

## *Maintenance of LSA*

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### **WHAT DO I NEED TO DO TO ALLOW A LIGHT-SPORT REPAIRMAN (LSR) TO PERFORM THE CONDITION INSPECTION ON MY EXPERIMENTAL AMATEUR-BUILT (EAB) AIRCRAFT?**

Airworthiness certificates for EAB aircraft issued before Revision L of Order 8130.2, Airworthiness Certification of Aircraft, typically do not include operating limitation language that allows an LSR to perform the condition inspection on the aircraft.

In this case, the aircraft owner (or authorized agent) may request to amend the aircraft operating limitations to include light-sport repairmen as persons permitted to perform the annual condition inspection on the EAB. Amendment will update the aircraft's operating limitations to align with those in the current version of FAA Order 8130.2, Appendix D, Table D-1.

The registered owner (or agent) may request an amended airworthiness certificate by either of the following methods:

- Contact a [Flight Standards District Office](#) to request amendment of your aircraft's operating limitations; or
- Access the Aviation Safety Knowledge Management Environment (ASKME) Airworthiness Certification (AWC) application portal, and request an amended certificate here: <https://awc.faa.gov/AWCExternalApplicant/Splash/Index>

### **AS THE OWNER OF AN LSA, AM I REQUIRED TO COMPLY WITH A MANUFACTURER'S SAFETY DIRECTIVE THAT APPLIES TO MY AIRCRAFT?**

Although you are not required to comply with manufacturer safety directives, the FAA issued Special Airworthiness Information Bulletin (SAIB) number 2026-06, *Light-Sport Category Aircraft Continued Airworthiness*, on March 12, 2026, to strongly encourage you to do so.

The FAA also notes in the SAIB that 14 CFR § 91.7 prohibits any person from operating a civil aircraft unless it is in an airworthy condition. Where a safety-of-flight condition exists on an aircraft, that condition would need to be corrected for the aircraft to be considered in an airworthy condition to satisfy the 14 CFR § 91.7 requirement.

[SAIB 2026-06](#) is available through the FAA's Dynamic Regulatory System at [drs.faa.gov](https://drs.faa.gov).

### **AS THE OWNER OF AN LSA, AM I REQUIRED TO COMPLY WITH AN FAA AIRWORTHINESS DIRECTIVE THAT APPLIES TO MY AIRCRAFT?**

The FAA uses ADs to notify aircraft owners and operators of an unsafe condition and to require a method and timeframe for its correction. The FAA may issue an AD to any aircraft or aircraft product, including light-sport category and experimental aircraft, engines, or propellers.

If an AD has been issued that applies to your aircraft, as described in the AD's applicability statement, then you are required to comply with the AD under 14 CFR part 39. Refer to [AC 39-7](#), Airworthiness Directives, for additional information on ADs.

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### **I OWN A FLIGHT SCHOOL AND USE A LSA FOR INSTRUCTION. THE AIRCRAFT MANUFACTURER WENT OUT OF BUSINESS. I NEED TO PERFORM A MAJOR REPAIR, BUT THE PROCEDURES ARE NOT IN THE MANUAL FOR THAT SPECIFIC TASK. WHAT SHOULD I DO?**

14 CFR § 91.327(b)(4) requires that a major repair to your LSA be authorized by the manufacturer *or* a person acceptable to the FAA. Additionally, a major repair must be performed and inspected in accordance with maintenance and inspection procedures developed by the manufacturer *or* a person acceptable to the FAA.

The term “a person acceptable to the FAA,” as used in 14 CFR § 91.327, may include the following persons:

- A person who has assumed the Original Equipment Manufacturer’s (OEM) responsibilities.
- An FAA design approval holder (DAH) for a product or part installed on the aircraft.
- A person authorized by the manufacturer.
- A person meeting an industry-developed, FAA-accepted, third-party modifier consensus standard.
- Any other person found acceptable to the FAA

Since the manufacturer of your LSA is no longer in business, you will need to find a person acceptable to the FAA who is able to approve the major repair and provide associated maintenance and inspection procedures. For example, another company may acquire the aircraft design data and provide the necessary procedures for a repair compliant with the applicable consensus standards.

If the aircraft is unable to meet 14 CFR § 91.327(b)(4), you have the option to surrender your airworthiness certificate and apply for an experimental airworthiness certificate under 14 CFR 21.191(l) to have the aircraft repaired and restored to a condition for safe operation. However, 14 CFR § 91.319 prohibits using an experimental aircraft to provide instruction for hire.

Additional information on “a person acceptable to the FAA” will be included in AC 90-121 (available soon), in Chapter 5, Third Party Maintenance.