



U.S. Department
of Transportation
**Federal Aviation
Administration**

Advisory Circular

Subject:	CERTIFICATION OF A REPAIRMAN (GENERAL)	Date: 2/1/83	AC No: 65-24
		Initiated by: AWS-340	Change:

1. PURPOSE. This advisory circular (AC) provides information and guidance to the aviation public on the procedures for certification of a repairman. It also introduces a new concept for certification, wherein formal training may be substituted for experience.

2. RELATED FEDERAL AVIATION REGULATIONS (FAR). FAR Part 65, Sections 65.1, 65.11, 65.13, 65.15, 65.101, 65.103, 65.104, and 65.105; FAR Part 121, Sections 121.371, and 121.709; FAR 127, Sections 127.135, 127.319; FAR Part 135, Sections 135.429, and 135.443; FAR Part 145, Sections 145.41, 145.61, and 145.103. Federal Aviation Act of 1958, as amended, Section 602.

3. RELATED MATERIAL. AC 65-23, Certification of Repairmen (Experimental Aircraft Builders). Copies of this AC may be obtained by writing to the U.S. Department of Transportation, Publications Section, M-443.1, Washington, D.C. 20590.

4. BACKGROUND. FAR Part 65, Subpart E, provides the regulatory requirements for certification of repairmen. Due to a recent regulatory change, it has become necessary to provide a step-by-step procedure for certification of a repairman.

5. GENERAL. An applicant for a repairman certificate will normally be employed by a certificated repair station, manufacturer's maintenance facility, or a certificate holder operating under the provisions of FAR Parts 121, 127, or 135, and are not required to take a written, oral, or practical test.

a. When an applicant is employed by a certificate holder operating under the provisions of FAR Parts 121, 127, or 135 and that certificate holder operates a certificated repair station, the applicant will need only a single repairman certificate provided the ratings are identical for both organizations.

b. A repairman may be employed by more than one repair station. In this case the person will need a separate repairman certificate for each repair station if they are different companies.

c. An applicant for a repairman certificate who is employed by a person holding an air carrier operating certificate should be assigned to a position in which he/she is responsible for the work of a shop or department that performs maintenance; be authorized to perform required inspections or be authorized to sign the airworthiness release or log entry required by Sections 121.709, 127.319, or 135.443.

d. An applicant for a repairman certificate who is employed by a certificated repair station or manufacturer's maintenance facility should be at or above the level of shop foreman or department head and should be directly in charge of the maintenance function for which he/she is certificated.

6. ELIGIBILITY. To be eligible for a repairman certificate each applicant is required by Section 65.101 to:

a. Be at least 18 years of age;

b. Be specially qualified to perform maintenance on aircraft or components thereof, appropriate to the job for which he/she is employed;

c. Be employed for a specific job requiring those special qualifications by a certificated repair station, manufacturer's maintenance facility, or by a certificated commercial operator or certificated air carrier, that is required by its operating certificate or approved operations specifications to provide a continuous airworthiness maintenance program according to its maintenance manuals;

d. Be recommended for certification by his/her employer, to the satisfaction of the Administrator, as able to satisfactorily maintain aircraft or components, appropriate to the job for which he/she is employed;

e. Have one of the following:

1. Have at least 18 months of practical experience in the procedures, practices, inspection methods, materials, tools, machine tools, and equipment generally used in the maintenance duties of the specific job for which he/she is employed and certificated; or

2. Complete formal training that is acceptable to the Administrator, and is specifically designed to qualify the applicant for the job in which the applicant is to be employed; and

f. Be able to read, write, speak, and understand the English language, or, in the case of an applicant who does not meet these requirements and who is employed outside the United States by a certificated repair station, a certificated U.S. commercial operator, or a certificated U.S. air carrier, described in paragraph c, have his/her certificate endorsed "Valid only outside the United States."

7. EXPERIENCE. The 18 months of practical experience required for certification of a repairman should not be computed from experience gained as a student

mechanic. Practical experience should be documented through the use of employment records or military service records that show in detail the specialized experience gained in the specific job for which the repairman applicant applies.

8. TRAINING IN LIEU OF EXPERIENCE. In the past, the only means of obtaining a repairman certificate was by presentation of a letter of recommendation from the repair station, manufacturer's maintenance facility, or person holding an air carrier operating certificate indicating that the applicant has had at least 18 months of specialized experience in the specific job in which he/she is to be employed. A new concept has been introduced which provides for certification of repairmen utilizing formal training that is acceptable to the Administrator in lieu of experience. Formal training acceptable to the Administrator includes:

a. Current specialized formal training for a specific job when it is accomplished by the manufacturer of the product or by an FAA certificated agency such as a repair station or the holder of an air carrier operating certificate, or aviation maintenance technician school, or an accredited college or university.

b. Training which has been submitted to the Flight Standards field office having jurisdiction over the area in which the training is to be conducted, and found acceptable. The training should contain the following:

(1) A complete curriculum for the specialized training to be given.

(2) A breakdown of the number of hours to be spent in training including a breakdown of the hours spent in a classroom and the hours spent in a shop or laboratory.

(3) A breakdown of the grading system to be used and a schedule of phase testing and final testing.

(4) A method of showing that a student has successfully completed the current specialized training, including the number of hours the student completed and the student's final examination grade.

c. Training given on a continuing basis need be submitted to the Flight Standards field office having jurisdiction over the training facility only once for evaluation unless substantial curriculum changes are made at a later date.

d. Training conducted at a training facility under a controlled environment should be designed so that a majority of the training time is spent in shop or laboratory instruction.

e. Training conducted in accordance with a curriculum and designed so that it will encompass all of the basic knowledge required for the specialized job function for which the training is given should include the procedures, practices, inspection methods, materials, tools, machine tools, and equipment normally used in the maintenance function of the specific job for which the

training was conducted. This training should not be mistaken for training obtained for a mechanic certificate with an airframe or powerplant rating and should not be confused with on-the-job-training.

9. RATINGS. Repairman ratings should coincide with the specialized skill or talent required for the specific job for which the person is employed to perform or supervise. In no case will a repairman certificate be issued to circumvent an applicant obtaining a mechanic certificate with appropriate ratings.

a. When employed by a certificated repair station, the repairman rating should coincide only with the ratings held by the repair station which require specialized training such as gyro instruments, propeller overhaul, argon heliarch welding, nondestructive testing, etc.

b. When employed by a person holding an air carrier operating certificate, the repairman ratings should correspond to the speciality or shop in which they perform or supervise, such as, hydraulic component overhaul, landing gear overhaul, special inspections, turbine disc overhaul, etc.

10. REPAIRMAN PRIVILEGES. The holder of a repairman certificate employed by a certificated repair station, a manufacturer's maintenance facility, or the holder of an air carrier operating certificate may perform or supervise the maintenance, preventive maintenance, or alteration of aircraft or aircraft components appropriate to the job for which the repairman was employed and certificated. Unless the repairman understands the current instructions of the certificate holder by whom he/she is employed and the manufacturer's instructions for continued airworthiness, that person may not perform or supervise duties under his/her repairman certificate. A certificated repairman employed by a person holding an air carrier operating certificate may sign the release or entry only for the work for which he/she is employed and certificated as required by Sections 121.709(b)(3), 127.319(b)(3), and 135.443(b)(3).

11. APPLICATION PROCEDURE For each repairman rating desired an applicant should submit:

a. An original of FAA Form 8610-2, Airman Certificate and/or Rating Application, with all appropriate items in Sections I through IV completed. The repairman box should be checked on the top of the form and the rating sought should be typed underneath. Figures 1, 2, and 3 illustrate a properly completed form.

b. A letter of recommendation is required from the applicant's employer for each rating for which application is made. The letter of recommendation should clearly state that the applicant meets the requirements of Sections 65.101, 145.39, 145.41, and 145.43. The letter of recommendation should clearly state the specialized job the applicant will perform or supervise,

the total amount of experience or training the applicant has in the specialized job and a statement that the repair station or person holding an air carrier operating certificate has a need for the applicant as a repairman.

Note: In recommending to the Administrator, the repair station, manufacturer's maintenance facility, or person holding an air carrier operating certificate should recommend only qualified person(s) that have the required experience or specialized training for the specialized job for which they are to be employed.

c. The Federal Aviation Act of 1958, Title VI, Section 602, provides for the Administrator to issue airman certificates specifying the capacity in which the airman is authorized to serve, if the Administrator finds, after investigation, that the applicant for an airman certificate possesses the proper qualification and is physically able to perform the duties of the certificate desired. Investigation by the Administrator could entail a thorough check of the applicant's employment records, military records, formal training records, or direct testing to assure that the applicant has the required experience or formal training for the specialized repairman rating applied for.

12. APPLICATION DISAPPROVAL. If an applicant for a repairman certificate is disapproved, the application and letter of recommendation will be returned to the applicant. The returned documents will be accompanied by a letter of explanation to the applicant and will explain the exact portions of the FAR that the applicant did not meet.

13. REISSUANCE OR CHANGE IN RATING. When the application is for reissuance or a change in rating, the certificate number, date of issue, and appropriate ratings will be transcribed to the appropriate spaces on the temporary certificate exactly as they appear on the holder's Airman Certificate, AC Form 8060-1. The superseded certificate will be attached to the application and forwarded with the file.

14. SURRENDERED CERTIFICATES. When a repairman is relieved from, or no longer performs the duties for which he/she was employed, the repairman certificate is no longer effective and must, under Section 65.15(d), be returned to the Administrator.



M. C. Beard
Director of Airworthiness

FIGURE 1. AIRMAN CERTIFICATE AND/OR RATING APPLICATION

TEAR OFF BEFORE USE	DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION AIRMAN CERTIFICATE AND/OR RATING APPLICATION-PRIVACY ACT	SUPPLEMENTAL INFORMATION
<p>This supplements the form appearing below, Airman Certificate and/or Rating Application.</p> <p>The information on the form is solicited under authority of the Federal Aviation Regulations, Part 65.</p> <p>Submission of all the data is mandatory except for Social Security Account Number which is voluntary.</p> <p>The purpose of this information is to establish eligibility for certification and/or airman rating.</p> <p>The data will be used to identify and evaluate your qualifications and eligibility for the issuance of an airman certificate and/or rating.</p> <p>Certification cannot be completed unless the data is complete.</p> <p>Disclosure of your Social Security Account Number is optional. Disclosure will facilitate maintenance of your records which are maintained in alphabetical order and cross referenced with your SSAN and airman number to provide prompt access. In event of nondisclosure a unique number will be assigned to your file.</p>		

FAA FORM 8610-2 (10-76) THIS PART SUPERSEDES FAA FORM 8000-33

Detach this part before using form below

No certificate may be issued unless a completed application form has been received (14 C.F.R. 65)

Form Approved OMB No. 04-R005

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FAA Form 8610-2 (10-76) SUPERSEDES FAA FORM 8310-2 AND FAA FORM 8000-33

FIGURE 2. AIRMAN CERTIFICATE AND/OR RATING APPLICATION

FAA Form 8610-2 (10-75) SUPERSEDES FAA FORM 8310-2 AND FAA FORM 8000-13

FIGURE 3. AIRMAN CERTIFICATE AND/OR RATING APPLICATION

No certificate may be issued unless a completed application form has been received (14 C.F.R. 65).

Form Approved OMB No. 04-R0085

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