



2141 ICON Way, Suite 100, Vacaville, CA 95688 - Tel: 707.564.4000 – www.iconaircraft.com

SERVICE LETTER

SL-072426-A

ID NUMBER & REVISION: SL-072426-A
SUBJECT: Changes to Service Practices Following MOSAIC Rule
RELEASE DATE: 21 September 2026
EFFECTIVE DATE: 21 September 2026
SUPERSEDES NOTICE: N/A
AIRCRAFT AFFECTED: **MAKE & MODEL:** ICON A5
SERIAL NUMBERS: ALL
ACTION: N/A – Informational only
TIME OF COMPLIANCE: Unspecified
REVISION HISTORY: **A** Initial Release

PURPOSE:

On July 24, 2026, the new FAA MOSAIC rule took effect, modernizing design, production, and airworthiness certification rules for new light-sport category aircraft. This rule was accompanied by revisions to the ASTM consensus standards for both the design and continued airworthiness of the aircraft.

In order to support continued airworthiness of the existing and future fleet, ICON has summarized the effects of these changes for owners and service providers.

INSTRUCTIONS:

1. For aircraft with a certificate of airworthiness dated prior to July 24, 2026 (ASN 00001-00224) (and not re-certified as E-LSA),
 - a. These aircraft may be referred to as “Legacy”, “S-LSA”, and/or “Pre-MOSAIC” aircraft. The official airworthiness label is “Special Light-Sport Aircraft”.
 - b. The expanded design standards under the MOSAIC rule and the revised ASTM standards (under F3815-26a or later) do not apply; the aircraft must maintain compliance with the standards listed on the airworthiness certificate (the listed revision of F2245). As a result, **design features available on MOSAIC aircraft may not be retrofittable to Legacy aircraft.** For additional information, contact ICON Support.
 - i. As a reminder, major alterations to these aircraft may only be completed when authorized by proper Major Repair/Alteration (MRA) documentation issued by ICON.
 - c. These aircraft remain subject to the FAA-mandated weight limit (and the 10829D or later A5 weight exemption); this limit may be greater than the MTOW authorized by the Limitations section of the POH (i.e. 1510 lb or 1570 lb). Always refer to the POH for the aircraft MTOW; contact ICON Support for additional clarification if needed.
 - d. Logbook entries shall continue to reference the 10829D (or later) weight exemption.
 - i. If registered outside the US, defer to the guidance of the applicable Civil Aviation Authority.



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2. For aircraft with a certificate of airworthiness dated on or after July 24, 2026 (ASN 00229+),
 - a. These aircraft may be referred to as “Part 22”, “LSA”, and/or “MOSAIC” aircraft. The official airworthiness label is “Light-Sport Category Aircraft”.
 - b. These aircraft will not be subject to an FAA-mandated weight limit, so they will not be associated with a weight exemption; refer to the aircraft POH for information on MTOW.
 - c. Logbook entries shall not contain reference to a weight exemption.
3. For all aircraft, regardless of airworthiness date,
 - a. A copy of the Major Repair/Alteration (MRA) form shall be returned to ICON (support@iconaircraft.com) upon completion. **Failure to return the signed form may compromise the continued airworthiness of the aircraft in accordance with the latest consensus standards.**
 - b. Major Repairs (and Major Alterations) were previously defined as any repair for which instructions to complete the task are excluded from the maintenance manual(s). However, the ASTM consensus standards have now been aligned with the FAA definition, as follows:
 - i. Major repair means a repair: (1) That, if improperly done, might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness; or (2) That is not done according to accepted practices or cannot be done by elementary operations.
 - ii. Examples of MINOR repairs include touching up paint, replacing hardware with identical parts, or work performed in accordance with FAA AC 43.13-1B.
 - iii. Examples of MAJOR repairs: Tasks specific to the A5, such as rigging or adjusting landing gear micro-switches, which cannot be learned in a generic FAA school. These proprietary steps carry immense structural risk if executed incorrectly.
 - c. As such, **MRAs are no longer required for repairs that are considered minor (not meeting the definition of “major” above).** It is the mechanic’s ultimate responsibility to determine whether a repair is major or minor; however, mechanics are encouraged to contact ICON for support with any questions and to request an MRA when needed (subject to applicable fees).
4. The Aircraft Maintenance Manual will be revised to reflect changes to the FAA mechanic certification process. Tasks will be reclassified from “Line” to either “Line”, “Heavy”, or “Specialized”; Heavy and Specialized tasks will be assigned a system group.
 - a. ICON Service Provider (ISP) training will include, at a minimum, endorsement of each system required for Heavy maintenance. Specialized maintenance may require additional training.
 - b. A&Ps may complete any tasks outlined in the Maintenance Manual, regardless of classification. However, ISP training may be required for warranty coverage and/or major repairs.
 - c. Light Sport Repairmen with a Maintenance rating (LSRM or LSA-RM) may complete tasks categorized as “Line”. Heavy maintenance may only be completed with documented endorsement of training in the associated system (either via ISP training or direct



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supervision of another certified mechanic, as required by 14 CFR § 65.109). Specialized training may only be endorsed by ICON.

- i. Until the Maintenance Manual is updated, LSRMs are still bound by the self-policed training requirements outlined by 14 CFR § 65.109.
- d. Additional information about ISP training, including “grandfathering” opportunities for current ISPs, will be available soon.
- e. For aircraft registered outside the US, mechanics should defer to the regulatory requirements of the presiding CAA; contact ICON for additional support as needed.

Please note that changes pertaining to the information in this Service Letter may not be reflected in the Aircraft Maintenance Manual until the next revision is available. Please contact ICON for clarification as needed in the event of a discrepancy.

No logbook entry is required for this Service Letter.

If you have questions, comments, or concerns about this Service Letter and/or if you are no longer owner/operator of this aircraft, please forward this information to the present owner/operator and notify ICON Aircraft at:

ICON Aircraft
2141 ICON Way, Suite 100
Vacaville, CA 95688
(707) 564-4000

support@iconaircraft.com

Please include the aircraft registration number, serial number, your name, and if known the contact information of the new owner/operator.