



Advisory Circular

Subject: Certification of Repairmen
(Light-Sport Aircraft)

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This advisory circular (AC) provides the public with information regarding the certification of repairmen (light-sport aircraft) with maintenance and inspection ratings, the acceptability of training courses, and the continued airworthiness of light-sport aircraft. The guidance contained in this AC is based on the Final Rule, Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft, which was published in the Federal Register on July 27, 2004. The rule became effective September 1, 2004.

ORIGINAL SIGNED BY

James J. Ballough
Director, Flight Standards Service

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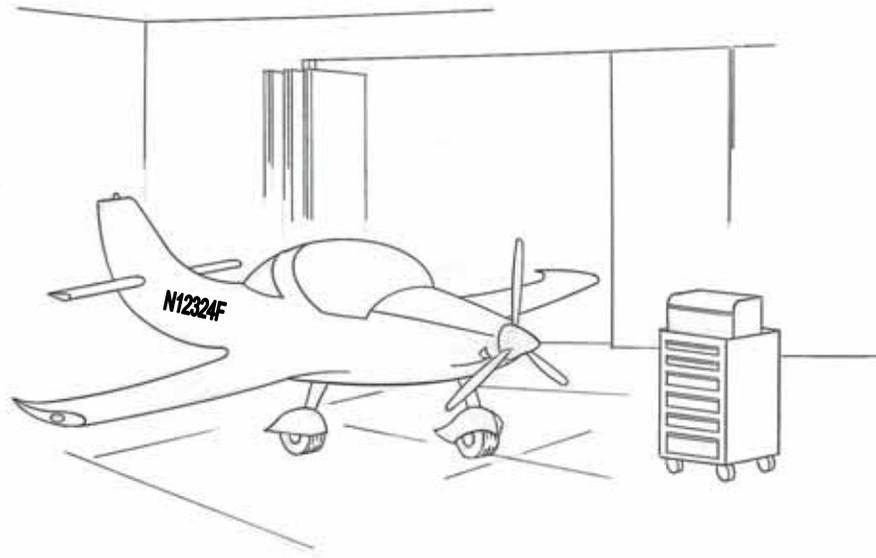
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INTRODUCTION



1. PURPOSE. This AC provides information on the certification of repairman (light-sport aircraft), the requirements for the issuance of inspection and maintenance ratings, how to develop a repairman (light-sport aircraft) training course, and the procedures for obtaining a determination that the course is acceptable to the FAA. This AC also provides information on the continued airworthiness of light-sport aircraft.

2. BACKGROUND. During the past 15 years, advances in ultralight design and engineering, and the introduction of a wide range of new materials, have resulted in ultralight vehicles that operate under Title 14 of the Code of Federal Regulations (14 CFR) part 103, evolving into larger, heavier, and faster two-seat aircraft. These aircraft are commonly referred to as “fat ultralights” and have often been operated outside the regulations applicable to ultralight vehicles and amateur-built aircraft. To address these developments, the FAA issued new rules such as those creating primary category aircraft and the recreational pilot certificate. However, these regulatory solutions met with limited success.

a. In 1991, the FAA created the Aviation Rulemaking Advisory Committee (ARAC). ARAC addressed these new aircraft as part of its tasking and in June of 1995, the FAA specifically revised the ARAC’s tasking statement to address a petition to create the sport pilot certificate.

b. On July 14, 1998, the ARAC submitted its recommendations to the FAA. The ARAC recommendations form the foundation on which the rule creating light-sport aircraft and the sport pilot certificate is based. The final rule “Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft” (Sport Pilot Rule) was published in the Federal Register on July 27, 2004 (69 FR 44772). The rule became effective September 1, 2004.

3. DEFINITIONS.

“The difference between the right word and the almost right word is the difference between lightning and lightning bug.”—Mark Twain



a. **Airworthiness Directive (AD).** A directive issued by the FAA when an unsafe condition is found to exist in a product and the condition is likely to exist or develop in other products of the same type design. They are issued for aircraft, aircraft propellers, and appliances. ADs are used by the FAA to notify aircraft owners and operators of an unsafe condition and to require its correction.

b. **Ballistic Parachute.** A device intended to be used by a pilot in the event of an emergency. It consists of a large parachute attached to the aircraft that is deployed by a rocket. Once deployed, the parachute opens and the aircraft descends to a survivable landing.

c. **Category.** With respect to aircraft certification, a grouping of aircraft based on intended use or operating limitations. Examples include: transport, normal, utility, acrobatic, limited, restricted, experimental, light-sport, and provisional.

d. **Class.** With respect to aircraft certification, a broad grouping of aircraft having similar characteristics of propulsion, flight, or landing. For example, in the light-sport category there are airplanes, gliders, balloons, airships, powered parachutes, weight-shift control aircraft, and gyroplanes.

e. Experimental Light-Sport Aircraft (ELSA). A light-sport aircraft issued an experimental certificate under 14 CFR part 21, § 21.191(i).

f. “Fat” Ultralight. An aircraft that has not been issued an airworthiness certificate and does not meet the definition of ultralight vehicle in part 103, § 103.1, typically because it exceeds the weight, speed, fuel, or number of seats specified for ultralight vehicles in that regulation.

g. Kit Aircraft. With respect to this AC, an aircraft that has been partially or completely fabricated, but not completely assembled by a manufacturer that builds aircraft to an industry consensus standard. The kit is based upon an aircraft make and model that has been issued a special airworthiness certificate in the light-sport category by the FAA.

h. Light-Sport Aircraft. An aircraft, other than a helicopter or powered-lift that, since its original certification, has continued to meet the following:

- (1) A maximum takeoff weight of not more than:
 - (a) 660 pounds (300 kilograms) for lighter-than-air aircraft.
 - (b) 1,320 pounds (600 kilograms) for aircraft not intended for operation on water.
 - (c) 1,430 (650 kilograms) for aircraft intended for operation on water.
- (2) A maximum airspeed in level flight with maximum continuous power (V_H) of not more than 120 knots calibrated airspeed (CAS) under standard atmospheric conditions at sea level.
- (3) A maximum never-exceed speed (V_{NE}) of not more than 120 knots CAS for a glider.
- (4) A maximum stalling speed or minimum steady flight speed without the use of lift enhancing devices (V_{SI}) of 45 knots CAS at the maximum certificated takeoff weight and most critical center of gravity.
- (5) A maximum seating capacity of no more than 2 persons including the pilot.
- (6) A single, reciprocating engine, if powered.
- (7) A fixed or ground-adjustable propeller if a powered aircraft other than a powered glider.
- (8) A fixed or autofeathering propeller system if a powered glider.
- (9) A fixed-pitch, semi-rigid, teetering, two-blade rotor system if a gyroplane.
- (10) A non-pressurized cabin, if equipped with a cabin.
- (11) Fixed landing gear, except for an aircraft intended for operation on water or a glider.

(12) Fixed or repositionable landing gear, or a hull, for an aircraft intended for operation on water.

(13) Fixed or retractable landing gear for a glider.

i. Manufacturer. For a light-sport aircraft issued a special airworthiness certificate under § 21.190, an entity that has built the light-sport aircraft under a consensus standard and assumed the responsibility for the continued airworthiness of that aircraft.

j. Powered Parachute. A powered aircraft comprised of a flexible or semi-rigid wing connected to a fuselage so that the wing is not in position for flight until the aircraft is in motion. The fuselage of a powered parachute contains the aircraft engine, a seat for each occupant, and is attached to the aircraft's landing gear.

k. Ready-to-fly Condition.

(1) An aircraft is considered ready-to-fly when the following is accomplished:

- Aircraft is 100 percent assembled
- Engine has been test run
- Flight controls have been rigged
- Weight and balance has been computed
- Record of these actions has been recorded in the aircraft's maintenance records
- Aircraft is registered and a special airworthiness certificate has been issued

(2) Once meeting these conditions, the aircraft's wings and other components can be removed for shipping purposes and the aircraft can still be considered ready-to-fly.

l. Safety Directive. A directive issued by a manufacturer of a special light-sport aircraft intended to correct an existing unsafe condition. Compliance with safety directives is addressed in § 91.327. Safety directives are addressed in applicable consensus standards which include provisions for maintaining the continued airworthiness of an aircraft and correcting safety-of-flight issues.

m. Special Light-Sport Aircraft (SLSA). An aircraft issued a special airworthiness certificate in the light-sport category under § 21.190.

n. Weight-Shift-Control Aircraft. A powered aircraft with a framed, pivoting wing, and a fuselage controllable only in pitch and roll by the pilot's ability to change the aircraft's center of gravity with respect to the wing. Flight control of the aircraft depends on the wing's ability to flexibly deform rather than the use of control surfaces.

4. OVERVIEW. This AC has three major chapters that will address the requirements for the certification of repairman (light-sport aircraft), and how to obtain a determination from the FAA

that a repairman (light-sport aircraft) training course is considered acceptable. The chapters and content are:

- a. Chapter 1, Certification of Repairman (Light-Sport Aircraft).
- b. Chapter 2, How to Become a Repairman (Light-Sport Aircraft) Training Course Provider.
- c. Chapter 3, Continued Airworthiness of Experimental and Special Light-Sport Aircraft.
- d. Appendix 1, Continued Airworthiness of Experimental and Special Light-Sport Aircraft—Sample Maintenance Record Entries.
- e. Appendix 2, Repairman (Light-Sport Aircraft) Certification.
- f. Appendix 3, Frequently Asked Questions.

5. REQUEST FOR INFORMATION. Due to the number of changes within the light-sport aircraft community, the FAA encourages public participation in updating this document. Please send comments, suggestions, or information about this AC to:

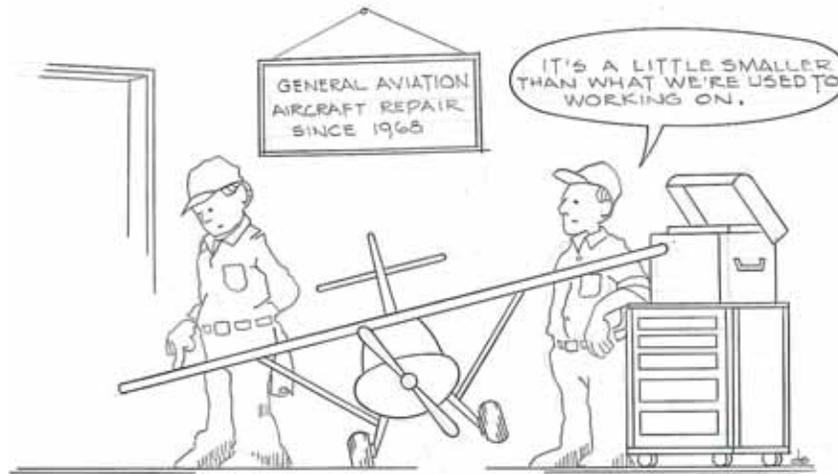
Federal Aviation Administration
Aircraft Maintenance Division, AFS-300
800 Independence Ave., SW.
Washington, DC 20591

6. AVAILABILITY. You may obtain a copy of this AC from the Regulatory Support Division Web site at <http://www.airweb.faa.gov/rgl>.

CHAPTER 1. CERTIFICATION OF REPAIRMEN (LIGHT-SPORT AIRCRAFT)

SECTION 1. GENERAL

“In aviation, good enough is not good enough!”—Patrick Poteen, Sergeant, U.S. Army, Ret.



100. REPAIRMAN (LIGHT-SPORT AIRCRAFT) CERTIFICATE.

a. As part of the development of the sport pilot rule, the FAA addressed concerns about who would maintain light-sport aircraft after these aircraft were certificated. The solution was to issue a repairman (light-sport aircraft) certificate, similar in function to the repairman certificate that is issued to the builder of an experimental amateur-built aircraft. This repairman (light-sport aircraft) certificate complements certificates issued to airframe and powerplant mechanics and appropriately rated repair stations.

b. The owner of a light-sport aircraft is normally not involved in the actual fabrication of the aircraft. He or she usually has not acquired the necessary skills to maintain (to include inspect) the aircraft. Therefore, to properly maintain these aircraft, these persons must be formally trained, tested, and certificated.

101. CERTIFICATED PERSONS WHO CAN WORK ON SPECIAL AND EXPERIMENTAL LIGHT-SPORT AIRCRAFT. Certificated persons who may perform work on special and experimental light-sport aircraft are:

a. An appropriately rated repair station.

- b. A certificated airframe and/or powerplant mechanic.
- c. A certificated repairman (light-sport aircraft).

NOTE: To work on a special or experimental light-sport aircraft, certificated part 145 repair stations, airframe mechanics, powerplant mechanics, and repairmen (light-sport aircraft) must be qualified and trained on the maintenance of light-sport aircraft, and have the necessary data and tools to inspect the aircraft and maintain them in a condition for safe operation.

102. CLASSES OF LIGHT-SPORT AIRCRAFT IDENTIFIED ON REPAIRMAN (LIGHT-SPORT AIRCRAFT) CERTIFICATES.

a. Repairman (light-sport aircraft) certificates are issued for the following light-sport aircraft classes:

- (1) Airplane.
- (2) Glider.
- (3) Lighter-than-air: balloon and airship.
- (4) Weight-shift-control aircraft.
- (5) Powered parachute.
- (6) Gyroplane (limited to gyroplanes issued experimental certificates under § 21.191(i)).

b. The class of aircraft eligible to be inspected or maintained is identified on the repairman (light-sport aircraft) certificate.

103. BASIC ELIGIBILITY REQUIREMENTS TO QUALIFY FOR A REPAIRMAN (LIGHT-SPORT AIRCRAFT) CERTIFICATE. An applicant for a repairman (light-sport aircraft) certificate must:

- a. Be at least 18 years of age.
- b. Read, speak, write, and understand English. If you cannot meet one or more of these requirements due to medical reasons, the FAA may place a limitation(s) on your certificate and rating.
- c. Demonstrate the requisite skill to determine if a light-sport aircraft is in a condition for safe operation (e.g., by a Certificate of Completion from an acceptable training program).
- d. Be a United States citizen, or a citizen of a foreign country who has lawfully been admitted for permanent residence in the United States.

104. REPAIRMAN (LIGHT-SPORT AIRCRAFT) RATINGS. The repairman (light-sport aircraft) certificate has two ratings: “inspection” or “maintenance.” The rating is identified on the repairman certificate with the appropriate limitation.

a. Inspection Rating Overview. The owner of an ELSA may apply for a repairman certificate with an inspection rating after completion of the required 16 hour training course. The training must be for the same class of aircraft for which inspection privileges are sought. This rating allows an aircraft owner to perform the required annual condition inspection on an aircraft that he or she owns which has been issued an airworthiness certificate under § 21.191(i). The aircraft will be identified on the owner's repairman certificate by registration and serial number. The designation of privileges for this certificate is similar to that in which the privileges for the builder of an amateur-built aircraft are specified under 14 CFR part 65, § 65.104. If an individual owns several similar makes and models of light-sport aircraft or owns a light-sport aircraft in another class, that individual will be issued a repairman certificate which lists each aircraft the repairman is eligible to inspect if the required training is completed.

b. Maintenance Rating Overview.

(1) Any individual may apply for a repairman (light-sport aircraft) certificate with a maintenance rating after completion of the required training for a specific class of light-sport aircraft. The length of required training varies depending on the class of aircraft for which privileges are sought. A repairman with a maintenance rating may perform maintenance and required inspections on SLSA within the class he or she is rated. A repairman may also hold several aircraft class ratings on his or her repairman certificate. Each rating will allow the individual to perform the annual condition inspection for experimental light-sport aircraft within that class.

(2) Prior to approving any aircraft or part for return to service the repairman performing the work must have previously performed the work concerned satisfactorily. If the work has not been previously performed the repairman may show the ability to do the work by performing it to the satisfaction of the FAA or by performing it under the direct supervision of an appropriately certificated, rated, and experienced mechanic or repairman. The repairman performing the work also must understand the current instructions of the manufacturer and the maintenance manuals for the work. The FAA would not consider it appropriate for a repairman with a maintenance rating to perform an engine overhaul for the first time on a 2-cycle or 4-cycle engine unless that repairman, for example, could show that he or she has successfully completed additional training on the overhaul of the specific make and model engine from the engine manufacturer or other accepted training provider.

105. THRU 109. RESERVED.

SECTION 2. REPAIRMAN (LIGHT-SPORT AIRCRAFT) WITH AN INSPECTION RATING

“Attitude is a little thing that makes a big difference.”—Leo Weston, former FAA Inspector



110. PRIVILEGES AND LIMITATIONS OF A REPAIRMAN (LIGHT-SPORT AIRCRAFT) CERTIFICATE WITH AN INSPECTION RATING. A person holding a repairman (light-sport aircraft) certificate with an inspection rating is limited to performing the annual condition inspection on an ELSA that is owned by the repairman and identified on the repairman certificate by the aircraft registration and serial number. This repairman certificate and its privileges are similar to the privileges of a repairman certificate issued to the builder of an experimental amateur-built aircraft. The privileges of the certificate will be suspended upon change of the ownership of the aircraft identified on the holder’s repairman certificate.

111. SPECIFIC REQUIREMENTS TO OBTAIN A REPAIRMAN (LIGHT-SPORT AIRCRAFT) CERTIFICATE WITH AN INSPECTION RATING. To obtain the certificate, the owner of an experimental light-sport aircraft must successfully complete a 16-hour training course acceptable to the FAA on the inspection requirements that focus on the particular class of ELSA owned by the repairman.

112. TYPES OF TRAINING COURSES FOR A REPAIRMAN (LIGHT-SPORT AIRCRAFT) CERTIFICATE WITH AN INSPECTION RATING. There are six courses; one for each class of ELSA. They are:

- a. Airplane.
- b. Glider.
- c. Lighter-than-air: balloon and airship.

- d. Weight-shift-control aircraft.
- e. Powered parachute.
- f. Gyroplane.

113. CONTENTS OF A REPAIRMAN (LIGHT-SPORT AIRCRAFT) INSPECTION RATING TRAINING COURSE. Each 16-hour training course the FAA has specifically determined to be acceptable has been audited by the FAA and found adequate to train an individual with a limited maintenance background to properly inspect their own ELSA. The training is to a level of proficiency that will enable the repairman, without assistance, to make a sound judgment whether or not the aircraft is in a condition for safe operation. Each of the six inspection rating training courses should contain at least the following elements:

- a. Regulations and other guidance applicable to light-sport aircraft, including:
 - (1) Operating limitations.
 - (2) Annual condition inspection record entry.
 - (3) Airworthiness Directives.
 - (4) Manufacturer's safety directives.
 - (5) Consensus standard for the specific class of light-sport aircraft that is the subject of the course.

b. Inspection procedures as found in the current edition of AC 43.13-1, Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair:

- (1) Use of manufacturer's data/manuals:
 - (a) Personal safety and manufacturer's inspection checklists.
 - (b) Weight and balance/loading.
- (2) Detection of the following:
 - (a) Corrosion.
 - (b) Cracks.
 - (c) Deformation.
 - (d) Excessive wear.
- (3) Proper use of:
 - (a) Safety techniques.
 - (b) Torque procedures.

(c) Personal safety equipment.

c. Aircraft theory of flight and discussion of aircraft systems to include proper operation and inspection of critical areas that are prone to failure or fatigue for at least the following systems:

(1) Airframe, including:

(a) Instrumentation.

(b) Landing gear.

(c) Brakes.

(d) Flight controls.

(e) Rigging.

(f) Balloon envelope, basket, and burners, if applicable.

(2) Engine, ignition, fuel, and oil systems.

(3) Propeller and gear reduction unit, if applicable.

(4) Accessories, including but not limited to:

(a) Ballistic parachute.

(b) Floats and skis.

d. Use of an inspection checklist recommended by the manufacturer or, for airplanes, the checklist located in AC 90-89, Amateur-Built Aircraft and Ultralight Flight Testing Handbook, appendix 1, current edition. Recording the inspection in the aircraft maintenance records should also be addressed.

e. Review/critique of training provided.

f. A final knowledge test that contains no less than 50 multiple choice questions covering the complete course. For an applicant to be considered as having successfully completed the course, he or she should achieve an 80 percent score or higher on the test the first time it is given.

114. AFTER THE TEST.

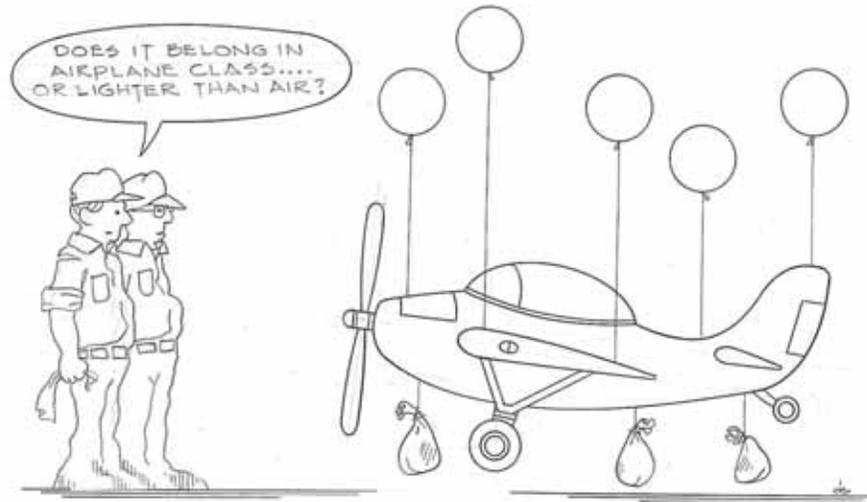
a. After the test is satisfactorily completed, the applicant sends the course provider's certificate of completion and additional documentation (described in paragraph 127) to the local FSDO, where upon review, an FAA repairman (light-sport aircraft) certificate with inspection rating will be issued. (See Appendix 2, Figure 6.)

b. A signed certificate of completion declares that the individual has passed the course's knowledge test and has demonstrated the skills necessary to perform the duties of the repairman (light-sport aircraft) with the inspection rating.

115. THRU 119. RESERVED.

SECTION 3. REPAIRMAN (LIGHT-SPORT AIRCRAFT) WITH A MAINTENANCE RATING

“Any unknown is unacceptable in aviation.”—Angelo Mastrulo, Mechanic



120. PRIVILEGES AND LIMITATIONS OF A REPAIRMAN (LIGHT-SPORT AIRCRAFT) CERTIFICATE WITH A MAINTENANCE RATING. A person holding a repairman (light-sport aircraft) certificate with a maintenance rating may perform maintenance and required inspections on SLSA and perform annual condition inspections on ELSA. The repairman can also perform Airworthiness Directives (AD) issued against FAA-approved products installed on special light-sport aircraft. The repairman may also perform manufacturer’s safety directives. Repairman privileges do not extend to performing maintenance on aircraft issued a standard airworthiness certificate or any kind of special airworthiness certificates other than those issued under §§ 21.190 and 21.191(i), even if those aircraft meet the definition of light-sport aircraft as identified in 14 CFR § 1.1 (e.g., Piper J-3 Cub or RV-4). Each airman is also limited to the appropriate class of aircraft on which he or she was trained (e.g., weight-shift-control aircraft or powered parachutes).

121. SPECIFIC HOUR REQUIREMENTS TO OBTAIN A REPAIRMAN (LIGHT-SPORT AIRCRAFT) CERTIFICATE WITH A MAINTENANCE RATING. The applicant for a maintenance rating must successfully complete one of the five class rating courses that range between 80 to 120 hours. Each course must be acceptable to the FAA. Courses specifically determined to be acceptable to the FAA have been assigned an FAA course number. Courses without an FAA course number may not be acceptable to the FAA. The training course requirements are based on a modular system composed of core modules and specific class modules. Combinations of core and specific class modules determine the number of hours required for each individual class of aircraft. Each training course should address the inspection techniques and maintenance practices necessary to maintain that particular class of light-sport aircraft.

122. TYPES OF TRAINING COURSES FOR A REPAIRMAN (LIGHT-SPORT AIRCRAFT) WITH A MAINTENANCE RATING. There are five courses, which, by class, are:

- a. Airplane.
- b. Glider.
- c. Lighter-than-air: balloon and airship.
- d. Powered parachute.
- e. Weight-shift-control aircraft.

NOTE: A gyroplane course is not provided because gyroplanes are not eligible for a special airworthiness certificate in the light-sport category under § 21.190.

123. DIFFERENCE BETWEEN TRAINING COURSES.

a. Unlike the fixed 16-hour repairman (light-sport aircraft) inspection rating course, the repairman (light-sport aircraft) maintenance rating course is designed to be flexible and allow a repairman (light-sport aircraft) to earn multiple ratings without duplicating training already received. The requirements are structured in modules that can be customized to the class of light-sport aircraft the repairman will maintain. There are three required “core” modules and five “class” modules. Course length depends on the complexity of the aircraft addressed in the course.

b. There are five classes of SLSA eligible for maintenance training; they are airplane, weight-shift-control aircraft, powered parachute, lighter-than-air, and glider. Since gyroplanes cannot be certificated as SLSA no maintenance rating for gyroplanes is currently available. The modules are designed on a 65 percent lecture and 35 percent practical training format. All training courses should result in a level of proficiency that will enable the repairman, without assistance, to perform maintenance on the aircraft so that when the work is completed the aircraft is in a condition for safe operation. To ensure this standard of training, the course should be limited to 16 students per instructor for a lecture and 8 students per instructor for each practical project. The total number of students may be increased to 25 students per instructor for a lecture and 13 students or less per instructor for each practical project if the training facility is an FAA-approved 14 CFR part 147 school or can meet the requirements of §§ 147.13, 147.15, 147.17, and 147.19.

NOTE: Each individual module should have either a review or a test. Each maintenance course should have a final test of no less than 50 test questions with multiple-choice answers that address each applicable module. The applicant should achieve an 80 percent score or higher on the final test to pass the course. If the applicant fails the final test, the training facility may retest the applicant on the module(s) failed. The retest should have a different set of test questions than the original test and only address the material the applicant failed. The retest should be taken within 30 days from the date of the failed test.

124. INFORMATION CONTAINED IN EIGHT INDIVIDUAL TRAINING MODULES.

a. Module 1: (16 hours) Regulatory/Maintenance Overview (Core Module). This module should contain the following:

- (1) Regulations overview: 14 CFR parts 1, 21, 39, 43, 45, 65, and 91.
- (2) Industry-developed American Society for Testing and Materials (ASTM) consensus standards, including, but not limited to, continued airworthiness requirements and inspection practices/techniques, use of hand tools, torque wrenches, safety practices, and identification of aviation hardware.
- (3) Use of manufacturer's safety directives and FAA ADs.
- (4) Use of airframe, engine, appliance, and propeller manufacturer's manuals, instructions, and maintenance recordkeeping.
- (5) Personal safety.
- (6) Review *or* test.

b. Module 2: (24 hours) Airframe General (Core Module). The training provider should provide students with at least two representative aircraft for any practice session. This module should contain the following:

- (1) Weight, balance, and loading.
- (2) Performing minor repairs and minor alterations.
- (3) Inspection of composite structures and minor repairs.
- (4) Electrical system, theory, inspection, and troubleshooting.
- (5) Material and processes.
- (6) Corrosion cause and prevention.
- (7) Fluid lines and fittings.
- (8) Ground operations and servicing.
- (9) Review *or* test.

c. Module 3: (45 hours) Engine and Propeller (Core Module). The training provider should make at least three representative engines (e.g., two different 2-cycle engines and one 4-cycle engine) available for this module. This module should contain the following:

- (1) Theory of 2- and 4-cycle engine operation (fuel, magneto and electronic ignition, and lubrication systems).
- (2) Service, inspection, and maintenance of engines.

- (3) Troubleshooting of 2- and 4-cycle engines.
- (4) Inspection, checking, troubleshooting, service, and repair of engine-cooling systems.
- (5) Theory, inspection, and maintenance of propellers and ground adjustable propellers.
- (6) Engine run-up practices and procedures.
- (7) Service, inspection, and maintenance of feathering or folding propellers used on gliders.
- (8) Inspection, checking, servicing, and troubleshooting electrical or mechanical engine instrumentation.
- (9) Servicing of oil and fluids.
- (10) Removal and replacement of engine accessories such as spark plugs, exhaust systems, wiring, carburetor, fuel pumps, etc.
- (11) Review *or* test.

d. Module 4: (35 hours) Airplane Class (Class Module). The training provider should make at least two representative airframes available for this module which are not produced by the same manufacturer. This module should contain the following:

- (1) Theory and operation of flight controls.
- (2) Aircraft rigging including flight controls, landing wires, and flying wires.
- (3) Removal and installation of sail cloth covering on wings and tail surfaces.
- (4) Inspection of fabric coverings on fuselage, wings, and tail surfaces.
- (5) Disassembly and assembly of wings, flight controls, and accessories.
- (6) Removal and installation of the engine, including fuel system, instrumentation, and accessories.
- (7) Inspection and troubleshooting of aircraft/engine instrumentation, magneto, and electronic ignition systems.
- (8) Use of manufacturer's manuals and technical data during projects.
- (9) Identification and inspection of critical areas.
- (10) Inspection and minor repairs to applicable airframe structures.
- (11) Ballistic parachutes: theory, installation, operation, and inspection.
- (12) Inspection and maintenance of floats/repositionable landing gear, wheels, and brakes.

(13) Theory of fuel system operation and inspection.

(14) Weight and balance.

(15) Review *or* test.

e. Module 5: (19 hours) Weight-Shift-Control Class (Class Module). The training provider should make at least two representative aircraft available for this module which are not produced by the same manufacturer. This module should contain the following:

(1) Theory and operation of flight controls.

(2) Assembly and disassembly of the aircraft.

(3) Aircraft rigging.

(4) Use of manufacturer's manuals and technical data during projects.

(5) Inspection, removal, and installation of fabric covering material.

(6) Inspection and minor repairs to applicable airframe structures.

(7) Inspection, removal, and installation of the engine and accessories.

(8) Inspection and troubleshooting of aircraft and engine instrumentation and ignition systems.

(9) Theory of fuel system, operation, and inspection.

(10) Inspection and maintenance of landing gear, wheels, and brakes.

(11) Ballistic parachutes: theory, installation, operation, and inspection.

(12) Weight and loading.

(13) Review *or* test.

f. Module 6: (19 hours) Powered Parachute Class (Class Module). The training provider should make at least two representative aircraft available for this module which are not produced by the same manufacturer. This module should contain the following:

(1) Theory and operation of flight controls.

(2) Assembly and disassembly of the aircraft.

(3) Aircraft rigging and safety practices.

(4) Inspection of the parachute, including removal and replacement.

(5) Inspection and minor repairs to applicable airframe structures.

- (6) Inspection, removal, and installation of the engine and accessories.
- (7) Inspection and troubleshooting of aircraft and engine instrumentation.
- (8) Use of manufacturer's manuals and technical data during projects.
- (9) Weight and loading.
- (10) Inspection of landing gear, wheels, and brakes.
- (11) Review *or* test.

g. Module 7: (64 hours) Lighter-Than-Air Class (Class Module). The training provider should make at least one representative aircraft available for this module. This module should contain the following:

- (1) Theory and operation of lighter-than-air aircraft.
- (2) Inspection of fabric and minor repairs.
- (3) Inspection of the burner assembly, basket, and fuel tanks.
- (4) Removal and installation of baskets and burners.
- (5) Cleaning of burners and nozzles.
- (6) Use of manufacturer's manuals and technical data during projects.
- (7) Review *or* test.

h. Module 8: (40 hours) Glider Class (Class Module). The training provider should make at least one representative aircraft available for this module. If course attendees wish to be rated on gliders with a retractable or fixed engine with a feathering propeller installed, module 3 should also be completed. This module should contain the following:

- (1) Theory, operation, and rigging of flight controls.
- (2) Inspection and minor repair to fabric covering on wings, fuselage, and tail surfaces.
- (3) Use of manufacturer's manuals and technical data during projects.
- (4) Identification and inspection of critical areas.
- (5) Inspection and minor repairs to applicable airframe structures.
- (6) Ballistic parachutes: theory, installation, operation, and inspection.
- (7) Inspection and maintenance of wheels and brakes and wheel retract systems.
- (8) Weight and balance.

- (9) Inspection of the wing folding/removal mechanism.
- (10) Review *or* test.

125. THE MAINTENANCE RATING MODULAR TRAINING SYSTEM.

a. To complete the training required for the issuance of repairman (light-sport aircraft) certificate with a maintenance rating for a particular class of aircraft, an applicant should complete the following modules as appropriate:

- (1) **Airplane.** Modules 1, 2, 3, and 4 for a total of 120 hours of instruction.
- (2) **Weight-Shift-Control Aircraft.** Modules 1, 2, 3, and 5 for a total of 104 hours of instruction.
- (3) **Powered Parachute.** Modules 1, 2, 3, and 6 for a total of 104 hours of instruction.
- (4) **Lighter-Than-Air.** Modules 1 and 7 for a total of 80 hours of instruction.
- (5) **Glider.** Modules 1, 2, and 8 for a total of 80 hours of instruction. If the repairman intends to maintain powered gliders, module 3 should also be taken for a total of 125 hours of instruction.

b. This system allows a repairman with the maintenance rating limited to airplane, weight-shift-control aircraft, lighter-than-air, or glider class to obtain an additional class ratings (e.g., powered parachutes) by taking only Module 6 (19 hours of instruction) rather than 80 hours required for the original rating. A repairman (light-sport aircraft) who applies for another rating must take his or her original certificate of completion for the training used to obtain his or her original rating plus the new certificate of completion to the local FSDO. After review, the applicant will be issued a new repairman certificate with the maintenance rating showing both the original class rating and the new class rating.

126. PERFORMANCE OF MAJOR REPAIRS AND MAJOR ALTERATIONS BY A REPAIRMAN (LIGHT-SPORT AIRCRAFT) WITH A MAINTENANCE RATING. A repairman may not perform a major repair or major alteration on a product produced under an FAA approval. However prior to performing a major repair on a product not produced under an FAA approval, the repairman must complete additional training acceptable to the FAA and appropriate to the work performed. This training may consist of additional training in areas such as welding, overhauls, engine gear reduction units, major repairs to structures, or major repairs to fabric. For example, if a repairman with a maintenance rating successfully completed a light-sport aircraft engine manufacturer's course in overhaul of a particular make and model engine or gear reduction unit, or a light-sport aircraft manufacturer's course that teaches welding of steel or aluminum structures, he or she would be permitted to perform major repairs to those manufacturers' products.

127. APPLYING FOR A REPAIRMAN (LIGHT-SPORT AIRCRAFT) CERTIFICATE.

To apply for a repairman (light-sport aircraft) certificate with either an inspection or maintenance rating, the applicant must present the following documentation to his or her local FSDO:

a. Photo Identification. A valid U.S. driver's license, passport, or other documentation that will show the applicant meets the age and citizenship eligibility requirements for the certificate.

b. Complete FAA Form 8610-2, Airman Certificate and/or Additional Rating Application. A sample of the completed form is in Appendix 2. FAA Form 8610-2 is available at your local FSDO or on the Internet at: <http://www.faa.gov/avr/afs>. Also, the location for each local FSDO is listed at this Web site. (See Appendix 2, Figures 1 and 2 for a sample application for an inspection rating. See Appendix 2, Figures 3 and 4 for a sample application for a maintenance rating.)

c. Show proof of completion of training, which confirms that you have received appropriate training for the rating sought. Proof of training would be a certificate of training or graduation. The certificate of training should contain:

- (1) An FAA course acceptance number;
- (2) The name of the organization providing the training;
- (3) Hours of training received;
- (4) Name of the primary instructor;
- (5) Name of the course;
- (6) Make and model of aircraft, if for inspection rating, or name of category of light-sport aircraft for maintenance rating; and
- (7) The date the instruction was received.

d. To apply for a repairman certificate with an inspection rating, the applicant must show proof of ownership of an aircraft in the class of light-sport aircraft for which he or she received training. Upon review and acceptance of the documentation, an FAA inspector will issue a temporary repairman certificate (light-sport aircraft) with the applicable rating. (See Appendix 2, Figures 5 and 6.)

e. If the applicant completes a course for a repairman (light-sport aircraft) certificate with an inspection rating but does not yet own an applicable light-sport aircraft, the certificate will not be issued.

128. THRU 199. RESERVED.

CHAPTER 2. HOW TO BECOME A REPAIRMAN (LIGHT-SPORT AIRCRAFT) TRAINING COURSE PROVIDER

“You cannot teach a man anything, you can only help him discover it within himself.”—Galileo



200. HOW TO ENSURE A REPAIRMAN (LIGHT-SPORT AIRCRAFT) INSPECTION OR MAINTENANCE RATING TRAINING COURSE IS ACCEPTABLE TO THE FAA (AN OVERVIEW).

NOTE: Before seeking a determination that a training course is acceptable to the FAA, the training provider should read FAA Order 8000.84, Procedures to Accept Industry-Developed Training for Light-Sport Repairmen, current edition, available at:

http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgOrders.nsf.

a. A person requesting a determination that a training course for a repairman (light-sport aircraft) inspection or maintenance rating is acceptable to the FAA should provide the information specified in paragraph b below to:

Federal Aviation Administration
 Light-Sport Aviation Branch, AFS-610
 ATTN: Light-Sport Standardization Board (LSSB)
 P.O. Box 25082
 Oklahoma City, OK 73125

b. The information that should be provided to the FAA’s Light-Sport Aviation Branch (AFS-610) includes:

(1) A letter of request;

- (2) Name and address of the person or company providing the training;
- (3) Training course location;
- (4) Telephone number;
- (5) Contact person;
- (6) What repairman rating and class of special light-sport aircraft the course is applicable to;
- (7) A statement that the training provider will allow the FAA access to any location where the training is being provided; and
- (8) Written documentation or a compact disk (CD) in a format acceptable to the FAA, which contains:
 - (a) A course outline describing the subjects taught and the amount of instruction in each subject. The course should consist of approximately 65 percent instructional course material and 35 percent practical training.
 - (b) A description of the training aids (e.g., videotapes, DVDs, computer presentation programs) parts, tools, etc. used in the course.
 - (c) Handbooks and hand-out material.
 - (d) A description of the method of instruction.
 - (e) A sample certificate of completion.
 - (f) A course critique.
 - (g) Course tests, including procedures for retaining course test results for at least a 2-year period.
 - (h) A description of the instructor's qualifications (Instructor should be a mechanic with an airframe and powerplant rating with a minimum of 5 years of experience in general aviation aircraft maintenance or 5 years of experience in light-sport aircraft manufacturing).
 - (i) A schedule of where and when the training will be provided over the next 24 months. If the course is given at a fixed location, a description of the facilities should be provided. If the course will be presented at multiple locations, a general description of how the training at these locations will be provided.
 - (j) A list by make and model of the light-sport aircraft that will be used for the practical portion of the training.
 - (k) A description of how the training course provider will assign a proctor to collect the student course critiques and send them to AFS-610.

c. After making a determination that a training course is acceptable to the FAA, the Light-Sport Standardization Board (LSSB) will:

(1) Provide a letter of acceptance to the applicant stating that the course is acceptable to the FAA and that the course will be listed on an FAA database of acceptable repairman (light-sport aircraft) training courses for a period not to exceed 24-calendar months from the date of the letter. At least 60 days prior to the end of the 24-calendar month period, the training provider should submit to the FAA any revisions to the information previously provided in order for a course to remain listed as acceptable to the FAA.

(2) Assign a number to each course. The course numbering system will indicate the type of course (e.g., light-sport repairman inspection, airplane course (LSRIA)), the month and year of that the course was determined to be acceptable (e.g., 0705) and the sequential number of the course (01). Examples of designations for repairman (light-sport aircraft) inspection courses are listed below:

- (a) Light-sport repairman inspection, airplane: LSRIA070501
- (b) Light-sport repairman inspection, powered parachute: LSRIPP070501
- (c) Light-sport repairman inspection, weight-shift-control: LSRIWS070501
- (d) Light-sport repairman inspection, gyroplane: LSRIGP070501
- (e) Light-sport repairman inspection, lighter-than-air: LSRIL070501
- (f) Light-sport repairman inspection, glider: LSRIG070501

(3) If a course is not determined to be acceptable to the FAA, the Light-Sport Aviation Branch (AFS-610) will inform the person seeking the determination.

201. TESTING PROCEDURES FOR THE REPAIRMAN (LIGHT-SPORT AIRCRAFT) COURSE WITH A MAINTENANCE RATING. The maintenance course for each of the 5 classes of special light-sport aircraft should contain at least a knowledge test with 100 multiple choice questions. Each final test should be further subdivided into three broad areas: regulatory, technical, and recordkeeping. The course provider should administer the final test to each student and grade the test. The passing grade should be no less than 80 percent. Once the student has passed the knowledge test and demonstrated the skills necessary to be a repairman, the course provider should issue a certificate of completion. The person receiving the certificate of completion may then present the certificate of completion (with the appropriate course number on the certificate), photo identification, proof of age, and citizenship (described in paragraph 200) to the local FSDO. Upon review of the documentation, and determination of compliance with regulatory requirements, the FAA will issue a repairman (light-sport aircraft) certificate with a maintenance rating.

202. TERM OF VALIDITY FOR REPAIRMAN (LIGHT-SPORT AIRCRAFT) CERTIFICATES WITH INSPECTION OR MAINTENANCE RATINGS.

a. The repairman (light-sport aircraft) certificate with an inspection rating is valid until the repairman no longer owns or operates the light-sport aircraft identified on his or her certificate or the certificate is surrendered, suspended, or revoked. The repairman (light-sport aircraft) certificate with a maintenance rating is valid until the certificate is suspended, surrendered, or revoked.

b. If a repairman with an inspection rating transfers ownership of the aircraft that is identified on his or her repairman certificate, he or she can no longer perform annual condition inspections on that aircraft. If the repairman buys a replacement aircraft in the same class as the original aircraft, he or she can request that his or her local FSDO reissue the repairman certificate with the registration and serial number of the new aircraft.

203. TERM OF VALIDITY FOR FAA ACCEPTANCE OF INSPECTION AND MAINTENANCE RATING TRAINING COURSES. The FAA will only list a training course as acceptable for 24-calendar months. At least 60 days prior to the end of the 24-calendar month period, a training provider should provide the FAA with any revisions to the information previously provided in order for a course to remain listed as acceptable.

204. LEVEL OF TRAINING. Both the inspection and maintenance rating courses provide instruction at instructional level 3. Appendix A of part 147 identifies level 3 performance as a level where a student can perform the task by demonstrating a high level of skill.

205. THRU 299. RESERVED.

CHAPTER 3. CONTINUED AIRWORTHINESS OF EXPERIMENTAL AND SPECIAL LIGHT-SPORT AIRCRAFT

300. CONTINUED AIRWORTHINESS. Continued airworthiness is a term used to describe the result of maintenance and preventive maintenance performed on an aircraft to maintain it in a condition for safe operation. Continued airworthiness is required to maintain the validity of an aircraft's airworthiness certificate. It is also addressed in the aircraft's operating limitations. The amount of continued airworthiness tasks that must be performed to maintain an aircraft's airworthiness depends on the light-sport category in which the aircraft is certificated.

301. EXPERIMENTAL LIGHT-SPORT AIRCRAFT (ELSA). Light-sport aircraft that are issued an experimental certificate under § 21.191(i) have no established FAA or industry design standards to meet other than those standards identified in the aircraft's operating limitations. Operating limitations are a permanent part of the aircraft's Special Airworthiness Certificate and must remain in the aircraft when it is being operated.

302. SPECIAL LIGHT-SPORT AIRCRAFT (SLSA). To be issued an airworthiness certificate in the light-sport category under § 21.190, an aircraft must meet an industry-developed consensus standard acceptable to the FAA, which addresses aircraft design, production, and airworthiness. The continued airworthiness of the aircraft is addressed in its operating limitations.

303. CONTINUED AIRWORTHINESS REQUIREMENTS FOR ELSA.

a. There are continued airworthiness requirements for aircraft issued experimental certificates for the purpose of operating light-sport aircraft. These requirements ensure that the aircraft continues to be in a condition for safe operation.

(1) Annual Condition Inspection. This is a detailed, in-depth inspection, performed once every 12-calendar months, of the aircraft and all of its component parts. If the inspection is overdue, the aircraft cannot be flown until an appropriately certificated person has inspected the aircraft and has made the required entry in the aircraft's maintenance records stating that the aircraft is in a condition for safe operation.

(2) Annual Condition Inspection Checklist. The inspection checklist may be one designed by the manufacturer of the aircraft or one developed by a certificated person performing the inspection. The inspection checklist must meet the scope and detail of 14 CFR part 43, appendix D. The inspection checklist in AC 90-89, Amateur-Built Aircraft and Ultralight Flight Testing Handbook, appendix 1, meets the scope and detail of part 43, appendix D and is highly recommended as a guide to develop an inspection checklist for individual makes and models of fixed wing aircraft.

(3) The annual condition inspection must be performed by:

(a) A repairman (light-sport aircraft) with either an inspection or maintenance rating.

- (b) A mechanic with an airframe and powerplant rating.
- (c) An appropriately rated FAA repair station.

(4) The certificated person performing the inspection must record it in the aircraft's maintenance records in accordance with the inspection statement in the aircraft's operating limitations. (See Appendix 1, Figure 1.)

NOTE: If a major malfunction or defect is found during the annual condition inspection, it is strongly recommended that the repairman, mechanic, or repair station report the problem to the FAA via the Internet at: <http://av-info.faa.gov/isdr/> within 72 hours and also to the aircraft's manufacturer.

b. Major Alterations. Because the aircraft is issued an ELSA certificate, a non-certificated person may perform additional maintenance, preventive maintenance, or alterations on the aircraft. If a major alteration, as defined by § 1.1, is performed, such as changing the engine to another model that increases the original engine horsepower by 10 percent or more, a maintenance record entry and a new FAA Form 8130-6, Application for Airworthiness Certificate, must be made and sent to FAA, Aircraft Registration Branch, AFS-750. A new FAA Form 8130-6 is required because the aircraft has been modified and is no longer the same aircraft as identified on the original FAA Form 8130-6 in the aircraft's file. A designated airworthiness representative (DAR) or FAA aviation safety inspector (ASI) will review the change(s) and issue new operating limitations for the aircraft. The new operating limitations may require the aircraft to be put in a flight test area for a certain number of hours until the new alteration has been flight tested and the aircraft is proven to be safe to operate within its design envelope. When the flight-testing is complete, the test pilot should sign the aircraft off as safe-to-fly in accordance with its operating limitations. (See Appendix 1, Figure 2.)

c. Major Repairs. If a major repair is performed on an ELSA, that repair and the description of the data used to make the repair should be recorded in the aircraft's maintenance records for future reference. It is strongly recommended that persons performing major repairs to an aircraft report any malfunction or defect concerning the aircraft to the FAA via the Internet at: <http://av-info.faa.gov/isdr/> and to the aircraft's manufacturer. (See Appendix 1, Figure 3.)

d. Maintenance. Any person may perform maintenance on an ELSA. (See Appendix 1, Figure 4.)

304. CONTINUED AIRWORTHINESS REQUIREMENTS FOR SLSA. An aircraft issued an SLSA airworthiness certificate under § 21.190 was designed and built in accordance with an industry consensus standard acceptable to the FAA. This standard is identified on the manufacturer's Statement of Compliance that is part of the aircraft's records. Due to design and production standards for SLSA, there are additional requirements for continued airworthiness to ensure these aircraft are maintained in a condition for safe operation. For example, an annual condition inspection must be performed within 12-calendar months. Also, the operating limitations may require additional maintenance requirements to be established by the manufacturer. Examples of additional requirements concern compliance with safety directives issued by the manufacturer and Airworthiness Directives (AD) issued for FAA-approved

products installed on the aircraft. Performance of these directives and any other maintenance must be accomplished in accordance with part 43. In addition, if the SLSA is used for compensation or hire to tow a glider or to conduct flight training, the aircraft must have an additional inspection after every 100 hours of operation.

305. REQUIREMENTS FOR SLSA CONDITION INSPECTIONS.

a. The aircraft operating limitations will require that a condition inspection be performed within 12-calendar months for an SLSA. The inspection checklist that is used to perform the inspection must:

- (1) Be limited to one developed by the manufacturer of the aircraft for SLSA, or
- (2) Meet the scope and detail of part 43 appendix D.

b. A sample annual condition inspection maintenance record entry for an SLSA is shown in Appendix 1, Figure 5.

NOTE: If a major malfunction or defect is found during the annual condition inspection, the person performing the inspection should report it to the FAA via the Internet at: <http://av-info.faa.gov/isdr/> within 72 hours and to the aircraft's manufacturer.

c. In addition to the annual condition inspection, there may be additional mandatory maintenance requirements for SLSA. These additional requirements may take the form of, but are not limited to, manufacturer's safety directives and/or ADs issued against FAA-approved products installed on the aircraft. These additional maintenance requirements will be noted on the aircraft operating limitations prior to the issuance of the aircraft's SLSA airworthiness certificate.

306. MAINTENANCE AND ALTERATION OF SLSA.

a. **Maintenance and Alterations.** Any maintenance or alteration that is performed on an SLSA must be accomplished using data supplied by the manufacturer and performed by a repairman (light-sport aircraft) with a maintenance rating, a mechanic with an airframe and powerplant rating, or a repair station appropriately certificated for that class of SLSA in accordance with part 43.

b. **Preventive Maintenance.** The holder of any pilot certificate may perform preventive maintenance on an SLSA, however the holder of a sport pilot certificate may only perform preventive maintenance on an aircraft that is owned or operated by that pilot, unless prohibited by the aircraft's operating limitations.

c. **Major Repairs.** Before making any major repair as per the consensus standard, a repairman (light-sport aircraft) with a maintenance rating, a mechanic with an airframe and powerplant rating, or appropriately certificated repair station, must receive training to perform the repair. This training should be from either the manufacturer or from an industry-accepted training provider. (See Appendix 1, Figure 6.)

NOTE: Any person performing a major repair should report malfunctions or defects to the FAA via the Internet at: <http://av-info.faa.gov/isdr/> within 72 hours and to the aircraft's manufacturer.

d. Major Alterations. If the owner wants a major alteration such as a new engine/propeller combination installed on the aircraft, the owner must obtain the manufacturer's consent and all applicable data prior to making the alteration. (See Appendix 1, Figure 7.)

e. If the manufacturer issues a mandatory safety directive and the owner of the SLSA does not wish to comply with the directive, then the owner of the aircraft may not operate the aircraft until the action specified in the directive has been accomplished. The owner may surrender the SLSA airworthiness certificate to the FAA or its representative and apply for an ELSA airworthiness certificate with new operating limitations for the aircraft if compliance with the safety directive is not accomplished and the owner intends to continue to operate the aircraft. The owner can accomplish this action by filling out a new FAA Form 8130-6 and submitting it to the local FSDO. Upon review, the aircraft will be issued new operating limitations. When the manufacturer's safety directive is complied with, the aircraft may be issued an airworthiness certificate in the SLSA category using the same form and procedures. Furthermore, certificated repairmen (light-sport aircraft) may not perform maintenance on a type-certificated or amateur-built aircraft.

307. REPAIRMAN (LIGHT-SPORT AIRCRAFT) WITH A MAINTENANCE RATING: REPLACEMENT OF A PROPELLER ON AN SLSA AND AIRCRAFT MAINTENANCE RECORDS. If a propeller on an SLSA is replaced with one of the same pitch and diameter, it is a maintenance action requiring a standard logbook entry. If the propeller was replaced with a propeller having a different pitch and/or diameter, it is a major alteration, and the SLSA manufacturer must approve that major alteration. A copy of the manufacturer's approval and a maintenance entry describing the removal and installation of the new propeller must be recorded in the aircraft records. (See Appendix 1, Figure 7.)

308. THRU 399. RESERVED.

**APPENDIX 1. CONTINUED AIRWORTHINESS OF EXPERIMENTAL
AND SPECIAL LIGHT-SPORT AIRCRAFT—
SAMPLE MAINTENANCE RECORD ENTRIES**

**FIGURE 1. SAMPLE ENTRY FOR ANNUAL CONDITION INSPECTION FOR AN
EXPERIMENTAL LIGHT-SPORT AIRCRAFT (ELSA)**

<p>REGISTRATION NUMBER: N1995T</p> <p>DATE: 3/15/06</p> <p>AIRCRAFT TOTAL TIME: 436.2 hours.</p> <p>I certify that this aircraft has been inspected in accordance with the scope and detail of Appendix D to part 43 on this date and is found to be in a condition for safe operation.</p> <p><u>/s/ Patrick Poteen</u></p> <p>Patrick Poteen, Repairman LSI 123456789</p>
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**FIGURE 2. SAMPLE OF A MAJOR ALTERATION ENTRY FOR AN
EXPERIMENTAL LIGHT-SPORT AIRCRAFT (ELSA)**

<p>REGISTRATION NUMBER: N6464R</p> <p>DATE: 1/3/07</p> <p>AIRCRAFT TOTAL TIME: 31 hours.</p> <p>Removed original axles and brake assembly. Installed new disk brake and axle assembly on both main gear and toe brakes in accordance with Quick Stop maintenance manual. Weight and Balance revised. Operational check ok. Brake installation is in a condition for safe operation.</p> <p><u>/s/ Joseph Kline</u></p> <p>Joe Kline, L.S. Pilot 987654321</p>
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FIGURE 3. SAMPLE OF A MAJOR REPAIR ENTRY FOR AN EXPERIMENTAL LIGHT-SPORT AIRCRAFT (ELSA)

<p>REGISTRATION NUMBER: N70891</p> <p>DATE: 2/10/05</p> <p>AIRCRAFT TOTAL TIME: 431 hours.</p> <p>Repaired cracked main gear support tube on left gear by welding a fish mouth repair in accordance with AC 43.13-1B, Chapter 4, section 5, figure 4-35. The left main gear support tube is now in a condition for safe operation.</p> <p><u> /s/ Ted Fernes </u> Ted Fernes, L.S. Pilot 987654321</p>

FIGURE 4. SAMPLE OF A MAINTENANCE RECORD ENTRY FOR AN EXPERIMENTAL AIRCRAFT (ELSA)

<p>REGISTRATION NUMBER: N9500M</p> <p>DATE: 8/24/06</p> <p>AIRCRAFT TOTAL TIME: 92 hours.</p> <p>Replaced left main tire in accordance with Skyflash 5000 maintenance manual. Operational check OK, and the aircraft is in a condition for safe operation.</p> <p><u> /s/ Jack Dunkle </u> Jack Dunkle, L.S. Pilot 987654321</p>

FIGURE 7. SAMPLE OF HOW TO RECORD A MAJOR ALTERATION IN THE AIRCRAFT MAINTENANCE RECORDS FOR A SPECIAL LIGHT-SPORT AIRCRAFT (SLSA)

REGISTRATION NUMBER: N70891

DATE: 3/15/05

AIRCRAFT TOTAL TIME: 436.2 hours.

Installed set of OBIE floats in accordance with the float manufacturer's installation instructions. See attached letter, dated 12/25/05, from aircraft manufacturer agreeing to the aircraft modification. Aircraft weight and balance, flight manual, and equipment list are revised. Aircraft has been approved for return to a condition for safe operation and requires an operational flight check by a rated pilot to determine that the aircraft performs within its design and flight envelope.

/s/ Van Stumpner

Van Stumpner Repairman LSM 180953900

APPENDIX 2. REPAIRMAN (LIGHT-SPORT AIRCRAFT) CERTIFICATION

FIGURE 1. SAMPLE FAA FORM 8610-2, REPAIRMAN (LIGHT-SPORT AIRCRAFT) APPLICATION (INSPECTION RATING) (FRONT SIDE)

TYPE OR PRINT ALL ENTRIES IN INK Form Approved OMB No. 2120-0022

U.S. Department of Transportation
Federal Aviation Administration

AIRMAN CERTIFICATE AND/OR RATING APPLICATION

MECHANIC REPAIRMAN PARACHUTE RIGGER

AIRFRAME SENIOR MASTER

POWERPLANT Light Sport Inspection SEAT CHEST

(Specify Rating) BACK LAP

APPLICATION FOR: ORIGINAL ISSUANCE ADDED RATING

I. APPLICANT INFORMATION

A. NAME (First, Middle, Last) Edsel William Ford

B. SOCIAL SECURITY NO. XXX-XX-XXXX C. D.O.B. (Mo., Day, Yr.) 10-07-1954 D. HEIGHT 68 IN E. WEIGHT 200

F. HAIR Blond G. EYES Blue H. SEX Male I. NATIONALITY (Citizenship) U.S.

J. PLACE OF BIRTH Slapout, OK

K. PERMANENT MAILING ADDRESS
1954 Fifer RD.
NUMBER AND STREET, P.O. BOX, ETC.
Nowata
CITY
OK 73170
STATE ZIP CODE

L. HAVE YOU EVER HAD AN AIRMAN CERTIFICATE SUSPENDED OR REVOKED?
 NO YES (If "Yes," explain on an attached sheet keying to appropriate item number)

M. DO YOU NOW OR HAVE YOU EVER HELD AND FAA AIRMAN CERTIFICATE?
 NO YES
SPECIFY TYPE: Seat Pilot

N. HAVE YOU EVER BEEN CONVICTED FOR VIOLATION OF ANY FEDERAL OR STATE STATUTES PERTAINING TO NARCOTIC DRUGS, MARIJUANA, AND DEPRESSANT OR STIMULANT DRUGS OR SUBSTANCES? NO YES DATE OF FINAL CONVICTION _____

II. CERTIFICATE OR RATING APPLIED FOR ON BASIS OF

A. CIVIL EXPERIENCE B. MILITARY EXPERIENCE C. LETTER OF RECOMMENDATION FOR REPAIRMAN (Attach copy)

D. GRADUATE OF APPROVED COURSE (1) NAME AND LOCATION OF SCHOOL _____

(2) SCHOOL NO. _____ (3) CURRICULUM FROM WHICH GRADUATED _____ (4) DATE _____

E. STUDENT HAS MADE SATISFACTORY PROGRESS AND IS RECOMMENDED TO TAKE THE ORAL/PRACTICAL TEST (FAR 65.80) (1) SCHOOL NAME _____ NO. _____ (2) SCHOOL OFFICIAL'S SIGNATURE _____

F. SPECIAL AUTHORIZATION TO TAKE MECHANIC'S ORAL/PRACTICAL TEST (FAR 65.80) (1) DATE AUTH. _____ (2) DATE AUTH. EXPIRES _____ (3) FAA INSPECTOR SIGNATURE _____ (4) FAA DIST OFC. _____

III. RECORD OF EXPERIENCE

A. MILITARY COMPETENCE OBTAINED IN _____ (1) SERVICE _____ (2) RANK OR PAY LEVEL _____ (3) MILITARY SPECIALTY CODE _____

B. APPLICANTS OTHER THAN FAA CERTIFIED SCHOOL GRADUATES, LIST EXPERIENCE RELATING TO CERTIFICATE AND RATING APPLIED FOR. (Continue on separate sheet, if more space is needed).

DATES - MONTH AND YEAR		EMPLOYER AND LOCATION	TYPE WORK PERFORMED
FROM	TO		
		Canadian Valley	Powered Parachute
		Technology Center	Registration N123LS
		LSRIPP000001	Ser. No. 1234
		Graduation Date	
		xx / xx / xxxxx	

C. PARACHUTE RIGGER APPLICANTS: INDICATE BY TYPE HOW MANY PARACHUTES PACKED

SEAT	CHEST	BACK	LAP	FOR MASTER RATING ONLY	PACKED AS A -
					<input type="checkbox"/> SENIOR RIGGER <input type="checkbox"/> MILITARY RIGGER

IV. APPLICANTS CERTIFICATION

I CERTIFY THAT THE STATEMENTS BY ME ON THIS APPLICATION ARE TRUE

A. SIGNATURE First last (sign and print) B. DATE XX/XX/XXXX

V. IF I FIND THIS APPLICANT MEETS THE EXPERIENCE REQUIREMENTS OF FAR 65 AND IS ELIGIBLE TO TAKE THE REQUIRED TESTS.

DATE _____ INSPECTOR'S SIGNATURE _____ FAA DISTRICT OFFICE _____

FOR FAA USE ONLY

Emp.	No.	D.O.	Sea	CCN	Iss	Act	Inv	TR	sh	Src	#fts	Rating (1)	Rating (2)	Rating (3)	Rating (4)

LIMITATIONS

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FAA Form 8610-2 (2-85) SUPERSEDES PREVIOUS EDITION U.S.G.P.O.: 1993-769-012/80055

FIGURE 2. SAMPLE FAA FORM 8610-2, REPAIRMAN (LIGHT-SPORT AIRCRAFT) APPLICATION (INSPECTION RATING) (REVERSE SIDE)

Results of Oral and Practical Tests									
MECHANIC									
1. GENERAL - Airframe and Powerplant									
ORAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
QUES. NO.									
PRACTICAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
PROJ. NO.									
II. AIRFRAME STRUCTURES									
ORAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
QUES. NO.									
PRACTICAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
PROJ. NO.									
III. AIRFRAME SYSTEMS AND COMPONENTS									
ORAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
QUES. NO.									
PRACTICAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
PROJ. NO.									
IV. POWERPLANT THEORY AND MAINTENANCE									
ORAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
QUES. NO.									
PRACTICAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
PROJ. NO.									
V. POWERPLANT SYSTEMS AND COMPONENTS									
ORAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
QUES. NO.									
PRACTICAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
PROJ. NO.									

PARACHUTE RIGGER			
TYPE	SEAT	PASS <input type="checkbox"/>	FAIL <input type="checkbox"/>
	BACK	PASS <input type="checkbox"/>	FAIL <input type="checkbox"/>
	CHEST	PASS <input type="checkbox"/>	FAIL <input type="checkbox"/>
	LAP	PASS <input type="checkbox"/>	FAIL <input type="checkbox"/>
		PASS <input type="checkbox"/>	FAIL <input type="checkbox"/>

REMARKS	
Oklahoma Driver's License #345578878 expires xx/xx/xxxx	

DESIGNATED EXAMINER'S REPORT

I have personally tested this applicant in accordance with pertinent procedures and standards, and

I HAVE INDICATED THE RESULT AS:

APPROVED (Temporary Certificate Issued) APPROVED (Temporary Certificate NOT Issued)
 DISAPPROVED FAR 65. 80 - ORAL / PRACTICAL PASSED

ATTACHMENTS:

REPORT OF WRITTEN TEST SUPERSEDED CERTIFICATE LETTER
 FAA FORM 8610-2 TEMPORARY CERTIFICATE SEAL SYMBOL CARD

DATE TEST COMPLETED	EXAMINER'S SIGNATURE	DESIGNATION NO.
---------------------	----------------------	-----------------

APPLICANT CERTIFICATION

THIS BLOCK MUST BE COMPLETED BY THE APPLICANT AT THE TIME OF ISSUANCE OF TEMPORARY CERTIFICATE (FAA FORM 8060-4)

A. HAVE YOU EVER HAD AN AIRMAN CERTIFICATE SUSPENDED OR REVOKED? NO Yes If "Yes," explain on an attached sheet.

B. HAVE YOU EVER BEEN CONVICTED FOR VIOLATION OF ANY FEDERAL OR STATE STATUTES PERTAINING TO NARCOTIC DRUGS, MARIJUANA, AND DEPRESSANT OR STIMULANT DRUGS OR SUBSTANCES? NO YES → DATE OF FINAL CONVICTION _____

I CERTIFY THAT THE STATEMENTS MADE BY ME ARE TRUE.

A. SIGNATURE (print and sign) _____ B. DATE XXXX/XXXX _____

FAA INSPECTOR'S REPORT

I HAVE -

EXAMINED THIS APPLICANTS PAPERS WITH THE INDICATED RESULT -

PERSONALLY TESTED THIS APPLICANT IN ACCORDANCE WITH PERTINENT PROCEDURES AND STANDARDS APPROVED PARACHUTE SEAL SYMBOL ASSIGNED _____

DISAPPROVED ANSWER SHEET GRADED (Military Competency)

DATE	INSPECTOR'S SIGNATURE	FAA DISTRICT OFFICE
XXXX/XXXX	Mr. FAA	XXXXXXXX

FIGURE 4. SAMPLE FAA FORM 8610-2, REPAIRMAN (LIGHT-SPORT AIRCRAFT) APPLICATION (MAINTENANCE RATING) (REVERSE SIDE)

Results of Oral and Practical Tests									
MECHANIC									
1. GENERAL - Airframe and Powerplant									
ORAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
QUES. NO.									
PRACTICAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
PROJ. NO.									
II. AIRFRAME STRUCTURES									
ORAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
QUES. NO.									
PRACTICAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
PROJ. NO.									
III. AIRFRAME SYSTEMS AND COMPONENTS									
ORAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
QUES. NO.									
PRACTICAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
PROJ. NO.									
IV. POWERPLANT THEORY AND MAINTENANCE									
ORAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
QUES. NO.									
PRACTICAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
PROJ. NO.									
V. POWERPLANT SYSTEMS AND COMPONENTS									
ORAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
QUES. NO.									
PRACTICAL TEST	PASS	<input type="checkbox"/>	EXPIRATION DATE:	FAIL	<input type="checkbox"/>				
PROJ. NO.									
DESIGNATED EXAMINER'S REPORT									
I have personally tested this applicant in accordance with pertinent procedures and standards, and									
I HAVE INDICATED THE RESULT AS:									
<input type="checkbox"/> APPROVED (Temporary Certificate Issued) <input type="checkbox"/> APPROVED (Temporary Certificate NOT Issued) <input type="checkbox"/> DISAPPROVED <input type="checkbox"/> FAR 65. 80 - ORAL / PRACTICAL PASSED									
ATTACHMENTS: <input type="checkbox"/> REPORT OF WRITTEN TEST <input type="checkbox"/> SUPERSEDED CERTIFICATE <input type="checkbox"/> LETTER <input type="checkbox"/> FAA FORM 8610-2 <input type="checkbox"/> TEMPORARY CERTIFICATE <input type="checkbox"/> SEAL SYMBOL CARD									
DATE TEST COMPLETED			EXAMINER'S SIGNATURE				DESIGNATION NO.		
APPLICANT CERTIFICATION									
THIS BLOCK MUST BE COMPLETED BY THE APPLICANT AT THE TIME OF ISSUANCE OF TEMPORARY CERTIFICATE (FAA FORM 8060-4)									
A. HAVE YOU EVER HAD AN AIRMAN CERTIFICATE SUSPENDED OR REVOKED? <input checked="" type="checkbox"/> NO <input type="checkbox"/> Yes If "Yes," explain on an attached sheet.									
B. HAVE YOU EVER BEEN CONVICTED FOR VIOLATION OF ANY FEDERAL OR STATE STATUTES PERTAINING TO NARCOTIC DRUGS, MARIJUANA, AND DEPRESSANT OR STIMULANT DRUGS OR SUBSTANCES? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES → DATE OF FINAL CONVICTION									
I CERTIFY THAT THE STATEMENTS MADE BY ME ARE TRUE.									
A. SIGNATURE (print and sign)					B. DATE XXXX/XXXX				
FAA INSPECTOR'S REPORT									
I HAVE -									
<input checked="" type="checkbox"/> EXAMINED THIS APPLICANTS PAPERS			WITH THE INDICATED RESULT -			PARACHUTE SEAL SYMBOL ASSIGNED _____			
<input type="checkbox"/> PERSONALLY TESTED THIS APPLICANT IN ACCORDANCE WITH PERTINENT PROCEDURES AND STANDARDS			<input checked="" type="checkbox"/> APPROVED			<input type="checkbox"/> ANSWER SHEET GRADED (Military Competency)			
<input type="checkbox"/> DISAPPROVED									
DATE			INSPECTOR'S SIGNATURE			FAA DISTRICT OFFICE			
XX/XX/XXXX			Mr. FAA			XXXXXXXXXX			

PARACHUTE RIGGER			
TYPE	SEAT	PASS <input type="checkbox"/>	FAIL <input type="checkbox"/>
	BACK	PASS <input type="checkbox"/>	FAIL <input type="checkbox"/>
	CHEST	PASS <input type="checkbox"/>	FAIL <input type="checkbox"/>
	LAP	PASS <input type="checkbox"/>	FAIL <input type="checkbox"/>
		PASS <input type="checkbox"/>	FAIL <input type="checkbox"/>

REMARKS

Oklahoma Driver's License #345578878
expires xx/xx/xxxx

**FIGURE 5. SAMPLE FAA FORM 8060-4, TEMPORARY AIRMAN CERTIFICATE
(INSPECTION RATING, WEIGHT-SHIFT-CONTROL AIRCRAFT)**

I. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION ii. TEMPORARY AIRMAN CERTIFICATE						III. CERTIFICATE NO. PENDING	
THIS CERTIFIES THAT IV. EDSEL WILLIAM FORD V. 1954 PIPER RD. NOWATA, OK 71370							
DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY	VI.
10-07-1954	68 IN.	200	BLONDE	BLUE	M	USA	
IX. has been found to be properly qualified and is hereby authorized in accordance with the conditions of issuance on the reverse of this certificate to exercise the privileges of <p style="text-align: center;">REPAIRMAN (LIGHT SPORT AIRCRAFT)</p>							
RATINGS AND LIMITATIONS XII. Inspection Weight-Shift-Control Aircraft N123LS Ser. NO 1234							
XIII. S A M P L E							
THIS IS <input checked="" type="checkbox"/> AN ORIGINAL ISSUANCE <input type="checkbox"/> A REISSUANCE OF THIS GRADE OF CERTIFICATE					DATE OF SUPERSEDED AIRMAN CERTIFICATE		
BY DIRECTION OF THE ADMINISTRATOR						EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO. (INSERT NUMBER)	
X. DATE OF ISSUANCE 03/15/2006			X. SIGNATURE OF EXAMINER OR INSPECTOR <i>/s/ George Smith</i>			DATE DESIGNATION EXPIRES NONE	

VII. AIRMAN'S SIGNATURE /s/ Edsel William Ford

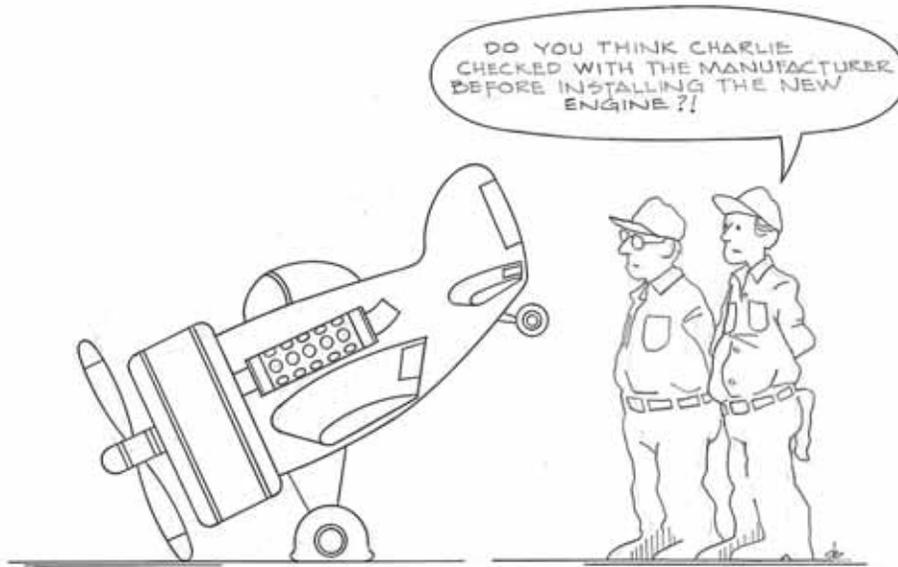
**FIGURE 6. SAMPLE FAA FORM 8060-4, TEMPORARY AIRMAN CERTIFICATE
(MAINTENANCE RATING, WEIGHT-SHIFT-CONTROL AIRCRAFT)**

I. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION ii. TEMPORARY AIRMAN CERTIFICATE						III. CERTIFICATE NO. PENDING	
THIS CERTIFIES THAT		IV. CHARLES SCHAFFER v. 1458 WEST CHELTENHAM AVE. PHILADELPHIA, PA 19114					
DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY	VI.
10-07-1959	72 IN.	170	BLACK	BLUE	M	USA	
IX. has been found to be properly qualified and is hereby authorized in accordance with the conditions of issuance on the reverse of this certificate to exercise the privileges of <p style="text-align: center;">REPAIRMAN (LIGHT SPORT AIRCRAFT)</p>							
RATINGS AND LIMITATIONS XII. MAINTENANCE WEIGHT-SHIFT-CONTROL AIRCRAFT							
XIII. SAMPLE							
THIS IS <input checked="" type="checkbox"/> AN ORIGINAL ISSUANCE <input type="checkbox"/> A REISSUANCE OF THIS DATE OF SUPERSEDED AIRMAN CERTIFICATE GRADE OF CERTIFICATE							
BY DIRECTION OF THE ADMINISTRATOR					EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO.		
X. DATE OF ISSUANCE		X. SIGNATURE OF EXAMINER OR INSPECTOR			(INSERT NUMBER)		
03/15/2006		<i>/s/ Rick Domingo</i>			DATE DESIGNATION EXPIRES NONE		

VII. AIRMAN'S SIGNATURE /s/ Charles Schaeffer

APPENDIX 3. FREQUENTLY ASKED QUESTIONS

“Making mistakes simply means you are learning faster.”—Weston H. Agor



1. Can Aircraft Such as J-3-Cubs, Cessna 120s, and Other Light 2-Place Type-Certificated (TC'd) Aircraft that Meet the Definition of Light-Sport Aircraft in Part 1 Be Maintained Like a Special Light-Sport Aircraft? No. While sport pilots may fly TC'd or experimental amateur-built aircraft that meet the definition of a light-sport aircraft, an aircraft previously issued a standard, primary, restricted, limited, or provisional airworthiness certificate (or an equivalent airworthiness certificate issued by a foreign country) cannot “cross over” and be certificated in the special light-sport category. Under certain very limited circumstances an aircraft previously issued an experimental certificate may be certificated as a special light-sport aircraft. Owners and operators of aircraft with standard airworthiness certificates must ensure that their aircraft have annual inspections, comply with ADs, and have work on the aircraft performed in accordance with 14 CFR parts 43, 65, and 91. Experimental amateur-built aircraft must still be inspected in accordance with the aircraft’s operating limitations.

2. Can a Cessna 150 Owner Obtain a Supplemental Type Certificate (STC) to Meet the Definition of a Light-Sport Aircraft? No. Although an owner may obtain an STC that causes an aircraft that previously did not meet the parameters of a light-sport aircraft to now meet those parameters (such as by lowering the maximum takeoff weight), that STC cannot be used to qualify the aircraft as a light-sport aircraft. The definition of light-sport aircraft clearly states that an aircraft must meet the parameters of a light-sport aircraft “since its original certification.” An STC for an aircraft such as a Cessna 150, which reduces the aircraft’s weight by removing seats, or by placarding fuel tanks for lower capacity, would fail to qualify the aircraft as a light-sport aircraft since the aircraft exceeded the parameters of a light-sport at some time since its original certification.

3. How Many Types of Light-Sport Aircraft Airworthiness Certificates Exist? Any aircraft that meets the definition of a light-sport aircraft may be issued any one of a number of airworthiness certificates. For example, a light-sport aircraft may be certificated in the standard or primary category, or as an experimental amateur-built aircraft. The FAA, however, issues two airworthiness certificates specifically for light-sport aircraft: the special airworthiness certificate in the light-sport category (SLSA) under § 21.190 and the experimental certificate for the purpose of operating a light-sport aircraft (ELSA) under § 21.191(i). Both special and experimental light-sport aircraft are issued a special (pink) airworthiness certificate, FAA Form 8130-7.

4. What Kinds of Aircraft May be Certificated as ELSA or SLSA?

a. Airplanes, gliders, lighter-than-air (balloons and airships), powered parachutes, weight-shift-control aircraft, and gyroplanes may be certificated as ELSA.

b. Airplanes, gliders, lighter-than-air (balloons and airships), powered parachutes, and weight-shift control aircraft may be certificated as SLSA. A special airworthiness certificate in the light-sport category can not be issued for a gyroplane because the FAA has determined that it will not accept a consensus standard for these aircraft at this time.

5. What Are the Inspection Requirements for an ELSA? The experimental certificate for the purpose of operating light-sport aircraft is issued for aircraft used for pleasure/personal flying only, with the exception of those aircraft used to conduct flight training under an FAA exemption under 14 CFR part 11. The inspection requirements for these aircraft are similar to those inspection requirements listed in the operating limitations for experimental amateur-built aircraft, which require the owner to perform an annual condition inspection.

6. What Are the Maintenance Requirements for an SLSA? An aircraft issued a special airworthiness certificate in the light-sport category is also issued a pink or special airworthiness certificate. These aircraft can not be used for compensation or hire, except to tow a glider or unpowered ultralight vehicle or to conduct flight training. Because the owner/operator of these aircraft can engage in these operations, a different set of maintenance requirements apply. For example, the aircraft must be maintained to an industry-developed consensus standard acceptable to the FAA, meet part 43 requirements, and comply with manufacturer's safety directives and FAA AD applicable to TC'd products installed on the aircraft.

7. What Is a Consensus Standard? A consensus standard is an industry developed standard that applies to aircraft design, production, and airworthiness. It is accepted by the FAA for the purpose of certifying light-sport aircraft. It includes, but is not limited to, standards for aircraft design and performance, required equipment, manufacturer quality assurance systems, production acceptance test procedures, operating instructions, maintenance and inspection procedures, identification and recording of major repairs and major alterations, and continued airworthiness.

8. How Many Different Repairman (Light-Sport Aircraft) Certificates Exist? There is only one certificate, repairman (light-sport aircraft), but two ratings may be placed on the certificate: inspection and maintenance.

9. What Tasks Can a Repairman (Light-Sport Aircraft) Perform with an Inspection

Rating? The repairman (light-sport aircraft) certificate is issued only to the owner of an aircraft issued an experimental certificate for the purpose of operating light-sport aircraft. This certificate allows the owner to perform the annual condition inspection required by his or her aircraft's operating limitations. Each FAA repairman certificate will identify the owner's aircraft by registration number, class, and serial number.

10. What Tasks Can a Repairman (Light-Sport Aircraft) Perform with a Maintenance

Rating? A repairman (light-sport aircraft) certificate with this rating allows the repairman to perform, for hire, annual condition inspections on aircraft issued experimental certificates for the purpose of operating light-sport aircraft under § 21.191(i). It also allows the repairman to approve for return to service an aircraft issued a special airworthiness certificate in the light-sport category under § 21.190 after performing maintenance, preventive maintenance, or an alteration, to include the required annual condition inspections on special light-sport aircraft in the class for which the repairman is rated. Additionally, under this rating, the repairman can work on and approve a special light-sport aircraft for return to service after completion of a manufacturer's safety directive or an AD on a TC'd product installed on the aircraft. These privileges are limited to the class of aircraft for which the repairman has received training, as identified on his or her FAA repairman certificate.

11. What Are the Limitations of a Light-Sport Repairman with a Maintenance Rating?

The maintenance rating is limited to performing maintenance, preventive maintenance, and alteration functions on ELSA and SLSA aircraft. These privileges do not extend to the performance of a major repair or major alteration on a product produced under an FAA approval. The aircraft's consensus standard specifies that the manufacturer of the aircraft determine what is a major repair and major alteration. The same consensus standard requires the manufacturer to determine what additional training is required for the repairman to be qualified to perform those tasks. The repairman should contact the manufacturer to determine if the major repair or major alteration is authorized and determine if additional training is needed before performing the task.

12. May Experience Earned as Repairman (Light-Sport Aircraft) with a Maintenance Rating Be Used to Meet the Experience Requirement in Part 65, § 65.77 for a Mechanic Certificate?

A repairman, (light-sport aircraft) with a maintenance rating may document time worked on light-sport aircraft. To apply for a mechanic certificate with airframe or powerplant rating, the repairman must document at least 18 months each of practical experience, working on either airframes or powerplants, or at least 30 months of practical experience working on airframes or powerplants concurrently. One month's practical experience is 160 hours of documented time. Documentation should be in a written format, such as a log showing the date and number of hours spent performing the work, type of work performed, and the registration number of the aircraft the work was performed on. The log entries must be verifiable, which can be accomplished by either statements and/or initials from the individual's employer or supervisor or owner of the aircraft following each entry in the repairman's logbook.

13. Can a Mechanic with Airframe and Powerplant Ratings Perform Inspections and Maintenance on Both ELSA and SLSA?

Yes. However, the mechanic must remember that when working on SLSA, the aircraft's consensus standard, maintenance manual, and instructions for continued airworthiness must be used instead of TC data. Furthermore, on special light-sport

aircraft both part 43 and the general privileges and limitations of § 65.81 still apply. To satisfy the requirements of § 65.81, the mechanic must be able to prove to an FAA inspector that he or she performed that work at an earlier date, was trained to do the work, or was supervised by another mechanic or repairman performing that task. If the mechanic cannot prove the fulfillment of at least one of the items listed above, he or she can take a practical test administered by an FAA inspector that proves their ability to perform the task, or take one of the FAA-accepted courses for the appropriate class of light-sport aircraft.

14. Why Is an ELSA or SLSA Signed-off as “In a Condition for Safe Operation” Rather Than “Airworthy” in Its Maintenance Records? Typically, the definition of the word “airworthy” means that an aircraft conforms to its FAA-approved type design and is in a condition for safe operation. Special and Experimental light-sport aircraft do not have an FAA-approved type design so the term “airworthy” is not used. Light-sport aircraft must be inspected and maintained in a “condition for safe operation.”

15. Who Is Primarily Responsible for Maintaining an Aircraft in a Condition for Safe Operation and for Keeping Maintenance Records? The owner or operator is responsible for these tasks.

16. How Is Aircraft “Time in Service” Defined and Recorded? Time in service, with respect to maintenance time records, means the time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing. Either a recording tachometer, or Hobbs meter may compute total time, or it can be based on the pilot’s recorded flying time. Total time in service should be recorded in the aircraft’s maintenance records at each condition inspection.

17. How Is a Major Alteration and Major Repair Defined?

a. A major alteration means an alteration not listed in the aircraft, aircraft engine, or propeller specifications:

(1) That 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.

b. A 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.

NOTE: For light-sport aircraft and associated products built under a consensus standard, the manufacturer determines what is a major repair or major alteration.

18. What Can “Calendar Year” Mean in Terms of Operating Limitations? Calendar year is not exactly 365 days long. It can be as long as 396 days. A calendar year runs to the last day of the 12th month after the previous inspection date. For example, if a light-sport aircraft was given an annual condition inspection on July 1, 2005, the aircraft would need another condition inspection on August 1, 2006, a year and 31 days later.