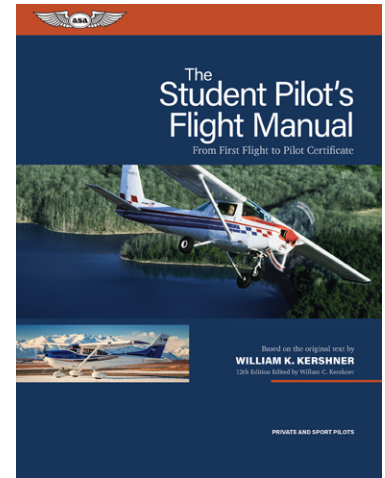


UPDATE

The Student Pilot's Flight Manual

This document revises the twelfth edition (ASA-FM-STU12), published in 2025.



Page 491

- In Appendix C, insert new section to read:

Sport Pilot and Light-Sport Aircraft (LSA) Category

In July 2025, the FAA released the final MOSAIC (Modernization of Special Airworthiness Certification) rule, which expands the privileges of sport pilots and replaces the definition of light-sport aircraft (LSA) with a new performance-based category.

- The changes to the Sport Pilot Certificate are already in effect as of October 22, 2025.
- The changes to aircraft certification—including the introduction of the new expanded light-sport aircraft category—will take effect on July 24, 2026.

Light-Sport Aircraft Certification

The light-sport aircraft category has been redefined to include more aircraft (Figure 1).

	Previous	New
Name	Light sport aircraft	Light-sport aircraft
Weight	1320 lb (600 kg) max	No limit, based on max V_{S0}
Speed	120 KCAS	250 KCAS (Part 22 limit)
Seats	2 (pilot + 1)	4 (still pilot + only 1 passenger allowed)
Engine type	Reciprocating	No restrictions listed
Gear	Fixed	Retractable allowed
Propeller	Fixed pitch or ground adjustable	Adjustable in flight, e.g., constant speed allowed

Fig. C-3. Light-sport aircraft certification requirements (airplanes).

Sport Pilot Privileges

Sport pilots now have expanded privileges but are subject to new performance limits. The maximum clean stall speed (V_{S1}) allowed for the pilot is 59 KCAS (previously 45 KCAS, the original restriction on light-sport airplanes). This means that while future light-sport category aircraft may have higher stall speeds in different configurations, sport pilots will only be able to operate aircraft that meet the 59 KCAS threshold.

The following privileges are now permitted (with additional training and endorsement):

- Flying aircraft with retractable landing gear
- Flying aircraft with in-flight adjustable propellers
- Night flight operations

Each of these additional privileges and operations requires additional instructor training and a logbook endorsement. Further, a sport pilot wishing to conduct night operations will require a Third Class Medical Certificate or compliance with BasicMed.

MOSAIC creates a clear distinction between sport pilot privileges and light-sport category aircraft certification. While sport pilots are limited by stall speed and other operational limitations, the new aircraft category allows for greater design flexibility, accommodating both light-sport and higher-performance general aviation airplanes.

Looking to future development of larger and faster airplanes under FAR Part 22's more development-friendly requirements, this new performance-based category will also make newly developed LSA more attractive to pilots with higher certificate levels.

The loosening of restrictions will allow sport pilots to fly some current high-performance airplanes, expanding opportunities for both pilots and manufacturers.