

Summary of MOSAIC Final Rule in Safety Continuum View (amendments in red; changes * from NPRM)

Sector Attributes	Experimental Sector	Current Light-Sport (LS) Sector	Amended Light-Sport Sector	Small, Type-Certificated Sector
Aircraft Privileges	9 purposes, including amateur-built aircraft (EAB) - New purpose: former-military	Sport, recreation	Sport, recreation, personal travel	- Sport, recreation, personal travel - Normal, utility, agriculture, acrobatic
Flight training	Certain purposes with letter of deviation authority (LODA)	Yes	Yes. Amended to improve suitability of aircraft for flight training.	Yes
Aerial work	R&D	No	Yes	Yes
Pax for comp/hire	No, except space support vehicles	No	No	Yes, except primary
Cargo for comp/hire	No, except space support vehicles	No	No	Yes, except primary
Ops over densely populated areas	No, but clarifies exceptions	Yes	Yes	Yes
Space support vehicle operations	New operating limitations to codify statutory provision	N/A	N/A	Yes
Other operating limitations	Technical amendments to align with Public Aircraft Ops final rule *	N/A	N/A	Allow exhibition of restricted category aircraft *
Exposure to risk	Very Low/Low	Low	Low	Low/Med
Eligible Aircraft	Not prescribed	Part 1 definition of light-sport aircraft	§ 21.190	Applicable 14 CFR for the category
Aircraft class	Not prescribed (expansions of § 21.190 extend to experimental light-sport aircraft (E-LSA) kits)	Airplanes, gliders, powered parachutes, weight shift control (WSC), & lighter-than air (LTA)	Not prescribed	- Airplanes, glider, rotorcraft, LTA, special class - Primary: airplane, helicopter, gyro
Max seats	Not prescribed	2 seats	4 seats for airplanes 2 seats for other aircraft	- Part 23 airplanes: 1/6/9/19 pax - Primary: 4 seats
Max weight	Not prescribed	1,320# for land-based aircraft 1,430# for amphibious aircraft	Not prescribed	- Primary: less than 3,375# - Small airplanes: less than 19,000#
Max stall airspeed	Not prescribed	45 knots (flaps retracted)	Airplane: 54 61 knots (flaps extended*) Gliders: 45 knots (flaps extended*) WSC: 45 knots (flaps retracted)	Primary: 61 knots (flaps extended)
Max airspeed	Not prescribed	120 knots	250 knots	Part 23 low-speed limit: 250 knots
Engine	Not prescribed	Single reciprocating engine	Not prescribed	Primary: single, reciprocating engine
Propeller	Not prescribed	Fixed	Not prescribed	Not prescribed
Landing Gear	Not prescribed	Fixed	Not prescribed	Not prescribed
Design Standards	N/A	None	14 CFR part 22	14 CFR airworthiness standards
Means of compliance	N/A	Industry consensus standards (CS)	Industry CS	Varies, including CS for part 23
Approval	N/A	N/A	N/A	Type certificate (TC)
Production Approval	N/A	N/A	N/A, part 22 production requirements	Production certificate
Assembly of Kits by Owner	51 to 100% for amateur-built (AB) 0 to 100% for E-LSA	N/A	N/A	0 to 100% for primary
Airworthiness Certificate	Special	Special	Special	- Special for primary, restricted - Otherwise, standard
Preventive Maintenance	Not prescribed	Per part 43	Per part 43	Per part 43
Maintenance	Yearly condition inspection per scope & detail of part 43, appendix D	- Part 43 - Yearly condition/100-hour inspection per manufacturer procedures	- Part 43 - Yearly condition/100-hour inspection per manufacturer procedures	Part 43, instructions for continued airworthiness, maintenance manual, & 91.409 inspection program

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Repairmen Privileges	- EAB repairmen: their EAB builds - LS repairmen: E-LSA & EAB* - Airframe & Powerplant (A&P): all	- LS repairmen: LS aircraft, hours-based training - A&P: all	Changes for LS repairmen: - Performance-based training - Privileges for expanded LS category	A&P: all
Alterations	Not prescribed	All alterations authorized by OEM or person acceptable to FAA	- Major alterations/repairs authorized by OEM or person acceptable to FAA - Minor alterations/repairs per part 43	Repair manual, supplemental TCs, field approvals, & non-required safety enhancing equipment (NORSEE)
COS	Airworthiness Directives (ADs) for type-certificated (TC'd) engines & propellers	- Mandatory compliance with manufacturer safety directives (MSD) - Mandatory compliance with ADs	- Voluntary compliance with MSD - Mandatory compliance with ADs	- Voluntary compliance with manufacturer service bulletins - Mandatory compliance with ADs
Noise Standards	Part 36 (voluntary*)	N/A	Part 36 (voluntary*)	Part 36
Applicability	- New kit-built E-LSA - Acoustic alterations of E-LSA	N/A	- New LSA - Acoustic alterations of LSA	- All TC'd aircraft - Alterations affecting noise
Means of Compliance	- FAA-approved CS, - Applicable part 36 appendix, or - Rule of particular applicability	N/A	- FAA-approved CS, - Applicable part 36 appendix, or - Rule of particular applicability	- Applicable part 36 appendix, or - Rule of particular applicability

Sport Pilot Privileges

	Current	Amended
Basis	Definition of <i>light-sport aircraft</i> in § 1.1	Part 61, subpart J
Aircraft privileges	Airplanes, gliders, weight-shift control, powered-parachutes, lighter than air, balloons, air ships & gyroplanes	Adds rotorcraft helicopter certificated under § 21.190 with simplified flight controls
Max seats	2 (2 occupants)	4 seats for airplanes (2 occupants); 2 seats for other aircraft
Weight	1,320/1,430 #	Not prescribed
Max stall speed	45 knots calibrated airspeed (CAS) (no flaps)	- Airplanes: 54 59 * knots CAS (no flaps) - Gliders & WSC: 45 knots CAS (no flaps)
Max airspeed	120 knots	Not prescribed
Engine	Single, reciprocating	Not prescribed
Propeller	Fixed or ground-adjustable	Fixed, manual, * or automatic pitch control
Landing gear	Fixed (except glider/water)	- For gliders, fixed or retractable - For all others, fixed or retractable with training & endorsement for retractable privileges
Simulator training credit	N/A	Time in aviation training device (ATD) or flight simulation training device (FSTD) may credit pilot flight time up to 2.5 hours
Additional required training & instructor endorsements	N/A	- Night operations - Aircraft with retractable landing gear - Airplanes with manual* controllable pitch propeller - Specific make/model aircraft with simplified flight controls designation
Medical requirement	- State-issued driver's license - Never denied a medical	Adds third-class medical or Basic Med for night operations
Adding a pilot privilege	Proficiency check with flight instructor	- Adds helicopter privilege with simplified flight control limitation for sport pilots - Adds practical test with examiner to add airplane or helicopter privilege