



MOSAIC Final Rule

The rule separates Sport Pilot privileges from Light-Sport Aircraft in a significant way. Previously, Sport Pilots were only able to fly Light-Sport Aircraft. This is no longer the case.

While Sport Pilots can still fly most Light-Sport Aircraft, a Sport Pilot's aircraft privileges are now based on criteria that is inclusive of much larger and more capable aircraft, including Cessna 182's and most Piper Cherokees.

It is important to note that those aircraft do not suddenly become Light-Sport Aircraft, just because a Sport Pilot can fly them. There is no change having to do with their certification, or ongoing airworthiness requirements.

So, the biggest news is that Sport Pilots are no longer limited to flying just Light-Sport aircraft!

Second, pilots holding Private, Commercial or ATP certificates may choose to operate under the Sport Pilot limitations without having a valid FAA Medical or using BasicMed, as long as they hold a valid state-issued driver's license. This is big news for recreational flyers and lapsed pilots that would like to return to flying without having to acquire an FAA Medical.

Summary of Changes to Sport Pilot Privileges

Category	Final MOSIAC Rule
Aircraft privileges	In addition to airplanes, gliders, gyroplanes, powered parachutes, weight-shift-control aircraft, and lighter-than-air craft, MOSIAC adds helicopters with simplified flight controls (§ 21.190) and; adds simplified flight controls model-specific privilege*
Maximum seats	4 seats for airplanes (limited to 2 persons), 2 seats for other aircraft categories
Weight	No limit
Maximum stall speed	59 knots (gear and flaps up) CAS for airplanes, 45 knots CAS for others
Maximum airspeed	No limit
Engine	No limit
Propeller	Allows manual controllable pitch propeller (with training and CFI endorsement)
Landing gear	Allows retractable landing gear (with training and CFI endorsement); pilots with prior PIC time in such aircraft may continue without additional training (§ 61.331(c))
Additional pilot endorsements available	For simplified flight control designated aircraft, night operations, controllable pitch propeller, and retractable landing gear
Medical certificates	Daytime: Valid state-issued driver's license; Night: BasicMed or FAA medical certificate*



Summary of Changes for Light Sport Category Aircraft

This rule removes weight limits, increases passenger, fuel, and cargo capacity, enables electric propulsion, and supports faster, higher-performing aircraft:

Parameter	Final MOSIAC Rule (for LSA aircraft changes, effective July 24, 2026)
Aircraft class	No limit
Maximum number of seats	4 seats for airplanes, 2 seats for others
Maximum weight	No limit
Maximum stall speed	61 knots (in the landing configuration) CAS for airplanes; 45 knots VSO for gliders
Maximum airspeed	250 knots CAS
Engine	No limit
Propeller	No limit
Landing gear	No limit

Notes: CAS = calibrated airspeed; VSO = stall speed with full flap extension; VS1 = stall speed without lift-enhancing devices.



Summary of changes to Light Sport Aircraft Maintenance Responsibilities

This rule expands maintenance privileges to better align with the broader range of aircraft now included under MOSAIC. It allows more flexibility for light-sport and newly eligible aircraft by recognizing both certificated mechanics and qualified repairmen, while maintaining FAA oversight for type-certificated aircraft:

Area	Final MOSAIC Rule
Pilot in Command (PIC)	Retains responsibility for ensuring the aircraft is safe for flight, with expanded emphasis on reviewing maintenance logbooks for compliance.
Owner or Operator	Maintains responsibility for keeping the aircraft airworthy and ensuring maintenance is properly logged. Now includes compliance with new light-sport and simplified flight control maintenance standards under § 61.316 and § 21.190.
Maintenance Personnel (Light-Sport Aircraft)	Expanded privileges allow additional repairman ratings for new light-sport categories introduced by MOSAIC, including aircraft certificated under consensus standards.
Inspections (Light-Sport Aircraft)	Clarifies qualification pathways for inspections on new aircraft classes, including helicopters with simplified flight controls. Expands inspection privileges under new repairman ratings.
Training and Certification of Maintenance Personnel	Broadened to align with new aircraft types and simplified flight controls. Adds new endorsements and privileges for maintenance on expanded light-sport categories.
Documentation (Logbooks)	Reinforces requirements for proper maintenance entries, including work performed under ASTM standards. Pilots are encouraged to verify logbook documentation as part of their airworthiness review.



***Medical Requirement Notes:**

- Some insurance companies may have their own medical requirements in addition to the rules you see here.
- Daytime operations: Sport pilots do not require an FAA medical certificate if they hold a valid U.S. driver's license (provided no suspensions/revocations and no known unsafe medical condition).
- Night operations: Sport pilots must hold at least a Third-Class medical certificate or meet BasicMed requirements (§ 61.113(i), § 61.23(c)(1)(vi), § 61.329(b)).
- Gliders/balloons: Exempt from medical or driver's license requirements, but must comply with other subpart limitations.

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