EASA's European Light Sport Aircraft and FAA's Light Sport Aircraft Future

EASA European Light Sport Aircraft Definitions ***Introduced in 2016 not harmonised in CASRs***

"***ELA1 aircraft***" *means the following manned European Light Aircraft:*

1. *an aeroplane with a Maximum Take-off Mass (MTOM) of* ***1200 kg*** *or less that is not classified as "complex motor-powered aircraft";*
2. *a sailplane or powered sailplane of* ***1200 kg*** *MTOM or less;*
3. *a balloon with a maximum design lifting gas or hot air volume of not more than 3400 m3 for hot air balloons, 1050 m3 for gas balloons, 300 m3 for tethered gas balloons;*
4. *an airship designed for not more than four occupants and a maximum design lifting gas or hot air volume of not more than 3400 m3 for hot air airships and 1000 m3 for gas airships;*

*"****ELA2 aircraft****" means the following manned European Light Aircraft:*

1. *an aeroplane with a Maximum Take-off Mass (MTOM) of* ***2000 kg*** *or less that is not classified as "complex motor-powered aircraft";*
2. *a sailplane or powered sailplane of 2000 kg MTOM or less;*
3. *a balloon;*
4. *a hot air ship;*
5. *a gas airship meeting all of the following elements:*
   - *3% maximum static heaviness,*
   - *Non-vectored thrust (except reverse thrust),*
   - *Conventional and simple design of structure, control system and ballonet system,*
   - *Non-power assisted controls;*
6. *a Very Light Rotorcraft.*

*An aeroplane, meeting the MTOM requirements for ELA 1 or ELA 2 Category, is nevertheless classified as "****complex motor-powered****" when it is certificated for operation with a minimum crew of at least two pilots, or it is equipped with (a) turbojet engine(s) or more than one turboprop engine aircraft."* **.**

FAA Modernisation of Special Airworthiness Certificate of Airworthiness. (LSA) Next Year.

The Big Question: When and Will Government/CASA adopt by amending CASRs to implement?

These "light-sport" aircraft included airplanes, power lift aircraft, gliders, balloons, powered parachutes, weight-shift-control aircraft, and gyroplanes. With MOSAIC, the weight limitation is removed. GONE! In its place is a new set of limitations; the primary limitation will now be a "clean" stall speed (V_{S1}) of 59 knots calibrated airspeed or 61 knots (clean). Max airspeed increased to 250 knots. Aircraft with up to four seats are now allowed, although sport pilots will still be limited to one passenger. Sport pilots are also now allowed to fly aircraft with controllable-pitch propellers and retractable landing gear, with the appropriate training and endorsements. **LSA 2.0 substantially cuts these costs for any aircraft meeting the new definition: four seats, constant-speed propellers, retractable landing gear, and fewer restrictions on powerplants (including allowing electric power).**

MOSAIC Key Changes advances the EASA ELA System,

- **Expanded LSA Category:** MOSAIC shifts from prescriptive limits (like the 1,320 lb weight cap) to performance-based criteria.
- **No More 1,320 lb Weight Limit:** Instead, a maximum clean stall speed 61 knots will be the defining factor.
- **Inclusion of Heavier Aircraft:** Many previously excluded heavier aircraft, including common four-seat trainers like the Cessna 172 and 182, will now qualify as LSAs. Estimates suggest around 70% of all single-engine piston models could qualify if a 59-knot stall threshold is adopted.

Expanded Capabilities for LSAs and Sport Pilots:
Under MOSAIC, LSA features previously prohibited will be allowed, such as:

- **Higher speeds (up to ~250 knots)**
- **Adjustable-pitch propellers**
- **Retractable landing gear**
- **Up to four seats (sport pilots remain limited to one passenger)**

Sport pilots may also gain additional privileges through instructor endorsements, including:

- **Night flying**
- **Operations in controlled airspace** (requiring at least a medical certificate)

The primary goal of MOSAIC is to "**lower the barriers to getting into aviation**," according to EAA Chairman Jack Pelton. It's expected to make learning to fly approximately 50% cheaper and faster for recreational pilots. A sport pilot certificate can be earned in as little as 20 hours of flight time, compared to 40+ hours for a Private Pilot certificate.

Certification of Light-Sport Category Aircraft (FAA Statement)

"This rule

(i) adopts more performance-based rules to expand and enable innovation in the classes of aircraft that may be certificated using consensus standards as light-sport category aircraft, including emerging aircraft types;
ii) removes prescriptive weight limits that hinder incorporation of safety-enhancing designs and equipage;
(iii) increases the maximum stall speed for light-sport category airplanes and gliders;
(iv) enables more capable and robust aircraft for the pilot training environment;
(v) allows for increased capacities for passengers, fuel, and cargo;
(vi) allows electric and other alternative propulsion sources; and
(vii) allows faster, higher-performing aircraft that are more suitable for personal travel.

Together, based on the safety record under the 2004 final rule, these changes will enhance safety by allowing for a more appealing alternative to experimental amateur-built (EAB) aircraft that do not meet FAA design, production, or airworthiness standards."

The following will come into effect in the USA mid next year 2026.

7-2026 FAR Part 22	FAR Part 21 Amendments re MOSAIC
21. Effective July 24, 2026, add part 22 to read as follows: **FARPART 22—DESIGN, PRODUCTION, AND AIRWORTHINESS REQUIREMENTS FOR NON-TYPE CERTIFICATED AIRCRAFT** **Subpart A—General** § 22.1 Applicability. (a) Except as provided in paragraph (c) of this section, this **part prescribes design, production, and airworthiness requirements for the issue of special airworthiness certificates, and changes to those certificates, for non-type certificated aircraft.** (b) Each person who applies under part 21 of this chapter for such a certificate or change must comply with the applicable requirements in this part. (c) This part does not apply to: (1) Aircraft issued an experimental airworthiness certificate, except for light-sport category kit-built aircraft; (2) Aircraft operating under a special flight permit; or (3) Unmanned aircraft.	**PART 21—CERTIFICATION PROCEDURES FOR PRODUCTS AND ARTICLES** 4. **The authority citation for part 21 is revised to read as follows:**
Subpart B—Light-Sport Category Aircraft **22.100** eligibility. **22.105** Control and manoeuvrability. **22.110** Structural integrity.	**5. Revise § 21.25 to read as follows:** 21.25 Issue of type certificate: restricted category aircraft.

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22.115 Powered-lift: minimum safe speed. 22.125 Environmental conditions. 22.130 Suitability and durability of materials. 22.135 Instruments and equipment. 22.140 Controls and displays. 22.145 Propulsion system. 22.150 Fuel system. 22.155 Fire protection. 22.160 Visibility. 22.165 Emergency evacuation. 22.170 Placards and markings. 22.175 [Reserved] 22.180 Special requirements for light-sport category aircraft with simplified flight controls. 22.185 Quality assurance system. 22.190 Finding of compliance by trained compliance staff. 22.195 Ground and flight testing.	(a) An applicant is entitled to a type certificate for an aircraft in the restricted category for special purpose operations if the applicant shows compliance with the applicable noise requirements of part 36 of this chapter, and if the applicant shows that no feature or characteristic of the aircraft makes it unsafe when it is operated under the limitations prescribed for its intended use, and that aircraft— (1) Meets the airworthiness requirements of an aircraft category, other than primary category or light-sport category, except those requirements that the FAA finds inappropriate for the special purpose operation for which the aircraft is to be used; or (2) Is of a type that— (i) Has been manufactured in accordance with the requirements of, and accepted for use by, the U.S. Armed Forces; (ii) Has a service history with the U.S. Armed Forces acceptable to the FAA; and (iii) Has been found capable by the FAA of performing, or has been modified to perform, the special purpose operation for which the aircraft is to be used. (b) Restricted category aircraft can be approved for: (1) Agricultural use, for one or more of the following special purpose operations, including— **(i) Spraying, dusting, and seeding;** **(ii) Livestock and predatory animal control;** **(iii) Insect control;** **(iv) Dust control; or** **(v) Fruit drying and frost control.** (2) Forest and wildlife conservation, for one or more of the following special purpose operations, including— **(i) Aerial dispensing of firefighting materials;** **(ii) Fish spotting;** **(iii) Wild animal survey; or** **(iv) Oil spill response.** (3) Aerial surveying, for one or more of the following special purpose operations, including— **(i) Aerial imaging and mapping;** **(ii) Oil, gas, and mineral exploration;** **(iii) Atmospheric survey and research;** **(iv) Geophysical and electromagnetic survey;** **(v) Oceanic survey; or** **(vi) Airborne measurement** of navigation signals. (4) Patrolling, for one or more of the following special purpose operations, including— **(i) Pipelines;** **(ii) Powerlines;** **(iii) Data transmission lines and towers;** **(iv) Railroads;** **(v) Canals; or** **(vi) Harbors.** (5) Weather control, including the special purpose operation of cloud seeding. (6) Aerial advertising, for one or more of the following special purpose operations, including—

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	(i) Skywriting; **(ii) Banner towing;** **(iii) Displaying airborne signs; or** **(iv) Public address systems**. (7) Other special purpose operations, including— **(i) Rotorcraft external-load operations conducted under part 133 of this chapter;** **(ii) Carriage of cargo incidental to the owner's or operator's business;** **(iii) Target towing;** **(iv) Search and rescue operations;** **(v) Glider towing;** **(vi) Alaskan fuel hauling;** **(vii) Alaskan fixed-wing external load operations;** **(viii) Space vehicle launch; or** **(ix) Any other special purpose operation specified by the FAA.**
Subpart B—Light-Sport Category Aircraft § 22.100 **Eligibility.** (a) To be eligible for a special airworthiness certificate in the light-sport category issued under § 21.190 of this chapter, an aircraft must— (1) Except for an airplane, have a maximum seating capacity of not more than two persons, including the pilot. (2) For an airplane, have a maximum seating capacity of not more than four persons, including the pilot. (3) **Have a maximum stalling speed or minimum steady flight speed at the aircraft's maximum takeoff weight and most critical centre of gravity of 61 knots CAS V_{S0} for an airplane, 45 knots CAS V_{S0} for a glider, or 45** knots CAS without the use of lift-enhancing devices, V_{S1}, for a weight-shift-control aircraft. (4) **Have a maximum speed of 250 knots CAS in level flight with maximum continuous power** (V_H) under standard atmospheric conditions at sea level. (5) Have a non-pressurized cabin, if equipped with a cabin. (6) Not have been previously issued a standard, primary, restricted, limited, or provisional airworthiness certificate, or an equivalent airworthiness certificate by a foreign civil aviation authority. (7) Meet the design, production, and airworthiness requirements specified in this subpart using a means of compliance **consisting of consensus standards accepted or approved by the Federal Aviation Administration (FAA).** (8) Be inspected by the FAA and found to be in a condition for safe operation. (b) For aircraft manufactured outside the United States, an applicant must also provide the FAA evidence that— (1) The aircraft was manufactured in a country with which the United States has a Bilateral Airworthiness Agreement concerning airplanes or Bilateral Aviation Safety Agreement with	**6. Revise § 21.175 to read as follows:** § 21.175 **Airworthiness certificates: classification.** (a) Standard airworthiness certificates are airworthiness certificates issued for aircraft type certificated: (1) In the normal, utility, acrobatic, commuter, or transport category; (2) As manned free balloons; or (3) As special classes of aircraft. (b) Special airworthiness certificates are airworthiness certificates issued for: (1) Aircraft type-certificated in the primary, restricted, provisional, or limited category; (2) Aircraft certificated in the light-sport category; (3) Aircraft operating for an experimental purpose; or (4) Aircraft operating under a special flight permit.

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associated Implementation Procedures for Airworthiness concerning airplanes, or an equivalent airworthiness agreement; and (2) The aircraft is eligible for an airworthiness certificate, flight authorization, or other similar certification in its country of manufacture.	
§ 22.105 **Control and manoeuvrability.** A light-sport category aircraft must— (a) Be consistently and predictably controllable and manoeuvrable at all loading conditions during all phases of flight; and, (b) Not have a tendency to inadvertently depart controlled flight or require exceptional piloting skill, alertness, or strength.	**7. Amend § 21.181 by revising paragraph (a) to read as follows:** § 21.181 **Duration.** (a) Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, airworthiness certificates are effective as long as the aircraft is registered in the United States and as follows: (1) Standard airworthiness certificates and special airworthiness certificates issued for aircraft certificated in the primary, restricted, or limited category are effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with parts 43 and 91 of this chapter. (2) A special flight permit is effective for the period of time specified in the permit. (3) A special airworthiness certificate in the light-sport category is effective as long as— (i) The aircraft meets the definition of a light-sport aircraft; (ii) The aircraft conforms to its original configuration, except for those alterations performed in accordance with an applicable consensus standard and authorized by the aircraft's manufacturer or a person acceptable to the FAA; and (iii) The aircraft has no unsafe condition and is not likely to develop an unsafe condition. (4) The duration of an experimental airworthiness certificate issued for research and development, showing compliance with regulations, crew training, or market survey is effective for 3 years from the date of issue or renewal unless the FAA prescribes a shorter period. (5) The duration of an experimental airworthiness certificate issued for exhibition, air-racing, operating amateur-built aircraft, operating primary kit-built aircraft, operating light-sport aircraft, operating light-sport category kit-built aircraft, operating former light-sport category aircraft is unlimited, unless the FAA establishes a specific period for good cause.

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§ 22.110 **Structural integrity.** (a) The design and construction of the aircraft must provide sufficient structural integrity to enable safe operations within the aircraft's flight envelope throughout the aircraft's intended life cycle; and (b) The aircraft must be able to withstand all likely flight and ground loads, including towing and any aerial work operation, when operated within its operational limits.	**8. Effective July 24, 2026, further amend § 21.181 by revising paragraph (a) to read as follows:** § 21.181 **Duration.** (a) Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, airworthiness certificates are effective as long as the aircraft is registered in the United States and as follows: (1) Standard airworthiness certificates and special airworthiness certificates issued for aircraft certificated in the primary, restricted, or limited category are effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with parts 43 and 91 of this chapter. (2) A special flight permit is effective for the period of time specified in the permit. (3) A special airworthiness certificate in the light-sport category is effective as long as all of the following conditions are met. (i) Except as specified in paragraph (a)(3)(iv) of this section, the aircraft meets the eligibility criteria for the issuance of an airworthiness certificate in the light-sport category specified in § 21.190(b). (ii) The aircraft conforms to its original or properly altered configuration. (iii) The aircraft has no unsafe condition and is not likely to develop an unsafe condition. (iv) For aircraft originally certificated prior to July 24, 2026, the aircraft meets all of the following conditions: (A) A maximum takeoff weight of not more than 1,320 pounds (600 kilograms) for aircraft not intended for operation on water or 1,430 pounds (650 kilograms) for an aircraft intended for operation on water. (B) A maximum airspeed in level flight with maximum continuous power (V_H) of not more than 120 knots CAS under standard atmospheric conditions at sea level. I A maximum never-exceed speed (V_{NE}) of not more than 120 knots CAS for a glider. (D) A maximum stalling speed or minimum steady flight speed without the use of lift-enhancing devices (V_{S1}) of not more than 45 knots CAS at the aircraft's maximum certificated takeoff weight and most critical center of gravity. I A maximum seating capacity of no more than two persons, including the pilot. (F) A single, reciprocating engine, if powered. (G) A fixed or ground-adjustable propeller if a powered aircraft other than a powered glider. (H) A fixed or feathering propeller system if a powered glider. (I) A nonpressurized cabin, if equipped with a cabin. (J) Fixed landing gear, except for an aircraft intended for operation on water or a glider. (K) Fixed or retractable landing gear, or a hull, for an aircraft intended for operation on water. (L) Fixed or retractable landing gear for a glider. (4) The duration of an experimental airworthiness certificate issued for research and development, showing compliance with regulations, crew training, or market survey is effective for 3 years from the date of issue or renewal unless the FAA prescribes a shorter period.

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	(5) The duration of an experimental airworthiness certificate issued for exhibition, air-racing, operating amateur-built aircraft, operating primary kit-built aircraft, operating light-sport aircraft, operating light-sport category kit-built aircraft, and operating former light-sport category aircraft, and operating former military aircraft is unlimited, unless the FAA establishes a specific period for good cause.
§ 22.115 **Powered lift: minimum safe speed.** To be certificated in the light-sport category, powered-lift must have a known minimum safe speed for each flight condition encountered in normal operations, including applicable sources of lift and phases of flight, to maintain controlled safe flight. The minimum safe speed determination must account for the most adverse conditions for each configuration.	**9. Effective July 24, 2026, amend § 21.182 by revising paragraphs (a) and (b)(2) to read as follows:** § 21.182 **Aircraft identification.** (a) Except as provided in paragraph (b) of this section, each applicant for an airworthiness certificate under this subpart must show that his aircraft is identified as prescribed in § 45.11 of this chapter. (b) * * * (2) An experimental airworthiness certificate issued for the purposes of research and development, showing compliance with regulations, crew training, exhibition, air racing, market surveys, or operating former military aircraft.
§ 22.125 **Environmental conditions.** The aircraft must have design characteristics to safely accommodate all environmental conditions likely to be encountered during its intended operations.	**9. Effective July 24, 2026, amend § 21.182 by revising paragraphs (a) and (b)(2) to read as follows:** § 21.182 **Aircraft identification.** (a) Except as provided in paragraph (b) of this section, each applicant for an airworthiness certificate under this subpart must show that his aircraft is identified as prescribed in § 45.11 of this chapter. (b) * * * (2) An experimental airworthiness certificate issued for the purposes of research and development, showing compliance with regulations, crew training, exhibition, air racing, market surveys, or operating former military aircraft. * * * * *
§ 22.135 **Instruments and equipment.** (a) The aircraft must have all instruments and equipment necessary for safe flight, to include those instruments necessary for systems control and management. (b) The aircraft must include all instruments and equipment required for the kinds of operations for which it is authorized. (c) The aircraft's, instruments, equipment, and systems must perform their intended functions under all operating conditions specified in the pilot's operating handbook. Likely failure or malfunction of equipment or a system must not cause loss of control of the aircraft. Equipment and systems must be considered separately and in relation to each other.	**10. Amend § 21.183 by:** a. Removing the word “or” at the end of paragraph (d)(2)(iii); b. Removing the word “and” and adding “or” in its place at the end of paragraph (d)(2)(iv); and c. Adding paragraph (d)(2)(v). The addition reads as follows: § 21.183 Issue of standard airworthiness certificates for normal, utility, acrobatic, commuter, and transport category aircraft; manned free balloons; and special classes of aircraft. * * * * * (d) * * * (2) * * * (v) A foreign maintenance organization appropriately certificated by an exporting authority with whose country the United States has a bilateral agreement that includes acceptance of this aircraft

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	category by the United States for import. An acceptable inspection must have been completed while the aircraft was operated on the registry of the exporting authority and within 60 days of submitting the application for a United States airworthiness certificate; * * * * *
§ 22.140 **Controls and displays.** The aircraft must be designed and constructed so that the pilot has the ability to reach controls and displays in a manner that provides for smooth and positive operation of the aircraft.	**11. Amend § 21.185 by revising paragraphs (a) and (b) to read as follows:** § 21.185 **Issue of airworthiness certificates for restricted category aircraft.** (a) *Aircraft manufactured under a production certificate or type certificate.* An applicant for a restricted category airworthiness certificate for an aircraft type certificated in the restricted category, that was not previously type certificated in any other category, must comply with § 21.183(a) or (b), as applicable. A used aircraft must conform to its type certificate and be in a condition for safe operation. (b) *Other aircraft.* An applicant for an airworthiness certificate in the restricted category is entitled to an airworthiness certificate if— (1) The aircraft is type certificated for a special purpose operation in the restricted category; (2) The aircraft was— (i) Manufactured in accordance with the requirements of, and accepted for use by, the U.S. Armed Forces and has a service history with the U.S. Armed Forces acceptable to the FAA; or (ii) Previously type certificated in another category; and (3) The aircraft has been inspected by the FAA and found by him to be in a good state of preservation and repair and in a condition for safe operation. * * * * *
§ 22.145 **Propulsion system.** The aircraft propulsion system must— (a) Have controls that are simple, intuitive, and not confusing; (b) Be designed so that the failure of any product or article does not prevent continued safe flight and landing or, if continued safe flight and landing cannot be ensured, the hazard has been minimized; (c) Not exceed safe operating limits under normal operating conditions; and (d) Have the necessary reliability, durability, and endurance for safe flight without failure, malfunction, excessive wear, or other anomalies	**12. Amend § 21.187 by revising the section heading to read as follows:** § 21.187 **Issue of multiple airworthiness certifications for restricted category aircraft.** * * * * *
§ 22.150 **Fuel system.** The aircraft fuel system must— (a) Provide a means to safely remove or isolate the fuel stored in the system from the aircraft; and (b) Be designed to retain fuel under all likely	**revise § 21.190 to read as follows:** **21.190 Issue of a special airworthiness certificate for a light-sport category aircraft.** (a) *Purpose.* The FAA issues a special airworthiness certificate in the light-sport category to operate an aircraft, other than an unmanned aircraft, that meets the requirements of this section. (b) *Eligibility.* To be eligible for a special airworthiness certificate in the light-sport category, an aircraft must meet the applicable requirements of § 22.100 of this chapter.

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	(c) *Application for special airworthiness certificate in the light-sport category.* Except as provided in paragraph (e) of this section, an applicant for a special airworthiness certificate under this section must provide the FAA with: (1) The manufacturer's statement of compliance as described in paragraph (d) of this section. (2) A pilot's operating handbook that includes: (i) Operating instructions and limitations to safely accommodate all environmental conditions and normal, abnormal, and emergency procedures likely to be encountered in the aircraft's intended operations. (ii) A flight training supplement to enable safe operation of the aircraft within the intended flight envelope under all likely conditions. (iii) A listing of any aerial work operations that may be safely conducted using the aircraft and any instructions and limitations that are necessary to safely conduct those operations. (iv) Any instructions or limitations necessary to safely conduct towing operations. (3) A maintenance and inspection program containing procedures necessary to ensure continued safe operation of the aircraft. (d) *Manufacturer's statement of compliance.* The manufacturer's statement of compliance specified in paragraph (c)(1) of this section must – (1) Be signed by the manufacturer's authorized representative who is certified and trained on the requirements associated with the issuance of a statement of compliance by an organization that certifies and trains quality assurance staff in accordance with a consensus standard that has been accepted by the FAA; (2) Identify the aircraft by make, model, serial number, class, and date of manufacture; (3) Specify towing and any aerial work operations the manufacturer has determined may be safely conducted, and state that the aircraft has been ground and flight tested to ensure that it can be operated to safely conduct those operations in accordance with the instructions and limitations provided by the manufacturer; (4) State whether the aircraft meets the requirements of § 22.180 of this chapter for simplified flight controls; (5) Specify the consensus standards used to determine the aircraft's compliance with subpart B of part 22 of this chapter and state that the aircraft meets the eligibility, design, production, and airworthiness requirements of subpart B of part 22 of this chapter in accordance with those consensus standards. The specified consensus standards must be accepted or approved by the FAA for the airworthiness certification of light-sport category aircraft;

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	(6) State that the aircraft conforms to the manufacturer's design data, using the manufacturer's quality assurance system that meets the specified consensus standard; (7) State that the manufacturer will make available to any interested person the documents specified in paragraph (c) of this section; (8) State that the manufacturer will support the aircraft by implementing and maintaining a documented continued operational safety program that— (i) Addresses monitoring and resolving in-service safety of flight issues; (ii) Includes provisions for the issuance of safety directives; (iii) Includes a process for notifying the FAA and all owners of all safety of flight issues; and (iv) Includes a process for advance notice to the FAA and all owners of a continued operational safety program discontinuance or provider change. (9) State that the manufacturer will monitor and correct safety-of-flight issues through the issuance of safety directives and a continued operational safety program that meets the specified consensus standard; (10) State that at the request of the FAA, the manufacturer will provide unrestricted access to its facilities and to all data necessary to determine compliance with this section or other applicable requirements of this chapter; and (11) State that the manufacturer has established and maintains a quality assurance system that meets the requirements of § 22.185 of this chapter. (e) *Special provisions for aircraft certificated in the light-sport category before* [**INSERT DATE 365 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].** The owner of an aircraft issued a light-sport category airworthiness certificate before **[INSERT DATE 365 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER**] may submit an amended manufacturer's statement of compliance to the FAA listing those aerial work operations that may be conducted using the aircraft. The amended statement of compliance must – (1) Identify the aircraft by make, model, serial number, and date of manufacture. (2) Be made by the original manufacturer of the aircraft. (3) Reference and reaffirm the statements made in the original manufacturer's statement of compliance. (4) State that the design and construction of the aircraft provides sufficient structural integrity to enable safe operation of the aircraft during the performance of the specified aerial work operations and that the aircraft is able to withstand any likely flight and ground loads. (5) Specify the FAA-accepted consensus standard used to make the determination required by paragraph (e)(4) of this section.

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	(6) Is accompanied by revisions to the aircraft's operating instructions to indicate those aerial work operations that may be conducted using the aircraft, and any applicable revisions to the aircraft's maintenance and inspection procedures, and flight training supplement.
§ 22.155 **Fire protection.** The hazards of fuel or electrical fires following a survivable emergency landing must be minimized by incorporating design features to sustain static and dynamic deceleration loads without structural damage to fuel or electrical system components or their attachments that would leak fuel to an ignition source or allow electrical power to become an ignition source.	**14. Amend § 21.191 by:** a. Revising the section heading, introductory text, and paragraph (i); b. Adding and reserving paragraph (j), and c. Adding paragraphs (k) and (l). The revisions and additions read as follows: **§ 21.191 Issue of experimental airworthiness certificates.** Experimental airworthiness certificates are issued for the following experimental purposes: * * * * * (i) *Operating light-sport aircraft.* Operating a light-sport aircraft that— (1) Has not been issued a U.S. or foreign airworthiness certificate and does not meet the provisions of § 103.1 of this chapter. An experimental airworthiness certificate will not be issued under this paragraph for these aircraft after January 31, 2008; (2) Has been assembled— (i) From an aircraft kit; and (ii) In accordance with manufacturer's assembly instructions that meet an applicable consensus standard; and (iii) An experimental airworthiness certificate will not be issued under paragraph (i)(2) for these aircraft after [INSERT DATE 90 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER]; or (3) Has been previously issued a special airworthiness certificate in the light-sport category under § 21.190. An experimental airworthiness certificate will not be issued under this paragraph for these aircraft after [INSERT DATE 90 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER]. * * * * * (k) *Operating light-sport category kit-built aircraft.* Operating an aircraft of a type that has been certificated under § 21.190 and assembled from an aircraft kit in accordance with manufacturer's assembly instructions that meet an applicable FAA-accepted consensus standard. (l) *Operating former light-sport category aircraft*. Operating an aircraft that previously has been issued a special airworthiness certificate in the light-sport category under § 21.190.
§ 22.160 **Visibility.** The aircraft must be designed and constructed so that the pilot has— (a) Sufficient visibility of controls, instruments, equipment, and placards; and (b) Sufficient visibility outside the aircraft necessary to conduct safe aircraft operations.	**15. Effective [INSERT DATE 365 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER], amend § 21.191 by adding paragraph (j) to read as follows:** **§ 21.191 Issue of experimental airworthiness certificates.** * * * * * (j) *Operating former military aircraft*. Operating a former military aircraft that meets the following requirements: (1) The aircraft is not an unmanned aircraft;

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	(2) The aircraft was manufactured by, purchased by, modified by, or on the registry of the U.S. Armed Forces or a foreign military. (3) The aircraft is operated for one of the following purposes: (i) Flying the aircraft to a base where repairs, alterations, or maintenance are to be performed and for check flights following those repairs, alterations, or maintenance; (ii) Flying to a point of storage; or (iii) Repositioning the aircraft for operation as a public aircraft.
§ 22.165 **Emergency evacuation.** (a) The aircraft must be designed and constructed— (1) So that all occupants have the ability to rapidly conduct an emergency evacuation; and (2) Except as provided in paragraph (b) of this section, to account for conditions likely to occur following an emergency landing. (b) Aircraft not intended for operation on water are not required to account for ditching in an emergency landing.	**16. Amend § 21.193 by revising the section heading and paragraph (e) introductory text to read as follows:** § 21.193 **Experimental airworthiness certificates: General.** * * * * * (e) In the case of a light-sport aircraft assembled from a kit to be certificated in accordance with § 21.191(k), an applicant must provide the following: * * * * *
§ 22.170 **Placards and markings.** The aircraft must display all placards and instrument markings necessary for safe operation and occupant warning. Markings or graphics must clearly indicate the function of each control, other than primary flight controls. operating conditions.	**17. Effective July 24, 2026, revise § 21.193 to read as follows:** § 21.193 **Application for special airworthiness certificates issued for experimental purposes.** An applicant for an experimental airworthiness certificate must submit the following information in a form and manner prescribed by the FAA: (a) The experimental purpose for which the aircraft is to be used. (b) Enough information to describe the operation, equipment, or test as applicable. (c) The estimated time or number of flights required for the operation, for an applicant seeking issuance of an experimental airworthiness certificate for those experimental purposes specified in § 21.191(a) through (f). (d) The areas over which flights will be conducted. (e) Enough data to identify the aircraft. (f) Except for a previously type certificated aircraft without an appreciable change in its external configuration, three-view drawings or three-view dimensional photographs of the aircraft. (g) Upon inspection of the aircraft, any pertinent information found necessary by the FAA to safeguard the general public. (h) In the case of a light-sport category aircraft assembled from a kit to be certificated in accordance with § 21.191(k), an applicant must provide the following: (1) Evidence that an aircraft of the same make and model was manufactured and assembled by the aircraft kit manufacturer and issued a special airworthiness certificate in the light-sport category under § 21.190. (2) The pilot's operating handbook that includes a flight training supplement. (3) The aircraft's maintenance and inspection procedures.

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	(4) The manufacturer's statement of compliance for the aircraft kit used in the aircraft assembly that meets the applicable requirements of § 21.190 in effect at the time the aircraft kit was manufactured, except the statement need not indicate compliance with § 22.195 of this chapter. The statement must identify assembly instructions for the aircraft that meet an applicable consensus standard. (5) For an aircraft kit manufactured outside the United States, evidence that the aircraft kit was manufactured in a country with which the United States has a Bilateral Airworthiness Agreement concerning airplanes or a Bilateral Aviation Safety Agreement with associated Implementation Procedures for Airworthiness concerning airplanes, or an equivalent airworthiness agreement.
§ 22.175 [Reserved]	**15. Effective July 24, 2026, further amend § 21.191 by adding paragraph (j) to read as follows:** § 21.191 **Issue of experimental airworthiness certificates.** * * * * * (j) *Operating former military aircraft.* Operating a former military aircraft that meets the following requirements: (1) The aircraft is not an unmanned aircraft. (2) The aircraft was manufactured by, purchased by, modified by, or on the registry of the U.S. Armed Forces or a foreign military. (3) The aircraft is operated for one of the following purposes: (i) Flying the aircraft to a base where repairs, alterations, or maintenance are to be performed and for check flights following those repairs, alterations, or maintenance; (ii) Flying to a point of storage; or (iii) Repositioning the aircraft for operation as a public aircraft.
§ 22.180 **Special requirements for light-sport category aircraft with simplified flight controls.** An aircraft that meets the following requirements may be designated by the manufacturer as having simplified flight controls— (a) The aircraft's flight path and available power are automated, allowing the pilot to only intervene without the availability of primary flight controls; (b) The aircraft is designed to inherently prevent loss of control under likely circumstances, regardless of pilot input; and (c) The aircraft has a means to enable the pilot to quickly and safely discontinue or alter the flight and prevent any inadvertent activation of these functions.	**18. Revise § 21.195 to read as follows:** § 21.195 **Experimental airworthiness certificates: Aircraft to be used for market surveys, sales demonstrations, and customer crew training.** (a) A manufacturer of aircraft manufactured within the United States may apply for an experimental airworthiness certificate for an aircraft that is to be used for market surveys, sales demonstrations, or customer crew training. (b) A manufacturer of an aircraft engine manufactured by him within the United States, that has altered a type certificated aircraft by installing an engine it has manufactured, may apply for an experimental airworthiness certificate for that aircraft to be used for market surveys, sales demonstrations, or customer crew training, if the basic aircraft, before alteration, was type certificated in the normal, utility, acrobatic, commuter, transport, primary, or restricted category. (c) A person who has altered the design of a type certificated aircraft may apply for an experimental airworthiness certificate for an altered aircraft to be used for market surveys, sales

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	demonstrations, or customer crew training, if the basic aircraft, before alteration, was type certificated in the normal, utility, acrobatic, commuter, transport, primary, or restricted category. (d) An applicant for an experimental airworthiness certificate under paragraph (a), (b), or (c) of this section is entitled to that certificate if, in addition to meeting the requirements of § 21.193— (1) He has established an inspection and maintenance program for the continued airworthiness of the aircraft; and (2) The applicant shows that the aircraft has been flown for at least 50 hours, or for at least 5 hours if it is a type certificated aircraft which has been altered. FAA may reduce these operational requirements if the applicant provides adequate justification.
§ 22.185 **Quality assurance system.** The aircraft must have been designed, produced, and tested under a documented quality assurance system to ensure each product and article conforms to its design and is in a condition for safe operation.	**19. Revise § 21.327 to read as follows:** **§ 21.327** Application. (a) Any owner of a U.S.-registered aircraft (or the agent of the owner) may apply for an export certificate of airworthiness for that aircraft. (b) Any person may apply for an export airworthiness approval for an aircraft engine, propeller, or article. (c) Each applicant must apply in a form and manner prescribed by the FAA.
§ 22.190 **Finding of compliance by trained compliance staff.** The aircraft must have been found compliant with the provisions of the applicable FAA-accepted or approved consensus standards by individuals who have been trained on determining compliance with those consensus standards.	**20. Amend § 21.329 by revising paragraph (a)(1) introductory text to read as follows:** § 21.329 **Issuance of export certificates of airworthiness.** **(a)** * * * (1) A new or used aircraft manufactured under subpart F or G of this part meets the requirements under subpart H of this part for a— * * * * *
§ 22.195 **Ground and flight testing.** The aircraft must have been ground and flight tested under documented production acceptance test procedures to— (a) Verify aircraft performance data; (b) Ensure the aircraft has no hazardous operating characteristics; (c) Ensure the aircraft is in a condition for safe operation; and (d) Ensure the aircraft can safely conduct towing and any aerial work operation designated by the manufacturer.	