light sport category aircraft more desirable to the nearly 500,000 pilots who hold higher levels of pilot certificate.

There are no changes affecting pilots with private, commercial, or ATP privileges. However, a goal of separating the limits for sport pilots and light sport category aircraft is to make those aircraft more attractive to all pilots given the increased performance.

Important safety tip: **Sport Pilots will not be able to fly every light-sport category aircraft**

# Light Sport Repairman

Experimental Amateur Built owners can now take a Light-Sport Repairman Inspection course (16 hour), receive a Repairman certificate and perform their own annual inspections even if they didn't build the aircraft

Repairman certificate holder must be the owner of the aircraft.

If the aircraft is owned by an LLC, the repairman certificate will not enable a non-builder to perform condition inspections.

Taking the 120 hour Light-Sport Maintenance course will allow repairman certificate valid for any E-AB of the same category, not just one they own.

MOSAIC does not change rule for E-AB builders; they are still able to obtain a repairman certificate for that specific aircraft.

Maintenance standards for aircraft with standard airworthiness certificates did not change with MOSAIC. While sport pilots are now eligible to fly many of these aircraft, such as a Cessna 172, those aircraft must be maintained according to Part 43 and Part 61, as those same aircraft could also be used by a commercial pilot, for example, who could fly with paying passengers

# Light Sport Instruction

Instruction for a sport pilot certificate can be provided by a certificated flight instructor (CFI) or a new Light Sport Flight Instructor (CFI-S).

CFIs no longer need a medical to instruct (and act as PIC) in Light Sport Aircraft but need to comply with Sport Pilot restrictions (below 10,000', etc) if no medical

Biggest change is that sport pilot students will now be able to train in a wider variety of aircraft, including trainers found at most flight schools such as a Cessna 172 or Piper PA-28 Archer.

CFI-S will need additional training & endorsements to account for constant speed prop & retractable gear

Any CFI or CFI-S will be able to give sport pilots endorsements to fly certain aircraft, or under certain conditions, including:

- Night endorsement.
- Constant speed propeller endorsement.
- Retractable landing gear endorsement.
- Specific make/model aircraft with simplified flight controls designation endorsement.