

## Manufacture and Certification of Light-Sport Category Aircraft (LSA)

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### WHO QUALIFIES AS THE MANUFACTURER OF AN LSA?

Only the person who designs and produces a light-sport category aircraft (LSA) and has the personnel and documentation to show compliance with all applicable requirements under 14 CFR parts 21 and 22 is the manufacturer of that LSA. This is important, for example, because only the manufacturer may complete and sign the statement of compliance for an LSA.

### HOW DO LSA AND EXPERIMENTAL LSA GET “CERTIFIED”?

FAA does not issue design or production approvals for light-sport category aircraft (LSA) or experimental LSA. The FAA certifies these aircraft via issuance of airworthiness certificates to individual aircraft under the following provisions.

14 CFR Section	Purpose of Airworthiness Certificate	Original Issuance	Recurrent Issuance
21.190	Issuance of a special airworthiness certificate for a factory-built LSA that meets applicable, FAA-accepted industry consensus standards	Yes	Yes
21.191	Experimental airworthiness certificate for operating--		
21.191(i)(1)	Light-sport aircraft that exceeds the provisions of 14 CFR 103.1 for ultralight vehicles	Not after 1/31/2008	Replacements Only
21.191(i)(2)	Kit-built light-sport aircraft	Not after 10/22/2025	Replacements Only*
21.191(i)(3)	Former light-sport aircraft	Not after 10/22/2025	Replacements Only*
21.191(k)	Kit-built light-sport category aircraft	Yes	Yes
21.191(l)	Former light-sport category aircraft	Yes	Yes

\* If a recurrent airworthiness certificate is to be issued for an aircraft that was originally certificated under 14 CFR 21.191(i)(2) or (i)(3), the recurrent certificate is issued under 14 CFR 21.191(k) or (l), respectively.

### HOW DO MANUFACTURERS WORK WITH THE FAA ON CERTIFICATION OF LSA?

Certification procedures for light-sport category aircraft (LSA) do not involve applying for or obtaining design or production approvals from the FAA. LSA manufacturers must ensure compliance with the applicable FAA-accepted consensus standards and provide a statement of compliance (SOC) for each new aircraft or new aircraft kit it delivers. Typically, interactions with the FAA include:

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- Applying for and obtaining experimental airworthiness certificates during the concept exploration and design development phase. An experimental airworthiness certificate for the purpose of research and development is typically used for such activities.
- Notifying the FAA at least six months before delivering the first aircraft of a new model to schedule a first make/model audit.
- Granting the FAA access to facilities and data needed for this audit.
- Providing FAA auditors evidence of compliance to applicable, FAA-accepted, industry consensus standards.
- Submitting applications to the FAA for special airworthiness certificates under 14 CFR 21.190 for each new aircraft produced.

In addition, the FAA may request information from a manufacturer if it determines that an Airworthiness Directive (AD) is necessary to mandate actions to correct an unsafe condition.

### **WHICH CONSENSUS STANDARDS ARE LSA REQUIRED TO MEET?**

Light-sport category aircraft (LSA) must comply with applicable consensus standards specifically accepted by the FAA for certification of LSA. Stating compliance with other standards would not meet 14 CFR 21.190.

Under the MOSAIC final rule, changes to certification regulations for LSA take effect on July 24, 2026. These changes require a whole new set of consensus standards for compliance with design, production, and airworthiness requirements in 14 CFR part 22 for new LSA and new LSA kits delivered on or after this date.

While any consensus standards body can develop these consensus standards, currently only the ASTM Committee on Light-Sport Aircraft (F37 Committee) is doing so. The F37 Committee is creating functional standards that may apply to various classes of LSA along with integration standards that specify the applicable functional standards for each class or type of LSA. Once the FAA has completed its final review and accepted these new standards, it will notify the public through the [Federal Register](#).

Consensus standards accepted by the FAA for use before July 24, 2026, will remain valid for:

- Assessing compliance of alterations and repairs of LSA delivered before this date.
- Issuance of experimental airworthiness certificates for kit-built LSA with a manufacturer's statement of compliance issued before this date.

### **HOW DO I PARTICIPATE IN THE DEVELOPMENT OR REVISION OF LSA CONSENSUS STANDARDS?**

While any consensus standards body can develop consensus standards for acceptance by the FAA for certification of light-sport category aircraft (LSA), currently only the ASTM Committee on Light-Sport Aircraft (F37 Committee) is doing so. The FAA encourages manufacturers and industry associations to work with the F37 Committee to develop and maintain these consensus standards.

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### **HOW DO I OBTAIN INDUSTRY CONSENSUS STANDARDS FOR LSA?**

To find the list of industry consensus standards accepted by the FAA, visit their website at [FAA LSA Standards](#). These standards are copyrighted by ASTM International. If you need a specific consensus standard, contact ASTM at 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA 19428-2959; 877-909-2786; [service@astm.org](mailto:service@astm.org); or their website at [ASTM](#).

### **WHERE CAN I LEARN MORE ABOUT CONSENSUS STANDARDS AND CONSENSUS STANDARDS BODIES?**

[Office of Management and Budget \(OMB\) Circular Number A-119](#): *Federal Participation in the Development and Use of Voluntary Consensus Standards and in Conformity Assessment Activities*, provides federal policies on this topic.

### **WHAT ARE THE NEW TRAINING REQUIREMENTS FOR MANUFACTURER'S STAFF UNDER PARTS 21 AND 22?**

Starting July 24, 2026, manufacturers of light-sport category aircraft (LSA) must meet two new training requirements. First, under 14 CFR 22.190, LSA must be found compliant with applicable FAA-accepted consensus standards by individuals trained in assessing such compliance. This applies to each manufacturer's staff who has responsibility for determining compliance.

Second, under 14 CFR 21.190(d)(1), a person who signs a manufacturer's statement of compliance (SOC) must be trained and certified on the requirements for issuing that statement.

Compliance with these training requirements helps ensure that each LSA complies with all requirements and that only qualified individuals make and attest to those findings of compliance. The consensus standard for quality assurance systems will specify means of compliance for both training requirements.

### **DO RULES IN 14 CFR PART 5 FOR SAFETY MANAGEMENT SYSTEMS (SMS) APPLY TO MANUFACTURERS OF LSA?**

No, part 5 SMS requirements do not apply to manufacturers of light-sport category aircraft (LSA).

### **WHAT ARE BEST PRACTICES FOR LSA MANUFACTURERS TO ASSURE COMPLIANCE WITH REQUIREMENTS?**

Key elements of compliance assurance for manufacturers of light-sport category aircraft (LSA) include:

- Compliance with training and certification requirements for manufacturer's staff.
- Thorough development and documentation of your quality assurance system.
- Documenting evidence of compliance with each applicable consensus standard.
- Rigorous internal audits to verify compliance.

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- Voluntary third-party audits per the related consensus standard.
- Coordinating with your local FAA office at least six months before delivering a new model aircraft to schedule a first make/model audit. See FAA Order 8130.36, *Special Light-Sport Audit Program*.

### **DO ANY REQUIREMENTS MERIT EXTRA ATTENTION BY LSA MANUFACTURERS?**

Although manufacturers are responsible for finding and stating compliance with all applicable FAA-accepted consensus standards for certification of light-sport category aircraft (LSA), FAA recommends that manufacturers give additional attention to compliance with consensus standards concerning the following:

- Vapor lock, the topic of an NTSB safety recommendation
- Occupant safety
- Quality assurance systems for new training requirements and internal audits
- Continued operational safety (COS) system
- Fire protection
- Flutter/aeroelasticity

### **WHAT MUST BE INCLUDED IN AN APPLICATION FOR AN AIRWORTHINESS CERTIFICATE FOR A NEW LSA UNDER 14 CFR 21.190?**

To apply for an airworthiness certificate for a new light-sport category aircraft (LSA) under 14 CFR 21.190, your application must include the following:

- **FAA Form 8130-6**, *Application for U.S. Airworthiness Certificate*.
- **FAA Form 8130-15**, *Light-Sport Category Aircraft/Kit Statement of Compliance*, from the LSA manufacturer.

You can complete and submit your application through the [FAA Airworthiness Certification \(AWC\) Applicant Portal](#).

### **HOW IS CERTIFICATION OF FOREIGN MANUFACTURED LSA DIFFERENT FROM LSA MANUFACTURED IN THE UNITED STATES?**

14 CFR 22.100(b) includes two requirements for light-sport category aircraft (LSA) manufactured outside the United States. First, regardless of the class or type of LSA, foreign-manufactured LSA must be produced in a country that has a bilateral airworthiness agreement with the United States, which includes acceptance of *airplanes* from that country. Such an agreement indicates that the FAA has determined the country has a regulatory system for the design, production, and certification of complex aeronautical products. Current bilateral agreements may be found on [Aviation Safety - International Agreements | Federal Aviation Administration](#). Different agreements have different formats, but each agreement will include a description of

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the scope of aviation products and articles that the U.S. accepts from that country. For example, under the bilateral agreement between the United States and—

- The EU, section 7 of the *Technical Implementation Procedures* includes U.S. acceptance of aircraft from EU Member States, and aircraft includes airplanes.
- Brazil, paragraph 7.2 of the *Implementation Procedures for Airworthiness and Environmental Certification* includes U.S. acceptance of aircraft, and aircraft includes airplanes.
- India, Table 2 of the *Implementation Procedures for Airworthiness* does not include U.S. acceptance of airplanes.

Secondly, under 14 CFR 22.100(b), the foreign-manufactured LSA must be eligible for an airworthiness certificate, flight authorization, or other similar certification in its country of manufacture. A best practice is to obtain this information from the LSA manufacturer.

To expedite certification of an LSA, FAA recommends including this information in your application for issuance of a special airworthiness certificate for LSA under 14 CFR 21.190.

### **AS A DISTRIBUTOR OF LSA MANUFACTURED OUTSIDE THE UNITED STATES, WHAT MUST I DO TO MEET ELIGIBILITY REQUIREMENTS FOR A SPECIAL AIRWORTHINESS CERTIFICATE UNDER 14 CFR 21.190?**

As a distributor of light-sport category aircraft (LSA) manufactured outside the United States, do the following to ensure an aircraft remains eligible for a special airworthiness certificate under 14 CFR 21.190:

- Obtain authorization and complete training from the LSA manufacturer for this activity.
- Verify that the aircraft was manufactured in a country with which the United States has a bilateral agreement that includes provisions for the acceptance of airplanes.
- Confirm that the aircraft is eligible for a flight authorization in its country of manufacture.
- Rebuild the aircraft according to the manufacturer's instructions.
- Following the rebuild, register the aircraft with the FAA and obtain a special flight permit (SFP) from the FAA to perform a check flight of the aircraft per 14 CFR 91.407 and manufacturer's procedures.
- Provide your customer with all documents required under 14 CFR 21.190(c), including the signed statement of compliance that accompanied the aircraft from the manufacturer.

You or your customer may apply for a special airworthiness certificate under 14 CFR 21.190.

### **I HOLD A TYPE CERTIFICATE FOR AN AIRCRAFT AND WANT TO PRODUCE A LIGHT-SPORT VARIANT. DOES TITLE 14 OF THE CODE OF FEDERAL REGULATIONS (14 CFR) OFFER STREAMLINED CERTIFICATION REQUIREMENTS FOR THIS?**

No, all aircraft must meet the same requirements under 14 CFR 21.190 for a special airworthiness certificate for light-sport category aircraft (LSA) or 14 CFR 21.191 for an experimental airworthiness certificate for kit-built

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LSA. This includes completing FAA Form 8130-15, *Light-Sport Category Aircraft/Kit Statement of Compliance*, which is your statement of compliance with the applicable LSA consensus standards. However, since type certification standards are usually stricter than those for LSA, you can use your type certification compliance findings to help meet LSA certification requirements by:

- Comparing the standards and MOC used for type certification with those required for LSA certification.
- Conducting additional work as necessary to comply with those LSA consensus standards that are more stringent than the corresponding type certification requirements.
- Documenting this work to support your LSA statement of compliance and as objective evidence for related compliance audits.

### **WHAT SHOULD I CONSIDER BEFORE PURCHASING AN LSA?**

Before purchasing a light-sport category aircraft (LSA), consider the following:

- Manufacturers are responsible for--
  - Training staff involved in compliance findings and certifying those who complete the manufacturer's statement of compliance.
  - Finding compliance with all applicable, FAA-accepted industry consensus standards.
  - Completing and providing a statement of compliance for each new aircraft.
  - Establishing and maintaining a system for monitoring and addressing safety concerns for the aircraft they produce.
- The FAA does not issue design or production approvals for LSA.
- Compliance Audits:
  - Manufacturers are required to conduct internal audits to verify compliance with consensus standards.
  - While not mandatory, the FAA encourages LSA manufacturers to conduct third-party compliance audits to ensure compliance with all applicable standards.
  - Subject to resource availability, the FAA may conduct a compliance audit of the manufacturer upon delivery of the first make/model aircraft.
- Buyer Research:
  - Research the safety record of the make/model of the aircraft you are considering.
  - Request training records and audit reports from the manufacturer to verify compliance with all applicable standards.

By considering these factors, you can make a more informed decision when purchasing an LSA.

**THE STATEMENT OF COMPLIANCE FOR MY LSA KIT WAS SIGNED BEFORE JULY 24, 2026, BUT I WILL COMPLETE ASSEMBLY OF MY AIRCRAFT AFTER THAT DATE. WHICH CONSENSUS STANDARDS APPLY TO THE ISSUANCE OF AN EXPERIMENTAL AIRWORTHINESS CERTIFICATE FOR THIS AIRCRAFT?**

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The consensus standards in place on the date of issuance of the manufacturer's statement of compliance for the kit apply to that statement of compliance for issuance of the experimental airworthiness certificate. You may apply for an experimental airworthiness certificate under 14 CFR 21.191(k).

### **CAN I RECERTIFY MY NORMAL CATEGORY AIRCRAFT IN THE LIGHT-SPORT CATEGORY?**

No, aircraft that previously held a standard category airworthiness certificate are not eligible for a light-sport category airworthiness certificate. See 14 CFR 21.190(b)(2).

### **CAN I ALTER MY LEGACY LSA OR EXPERIMENTAL LSA TO MEET MOSAIC LIMITS?**

Light-sport category aircraft (LSA) holding airworthiness certificates issued before July 24, 2026 (legacy LSA), were designed, produced, and certified based on consensus standards that aligned with the definition of light-sport aircraft in 14 CFR part 1. Per 14 CFR 21.181, special airworthiness certificates for legacy LSA remain valid only if the aircraft continues to meet the light-sport aircraft definition (before July 24, 2026) or the elements of that definition included within 14 CFR 21.181 (starting on July 24, 2026). Therefore, altering your legacy LSA to exceed its original limits—such as weight, seating capacity, or speed—is more than a mere alteration. Such alterations will:

- Change the attributes of the aircraft beyond the scope of the original consensus standards.
- Render your airworthiness certificate ineffective.

MOSAIC was not intended to enable such alterations. To allow legacy LSA to exceed the original light-sport aircraft definition and benefit from MOSAIC limits, you must comply with MOSAIC requirements. This involves obtaining a new statement of compliance (SOC) from the aircraft manufacturer for the altered LSA based on the new consensus standards effective July 24, 2026, and applying for a new special airworthiness certificate under 14 CFR 21.190. Issuing a new SOC for legacy LSA may pose challenges for manufacturers, as it would necessitate compliance with new consensus standards for 14 CFR part 22 for LSA originally designed and manufactured before the existence of part 22. While possible, this process may be impractical or expensive for legacy aircraft. The FAA recommends contacting your LSA manufacturer to assess the feasibility of such alterations for your specific LSA.

For legacy experimental LSA, there are no regulatory prohibitions against such alterations. However, to reduce risks, the FAA advises against making such alterations without the manufacturer's approval. Alterations made without this approval could lead to more restrictive operating limitations to address increased risks to others.

### **I AM A LITTLE OVERWHELMED AT THE SIZE OF THE MOSAIC FINAL RULE. WHAT ARE THE KEY RULES I SHOULD READ CONCERNING CERTIFICATION OF LIGHT-SPORT CATEGORY AIRCRAFT?**

If you're feeling overwhelmed by the size of the MOSAIC Final Rule, here is some key information for getting started concerning the certification of light-sport category aircraft (LSA):

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- **Search the Final Rule Document for Topics Relevant to You:** The FAA understands that not everyone will read the entire [MOSAIC Final Rule](#). We recommend using search features to find the regulatory and preamble text most relevant to your interests. The preamble provides the FAA's rationale for the rules. For preamble about proposals that did not change in the final rule, see the [MOSAIC Notice of Proposed Rulemaking](#) (NPRM). For preamble about proposals that changed in the final rule, see the Final Rule document.
- **Effective Date:** MOSAIC amendments will not appear in 14 CFR until they take effect. For LSA certification, these changes become effective on July 24, 2026. Until then, use the links in the previous paragraph to directly access these rules.
- **Key Rules to Read:**
  - **14 CFR 21.190:** Details the issuance of special airworthiness certificates for LSA.
  - **14 CFR 21.190(i), (k), and (l):** Covers provisions for special airworthiness certificates for experimental LSA.
  - **14 CFR 22.100:** Outlines which aircraft are eligible for LSA certification.
  - **14 CFR Part 22:** Describes the design, production, and airworthiness requirements for LSA. Compliance is achieved through FAA-accepted industry consensus standards.
  - **14 CFR 91.327:** Lists operating limitations for LSA, including maintenance, inspection, and compliance with FAA airworthiness directives, repairs, and alterations.

Starting with these sections will help you focus on the most relevant rules for LSA certification.

### **WILL FAA CHANGE THE AMENDMENTS IN THE MOSAIC FINAL RULE?**

No, the [MOSAIC Final Rule](#) includes the regulatory language that will be incorporated into 14 CFR on the effective date of each amended section of the rules.

### **I HAVE REASON TO BELIEVE THAT A MANUFACTURER OF LIGHT-SPORT CATEGORY AIRCRAFT (LSA) MADE A FALSE STATEMENT ON ITS FAA FORM 8130-15, LIGHT-SPORT CATEGORY AIRCRAFT/KIT STATEMENT OF COMPLIANCE. GIVEN THE POTENTIAL SAFETY RAMIFICATIONS OF NON-COMPLIANT AIRCRAFT, HOW DO I REPORT MY CONCERN TO THE FAA FOR INVESTIGATION AND CORRECTIVE ACTION?**

You may report such information using the FAA Hotline via the [FAA Hotline Web Form](#), phone at 866-TELL-FAA (866-835-5322), or mail to:

Federal Aviation Administration  
Office of Audit and Evaluation

# MOSAIC Rule Frequently Asked Questions



Federal Aviation  
Administration

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800 Independence Avenue, S.W.  
Washington, D.C. 20591  
Attn: AAE-300, Room 911

Anonymous reports are accepted, unless they are filed in conjunction with the Wendell H. Ford Aviation and Reform Act for the 21st Century (AIR21), which require the identity of the person filing the report.