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of Transportation**

Federal Aviation
Administration

Advisory Circular

Subject: Certification of Repairmen
(Light-Sport)

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Change:

This advisory circular (AC) provides guidance to assist persons in obtaining a repairman certificate (light-sport) with a maintenance and/or inspection rating, including guidance on the privileges and limitations of repairman certificates (light-sport) and related requirements. This AC also provides guidance for training course providers on obtaining the Federal Aviation Administration's (FAA) acceptance of light-sport repairman training courses. This is a guidance document. Its content is not legally binding in its own right and will not be relied upon by the Department as a separate basis for affirmative enforcement action or other administrative penalty. Conformity with the guidance document is voluntary only. Nonconformity will not affect rights and obligations under existing statutes and regulations.

A handwritten signature in black ink, appearing to read "Hugh Thomas".

Hugh Thomas for
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Executive Director, Flight Standards Service

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CHAPTER 1. INTRODUCTION

- 1.1 Purpose of This Advisory Circular (AC).** This AC provides guidance to assist persons in obtaining a repairman certificate (light-sport) with a maintenance and/or inspection rating, in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part [65](#) subpart [E](#), §§ [65.107](#) and [65.109](#). This AC also provides guidance for training course providers on obtaining the Federal Aviation Administration's (FAA) acceptance of repairman (light-sport) training courses in accordance with 14 CFR § 65.107(c), (d), (e), and (g).

Note: This is a guidance document. Its content is not legally binding in its own right and will not be relied upon by the Department as a separate basis for affirmative enforcement action or other administrative penalty. Conformity with the guidance document is voluntary only. Nonconformity will not affect rights and obligations under existing statutes and regulations.

- 1.2 Audience.** The intended audience for this AC is members of the public who hold or seek a repairman certificate (light-sport) with a maintenance and/or inspection rating; training course providers developing training courses for light-sport repairman certification; and other persons seeking information on the training, privileges, and limitations of a repairman certificate (light-sport).
- 1.3 Where You Can Find This AC.** You can find this AC on the FAA's website at https://www.faa.gov/regulations_policies/advisory_circulars and the Dynamic Regulatory System (DRS) at <https://drs.faa.gov>.
- 1.4 What This AC Cancels.** AC 65-32A, Certification of Repairmen (Light-Sport Aircraft), dated February 8, 2013, is canceled.
- 1.5 Principal Changes.** This AC incorporates new and revised content to reflect changes made to 14 CFR part 65 subparts [A](#) and [E](#) and 14 CFR part [91](#), as related to the issuance, effectivity, privileges, and limitations of a repairman certificate (light-sport). The revision reflects changes made in the Modernization of Special Airworthiness Certification (MOSAIC) final rule, Rulemaking Identification Number (RIN) 2120-AL50, Docket Number FAA-2023-1377.
- 1.6 Applicability.** This AC is applicable to the certification of light-sport repairmen in accordance with 14 CFR part 65 subpart E.
- 1.7 Background.**
- 1.7.1 2002 Notice of Proposed Rulemaking (NPRM).** On February 5, 2002, the FAA published the Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft NPRM in the Federal Register ([67 FR 5368](#)). In the NPRM, the FAA proposed requirements for the certification, operation, maintenance, and manufacture of light-sport aircraft (LSA). The FAA stated this action was necessary to address advances in sport and recreational aviation technology, gaps in the existing regulations, and several petitions for rulemaking and for exemptions from existing regulations. The intended effect of the action was to

provide for the manufacture of safe and economical aircraft and to allow operation of these aircraft by the public in a safe manner.

- 1.7.2** 2004 Final Rule. On July 27, 2004, the FAA published the Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft final rule ([69 FR 44772](#)). The final rule created new regulations for the manufacture, certification, operation, and maintenance of LSA, including certification requirements for a repairman certificate (light-sport aircraft) under 14 CFR part 65 subpart E, § 65.107. The rule became effective September 1, 2004. As discussed in the 2004 final rule, the FAA established training requirements for a repairman certificate (light-sport aircraft) because owners of these aircraft cannot show that the owner manufactured the major portion of the aircraft, unlike a builder of an experimental amateur-built aircraft, and therefore cannot show that the owner would have the skill necessary to inspect and maintain the LSA.
- 1.7.3** Expanded Regulations. The 2004 final rule was successful in encouraging innovation in LSA. According to FAA Registry data as of January 2023, over 200 models and 5,321 aircraft have been designed and manufactured among the various classes of aircraft as an outgrowth of the regulations adopted in the 2004 final rule. In addition, FAA airman certification databases show that approximately 1,500 light-sport repairmen with a maintenance rating, and 10,000 light-sport repairmen with an inspection rating have been certificated. The FAA viewed the safety record of light-sport category aircraft operations as validation of the original certification requirements and as support for expanding eligibility for aircraft certifications, airmen certificate privileges, and related operating privileges. As a result, the FAA identified an opportunity to expand the regulations adopted by the 2004 final rule to include a wider variety of aircraft, with increased performance and operating privileges, to extend these safety benefits to more aircraft. On July 24, 2023, the FAA published the MOSAIC NPRM in the Federal Register ([88 FR 47650](#)). In 2025, the FAA published the MOSAIC final rule in the Federal Register. Refer to RIN 2120-AL50, Docket Number FAA-2023-1377, for specific FR citation.

1.8 Discussion.

- 1.8.1** Establishment of Repairman Certificate (Light-Sport Aircraft). The 2004 final rule established a definition for “light-sport aircraft” in 14 CFR § [1.1](#), continuing airworthiness requirements in 14 CFR § [91.327](#), and regulations in 14 CFR part 65 to provide training and certification requirements for applicants to hold a repairman certificate (light-sport aircraft), among other related requirements. A repairman certificate (light-sport aircraft) is issued with inspection and/or maintenance ratings to permit qualified persons, in addition to appropriately rated mechanics and repair stations, to perform maintenance on LSA that hold a special light-sport Airworthiness Certificate or an Experimental Airworthiness Certificate. The FAA envisioned this certificate would facilitate the maintenance of these aircraft by their owners and operators.
- 1.8.2** Expanding Light-Sport Repairmen Regulations. The FAA initiated the MOSAIC rulemaking to revise the certification requirements for light-sport category aircraft to include eliminating weight limits; increasing the allowable number of seats, maximum

allowable airspeed, and airplane stalling speed; and eliminating limitations on the categories and classes of eligible aircraft, propellers, and landing gear. New regulations expanded the categories and classes of aircraft and design features that could be inspected or maintained by the holder of a light-sport repairman certificate.

1.8.3 Overview of 2023 NPRM Repairmen Proposals. In the 2023 MOSAIC NPRM, the FAA proposed to eliminate the 14 CFR § 1.1 definition for “light-sport aircraft,” which resulted in a corresponding proposal to revise the title of the “repairman certificate (light-sport aircraft)” to “repairman certificate (light-sport).” The FAA proposed to allow for issuance of a repairman certificate (light-sport) for new types of aircraft eligible for a light-sport category Airworthiness Certificate, such as rotorcraft and powered-lift. Additionally, the FAA proposed to remove the hours-based training requirements for obtaining a maintenance rating and instead require applicants to have completed a training course, accepted by the FAA, that aligns with the Mechanic Airman Certification Standards (ACS). The FAA proposed the maintenance rating training course to include only those subject areas and knowledge, risk management, and skill elements of the Mechanic ACS that are appropriate to the category of aircraft the training course covers. The FAA also proposed to codify existing FAA policy for light-sport repairman training course providers to administer an examination; provide a Certificate of Completion; and provide facilities, equipment, materials, and instructors appropriate to the training course content being taught.

1.8.4 Overview of 2025 Final Rule Repairmen Regulations. The MOSAIC final rule largely adopted the proposed regulations. In addition, the final rule included codification to address certificate equivalency due to the certificate title change and changing terminology from class to category of aircraft. The final rule also revised and adopted certain training course requirements, including: determination that existing training courses, with the exception of two glider courses, do not need to be revised and resubmitted for FAA acceptance; certain revisions for glider courses and resulting effective date periods; an allowance for training course providers to develop training courses for the helicopter and gyroplane classes and the airship and balloon classes; and allowances to perform the required condition inspection on amateur-built aircraft that are in the aircraft category and class (as applicable) on which the repairman was trained.

1.8.5 Terminology Changes. The following terminology was used in FAA guidance materials prior to the effective date of the MOSAIC final rule and is no longer used in this AC:

1. **Light-Sport Aircraft (LSA).** This term referred to aircraft that meet the definition of “light-sport aircraft” in 14 CFR § 1.1. However, this term is often used by the aviation industry and in consensus standards to refer broadly to aircraft that are certificated in accordance with 14 CFR § [21.190](#) or § [21.191\(i\)](#), (k), or (l). The MOSAIC final rule removed the “light-sport aircraft” definition from 14 CFR § 1.1 and therefore, it is not used in this AC except within a historical context.
2. **Special Light-Sport Aircraft (SLSA).** This term and acronym referred to aircraft issued a Special Airworthiness Certificate under 14 CFR § 21.190. Consensus standards or other documents may continue to use this term/acronym to refer to aircraft certificated under 14 CFR § 21.190.

3. Experimental Light-Sport Aircraft (ELSA). This term and acronym referred to aircraft issued an Experimental Airworthiness Certificate for an operating purpose described under 14 CFR § 21.191(i). These aircraft are now referred to by the specific regulation the certificate is issued under (i.e., 14 CFR § 21.191(i)(1), (2), or (3)). Consensus standards or other documents may continue to use the “ELSA” term/acronym to refer to aircraft certificated under 14 CFR § 21.191(i), (k), or (l).

1.9 AC Feedback Form. For your convenience, the AC Feedback Form is the last page of this AC. Note any deficiencies found, clarifications needed, or suggested improvements regarding the contents of this AC on the Feedback Form.

CHAPTER 2. REPAIRMAN CERTIFICATE (LIGHT-SPORT) ELIGIBILITY AND ISSUANCE

2.1 Repairman Certificate (Light-Sport). Title 14 CFR part [65](#) provides the requirements for certification of airmen other than flight crewmembers, including certification of a repairman (light-sport) (i.e., light-sport repairman) in subpart [E](#). The specific training requirements are, first, dependent on whether an applicant seeks an inspection rating or a maintenance rating, and second, dependent on the category and applicable class of aircraft for which the person intends to exercise the privileges of the certificate.

2.1.1 Light-Sport Repairman Ratings. Under 14 CFR § [65.107\(a\)](#), the following ratings may be issued on a repairman certificate (light-sport):

- Inspection rating.
- Maintenance rating.

2.1.2 Aircraft Category Privileges. Light-sport repairman certificate privileges are based on the applicant's training on the aircraft category for which the holder intends to exercise the privileges of the certificate. The FAA limits category privileges on a light-sport repairman certificate to a class when the airman/applicant has only completed training specific to a class within a category.

2.1.2.1 As used with respect to the certification, ratings, privileges, and limitations of airmen, 14 CFR § [1.1](#) defines:

- Category as a broad classification of aircraft (e.g., airplane, rotorcraft, glider, lighter-than-air); and
- Class, as a classification of aircraft within a category having similar operating characteristics.

2.1.2.2 A light-sport repairman certificate may be issued with the following aircraft category privileges, dependent on the training completed by the applicant, pursuant to 14 CFR § 65.107:

- Airplane.
- Rotorcraft. Privileges in this category may be limited to the helicopter or gyroplane class of aircraft, depending on the training completed by the airman/applicant.
- Glider. Privileges in this category includes privileges on both powered and unpowered types of gliders.
- Lighter-than-air. Privileges in this category may be limited to the airship or balloon class of aircraft, depending on the training completed by the airman/applicant.
- Powered-lift.

- Powered parachute.
- Weight-shift-control aircraft.

2.1.2.3 A light-sport repairman certificate may be issued with the following aircraft class limitations, dependent on the training completed by the applicant, pursuant to 14 CFR § 65.107:

- Rotorcraft: Limited to gyroplanes.
- Rotorcraft: Limited to helicopters.
- Lighter-than-Air: Limited to balloons.
- Lighter-than-Air: Limited to airships.

2.2 Certificate Equivalency After MOSAIC Final Rule. The MOSAIC rulemaking adopted a title change to the light-sport repairman certificate from “repairman certificate (light-sport aircraft)” to “repairman certificate (light-sport).” Additionally, in 14 CFR § 65.107(f), Certificate Issuance and Equivalency, the regulation states that light-sport repairman certificates are issued with category privileges that may be issued class limitations within the category, depending on the training completed by the airman. Certificates issued prior to the final rule effective date are equivalent to certificates issued after the applicable effective date, and repairmen are not required to request a certificate with the new title or rating/privilege equivalency, as specified in:

- Title 14 CFR § 65.107(f)(2), a repairman certificate (light-sport aircraft) that was issued before and was valid on the applicable effective date of the MOSAIC final rule (90 days after final rule publication), is equivalent to a repairman certificate (light-sport) with the same ratings.
- Title 14 CFR § 65.107(f)(3), aircraft class privileges issued on a repairman certificate (light-sport aircraft) before and valid on the applicable effective date of the MOSAIC final rule (90 days after final rule publication), are equivalent to aircraft category privileges, except as provided in 14 CFR § 65.107(f)(4).
- Title 14 CFR § 65.107(f)(4), a repairmen certificate (light-sport aircraft) with an inspection rating and gyroplane class privileges issued before and valid on the applicable effective date of the MOSAIC final rule (90 days after final rule publication), is equivalent to a repairman (light-sport) certificate with an inspection rating and rotorcraft category privileges limited to the gyroplane class.

Note: Certificates issued after the effective date of the final rule will display the new certificate title and reflect category privileges and class limitations as applicable, dependent on the training completed by the repairman.

2.3 Light-Sport Repairman Certificate Duration. A light-sport repairman certificate or rating is effective until surrendered, suspended, or revoked, in accordance with 14 CFR § [65.15](#).

2.4 General Eligibility Requirements. The general eligibility requirements for all applicants for a repairman certificate (light-sport) are prescribed in 14 CFR § 65.107(b). An applicant for a light-sport repairman certificate must:

- Be at least 18 years old;
- Be able to read, speak, write, and understand English;
- Complete a training course pursuant to 14 CFR § 65.107(c) or (d), as applicable to the rating sought;
- Pass a written test administered by the training course provider that covers the contents of the course pursuant to 14 CFR § 65.107(c) or (d), as applicable to the rating sought; and
- Present documentary evidence of completion of an FAA-accepted training course required by 14 CFR § 65.107(b)(3) and passage of the written test required by 14 CFR § 65.107(b)(4), to the Administrator. Completing the course and passing the test will demonstrate an applicant possesses the requisite skill to determine whether an aircraft is in a condition for safe operation.

Note: The FAA accepts a Certificate of Completion, issued by a training course provider for completion of an FAA-accepted training course in accordance with 14 CFR § 65.107(e)(3) as evidence of completion of both the training course and test. Other documentary evidence may also be acceptable as discussed in paragraph [2.10](#).

2.4.1 Age Limitation. An applicant must be 18 years of age to be issued a light-sport repairman certificate under 14 CFR § 65.107(b)(1). The regulation does not preclude an individual from completing the required training and testing prior to age 18. In this case, the individual would be required to wait until on or after their 18th birthday to be eligible and apply for a light-sport repairman certificate.

2.4.2 English Language Limitation. A light-sport repairman applicant must be able to read, write, speak, and understand English under 14 CFR § 65.107(b)(2). The FAA publishes English language standards in AC [60-28](#), FAA English Language Standard for an FAA Certificate Issued Under 14 CFR Parts 61, [63](#), 65, and [107](#). An applicant who cannot read, write, speak, or understand English would not be eligible for a light-sport repairman certificate unless granted an exemption from the 14 CFR § 65.107(b)(2) requirement, to include instances when the reason is due to a medical issue. See paragraph [2.12](#) for additional information on submitting an exemption petition.

2.5 Training Requirements for an Inspection Rating. The training requirements for a light-sport repairman applicant seeking an inspection rating are prescribed in 14 CFR § 65.107(c). To obtain an inspection rating on a light-sport repairman certificate, a person must complete a 16-hour training course accepted by the Administrator on inspecting the category and class (as applicable) of experimental aircraft for which the person intends to exercise the privileges of the rating.

2.5.1 Inspection Rating 16-Hour Training Course. This course is designed to train an individual owner with no background in aviation maintenance or inspection to satisfactorily perform a condition inspection on a particular aircraft category and class (as applicable) of experimental light-sport or amateur-built aircraft and, based on that inspection, make a determination if the aircraft is safe to fly. See Chapter [3](#), Light-Sport Aircraft Repairman Certificate Training Courses, for additional discussion on training course requirements and information for training course providers.

2.5.1.1 The course must teach a basic understanding of the regulations applicable to the privileges and limitations of the light-sport repairman certificate and the regulations relating to maintenance and inspection of the aircraft category and class (as applicable) for which the certificate privileges apply.

Note: The requirements in 14 CFR Part [43](#), Maintenance, Preventive Maintenance, Rebuilding and Alteration, do not apply to aircraft on which a light-sport repairman with an inspection rating has certificate privileges for per 14 CFR § [43.1](#), Applicability.

2.5.1.2 To be issued a Certificate of Completion for the training, a student must complete the training and pass a written test administered by the training course provider pursuant to 14 CFR § 65.107(e).

2.5.1.3 Training course providers must deliver the training course using facilities, equipment, and materials appropriate to the training course taught, as required by 14 CFR § 65.107(e)(1).

2.5.1.4 Training course providers must deliver the training course using instructors that are appropriately qualified to teach the course content, as required by 14 CFR § 65.107(e)(2).

2.5.1.5 Inspection rating glider category training must include training on both powered and unpowered gliders because the regulations do not differentiate between powered and unpowered gliders within the glider category (e.g., by aircraft class or operational privileges).

2.5.1.5.1 Title 14 CFR § 65.107(g) permits training course providers to deliver glider training courses that were FAA-accepted before the first effective date of the MOSAIC final rule (90 days after publication in the Federal Register) up to the second effective date of the MOSAIC final rule (365 days after publication in the Federal Register). After such date, a training provider may only deliver a training course that has been accepted by the Administrator and includes training course content on both powered and unpowered gliders.

2.5.1.5.2 A Certificate of Completion for inspection rating glider training issued to a student prior to the second effective date of the MOSAIC final rule will continue to provide eligibility for an inspection rating with glider category privileges (i.e., training does not expire).

Note: The course requirements and course content for an inspection rating training course are discussed in Chapter 3 and Chapter 4, Training Course FAA-Acceptance. A list of current FAA-accepted training courses is available at https://www.faa.gov/aircraft/gen_av/light_sport/LSA_repairmen_courses. Concerns with an FAA-accepted training course or with course provider delivery of a training course can be directed to the FAA Aircraft Maintenance Division at 9-AWA-AFS-300-Correspondence@faa.gov or to a Flight Standards District Office (FSDO).

2.5.2 Certificate of Completion for an Inspection Rating Training Course. Under 14 CFR § 65.107(e)(3), training course providers must issue each student a Certificate of Completion after the student has completed the training required for an inspection rating and has passed the required written test. Therefore, the FAA considers a Certificate of Completion issued by a training course provider for completion of an FAA-accepted training course as evidence of completion of the training course and passage of the written test. The Certificate of Completion is a means to demonstrate to the FAA that the applicant has met 14 CFR § 65.107(b)(3) and (4). Pursuant to 14 CFR § 65.107(e)(3)(i) through (v), the Certificate of Completion must include, at least, the:

- Student's name;
- Name of the training provider;
- FAA course acceptance number;
- Rating applicable to the training course (i.e., inspection rating);
- Aircraft category and class (as applicable) the training was based on (e.g., airplane, glider, rotorcraft-gyroplane, Lighter-than-air – balloon, etc.); and
- Date of training completion.

2.5.2.1 A Certificate of Completion issued by a training course provider for an FAA-accepted light-sport repairman training course does not expire. While a training course may no longer be offered, completed training will continue to provide eligibility towards a light-sport repairman certificate.

2.6 Privileges and Limitations of an Inspection Rating. The privileges and limitations of a light-sport repairman certificate with an inspection rating are prescribed in 14 CFR § [65.109\(a\)](#). The holder of a light-sport repairman certificate with an inspection rating may only perform the annual condition inspection on an aircraft that the repairman owns, that is in the same aircraft category and class (as applicable) for which the owner completed the required training on, and if that aircraft that has an Experimental Airworthiness Certificate in accordance with 14 CFR § [21.191\(g\)](#), (i), (k), or (l). This includes the following aircraft:

- An amateur-built aircraft issued an Experimental Airworthiness Certificate in accordance with 14 CFR § 21.191(g);
- An aircraft that was issued an Experimental Airworthiness Certificate on or before January 31, 2008, for an aircraft that does not meet the provision of 14 CFR § [103.1](#) in accordance with 14 CFR § 21.191(i)(1);
- A kit-built light-sport aircraft issued an Experimental Airworthiness Certificate in accordance with 14 CFR § 21.191(i)(2) or (k); and
- A former light-sport category aircraft issued an Experimental Airworthiness Certificate in accordance with 14 CFR § 21.191(i)(3) or (l).

2.6.1 Summary of Inspection Rating Privileges and Limitations. Table 2-1, Repairman Certificate (Light-Sport) Inspection Rating Summary of Privileges and Limitations, summarizes the privileges and limitations of an inspection rating.

Note: Given the specific delineation of aircraft with Experimental Airworthiness Certificates in 14 CFR § 65.109, a light-sport repairman may not inspect or maintain an aircraft holding a Standard Airworthiness Certificate. Light-sport repairman privileges do not extend to the performance or approval of maintenance on aircraft issued a Standard Airworthiness Certificate, regardless of whether the aircraft can be operated by the holder of a sport pilot certificate (e.g., Piper J-3 Cub, Aeronca Champ, Taylorcraft).

Table 2-1. Repairman Certificate (Light-Sport) Inspection Rating Summary of Privileges and Limitations

Repairman Certificate (Light-Sport) Inspection Rating Summary of Privileges and Limitations (14 CFR § 65.109(a))	
Privileges	Perform an annual condition inspection.
Limitations	Certificate privileges are limited to: • Aircraft owned by the repairman; • Aircraft that have an experimental certificate issued in accordance with 14 CFR § 21.191(g), (i), (k), or (l); and • Aircraft in the same aircraft category and class (as applicable) on which the repairman was trained, as listed on the certificate.

2.6.2 Ownership.

- 2.6.2.1** The holder of a light-sport repairman certificate with an inspection rating may perform the annual condition inspection on an aircraft that person owns pursuant to 14 CFR § 65.109(a)(1) (and the other conditions therein).
- 2.6.2.2** If the aircraft is registered to someone other than an individual (e.g., a Limited Liability Company (LLC), a personal or family trust, etc.), the repairman must evidence ownership by being listed in the aircraft's ownership documents and

meeting the requirements for aircraft registration in 14 CFR part [47](#) as an individual to exercise the privileges of 14 CFR § 65.109(a)(1). The FAA Aircraft Registration Branch provides information and interpretations on ownership questions at https://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry, and the Aircraft Registration Legal Opinions web page at https://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_opinions.

2.6.2.3 Ownership is not a certificate or rating eligibility requirement; ownership is a limitation of the certificate and rating privileges. The FAA will not deny a certificate or rating based on whether an applicant owns an aircraft certificated under 14 CFR § 21.191(g), (i), (k), or (l).

2.6.2.4 Light-sport repairman certificates with an inspection rating that were issued with the registration number (N-number) and serial number (S/N) of owned aircraft remain valid. If the airman/applicant requests a replacement certificate for any reason, the N-number and S/N previously identified on the certificate will not be included on the replacement. The certificate limitation regarding ownership specified in 14 CFR § 65.109(a) must be respected by the repairman.

2.6.3 Annual Condition Inspection. Aircraft that hold an Experimental Airworthiness Certificate under 14 CFR § 21.191 are issued operating limitations in accordance with 14 CFR § [91.319](#). Through these operating limitations, the FAA typically requires the aircraft to have been found to be in a condition for safe operation after having a condition inspection within the 12 months preceding aircraft operation, which would be performed in accordance with the scope and detail of 14 CFR part 43 appendix [D](#).

Note: An owner-repairman must refer to the aircraft operating limitations issued to the specific aircraft to ensure compliance with applicable limitations.

2.6.4 Inspection Rating Gyroplane Privileges.

2.6.4.1 The FAA no longer issues an inspection rating with “Gyroplane” class privileges. As described in paragraph [2.1.2](#), the FAA issues light-sport repairman privileges with category privileges limited to a class within that category, depending on the training completed by the repairman applicant.

2.6.4.2 A light-sport repairman certificate with an inspection rating for “Inspection-Gyroplane,” issued before the MOSAIC final rule became effective, is equivalent to an inspection rating for “Inspection–Rotorcraft, Limited to Gyroplane” after the MOSAIC final rule became effective, as described in 14 CFR § 65.107(f)(4).

2.6.4.3 Existing holders of an inspection rating with gyroplane class privileges may, but are not required to, request a replacement certificate with “rotorcraft” category privileges with the gyroplane limitation. However, certificate replacement is not required to exercise the privileges of the certificate because

certificates are designated as equivalent pursuant to 14 CFR § 65.107(f)(4). A replacement certificate may be requested using the procedures in paragraph [2.10.8](#).

2.7 Training Requirements for a Maintenance Rating. The training requirements for an applicant for a light-sport repairman certificate with a maintenance rating are prescribed in 14 CFR § 65.107(d). To obtain a maintenance rating on a light-sport repairman certificate, a person must complete an FAA-accepted training course that includes content on, at a minimum, the knowledge, risk management, and skill elements for each subject contained in the Aviation Mechanic General, Airframe, and Powerplant Airman Certification Standards (Mechanic ACS), incorporated by reference (refer to 14 CFR § [65.23](#)) that are appropriate to the category and class (as applicable) of aircraft for which the person intends to exercise the privileges of the rating. The term “appropriate,” in the context of 14 CFR § 65.107(d), is discussed further in paragraph [3.5.1](#).

Note: Training is not required to include the entirety of the Mechanic ACS. Training courses must only include content on the ACS subjects and elements that are appropriate to the category and class of aircraft for which privileges are sought.

2.7.1 Maintenance Rating Training Courses. See Chapter 3 for additional discussion on training course requirements and information for training course providers. A maintenance rating training course must be designed to train an individual with no background in aviation maintenance or inspection to:

1. Perform maintenance and inspection on a particular category and class (as applicable) of light-sport category aircraft issued a Special Airworthiness Certificate in the Light-Sport category. This includes performing the required condition inspection pursuant to 14 CFR § [91.327\(b\)\(2\)](#) or the 100-hour inspection pursuant to 14 CFR § 91.327(c);
2. Perform a condition inspection on a particular category and class (as applicable) of experimental aircraft, which could include:
 - An amateur-built aircraft issued an Experimental Airworthiness Certificate in accordance with 14 CFR § 21.191(g);
 - An aircraft that was issued an Experimental Airworthiness Certificate on or before January 31, 2008, for an aircraft that does not meet the provision of 14 CFR § 103.1 in accordance with 14 CFR § 21.191(i)(1);
 - A kit-built light-sport aircraft issued an Experimental Airworthiness Certificate in accordance with 14 CFR § 21.191(i)(2) or (k);
 - A former light-sport category aircraft issued an Experimental Airworthiness Certificate in accordance with 14 CFR § 21.191(i)(3) or (l);

3. Have the knowledge and skills to approve those aircraft for return to service.
- 2.7.1.1** The course must teach a basic understanding of the regulations applicable to the privileges and limitations of the light-sport repairman certificate and the regulations relating to maintenance and inspection of the aircraft category and class (as applicable) to which the certificate applies.
- 2.7.1.2** To be issued a Certificate of Completion for the training, a student must complete the training and pass a written test, administered by the training course provider that covers the contents of the training course, pursuant to 14 CFR § 65.107(e).
- 2.7.1.3** Training course providers must deliver the training course using facilities, equipment, and materials appropriate to the training course taught, as required by 14 CFR § 65.107(e)(1).
- 2.7.1.4** Training course providers must deliver the training course using instructors that are appropriately qualified to teach the course content, as required by 14 CFR § 65.107(e)(2).
- 2.7.1.5** Maintenance rating glider category training must include training on both powered and unpowered gliders because the regulations do not differentiate between powered and unpowered gliders within the glider category pertaining to other airman certificates (e.g., by aircraft class or operational privileges).
- 2.7.1.5.1** Title 14 CFR § 65.107(g) permits training course providers to deliver glider training courses that were FAA-accepted prior to the first effective date of the MOSAIC final rule (90 days after publication in the Federal Register) up to the second effective date of the MOSAIC final rule (365 days after publication in the Federal Register). After such date, a training provider may only deliver a glider training course that has been accepted by the Administrator and that includes training course content on both powered and unpowered gliders.
- 2.7.1.5.2** A Certificate of Completion for glider maintenance training that was issued to a student prior to the second effective date of the MOSAIC final rule will continue to provide eligibility for a maintenance rating with glider category privileges. The training, and corresponding Certificate of Completion, do not expire.

Note: The course requirements and course content for a maintenance rating training course are discussed in Chapters [3](#) and [4](#). A list of current FAA-accepted training courses is available at https://www.faa.gov/aircraft/gen_av/light_sport/LSA_repairmen_courses. Concerns with an FAA-accepted training course or with course provider delivery of a training course can be directed to the FAA Aircraft Maintenance Division at 9-AWA-AFS-300-Correspondence@faa.gov or to a FSDO.

2.7.2 Certificate of Completion for a Maintenance Rating Training Course. Under 14 CFR § 65.107(e)(3), training course providers must issue each student a Certificate of Completion after the student has completed the training required for a maintenance rating and passed the required written test. Therefore, a Certificate of Completion, issued by a training course provider for completion of an FAA-accepted training course in accordance with 14 CFR § 65.107(e)(3), is evidence of completion of the training course and passage of the written test. The Certificate of Completion is a means to demonstrate to the FAA that an applicant has met the requirements for the certificate or rating. The training provider must issue a Certificate of Completion that includes, at least, the:

- Student's name;
- Name of the training provider;
- FAA course acceptance number;
- Rating applicable to the training course (in this case, maintenance rating);
- Aircraft category and class (as applicable) the training was based on (e.g., airplane, glider, rotorcraft–gyroplane, etc.); and
- Date of training completion.

2.7.2.1 A Certificate of Completion issued by a training course provider for an FAA-accepted light-sport repairman training course does not expire. While a training course may expire (as stated in the course's FAA Letter of Acceptance (LOA)) or no longer be offered by the course provider, training completed prior to the course expiration date (if applicable) will continue to provide eligibility towards a light-sport repairman certificate.

2.8 Privileges and Limitations of a Maintenance Rating. The privileges and limitations of a light-sport repairman certificate with a maintenance rating are prescribed in 14 CFR § 65.109(b). Unlike an inspection rating, the holder of a certificate with a maintenance rating is not required to own the aircraft on which the repairman may exercise the privileges of the certificate. The holder of a maintenance rating has certificate privileges that extend to any aircraft within the aircraft category and class (as applicable) on which the repairman was trained. The limitations of the certificate depend on the type of Airworthiness Certificate issued to the aircraft, as well as additional limitations, as described in the paragraphs below.

Note: A light-sport repairman does not have certificate privileges to supervise noncertificated persons, as permitted other CHs under 14 CFR § [43.3\(d\)](#). Light-sport repairmen with a maintenance rating may supervise others as permitted in 14 CFR § 65.109(c), which only permits the supervision of certificated persons.

2.8.1 Summary of Maintenance Rating Privileges and Limitations. Table [2-2](#), Repairman Certificate (Light-Sport) Maintenance Rating Summary of Privileges and Limitations, provides a summary of the privileges and limitations of a light-sport repairman certificate with a maintenance rating.

Table 2-2. Repairman Certificate (Light-Sport) Maintenance Rating Summary of Privileges and Limitations

Repairman Certificate (Light-Sport) Maintenance Rating Summary of Privileges and Limitations (14 CFR § 65.109(b))		
Airworthiness Certification Basis	Special Airworthiness Certificate:	Experimental Airworthiness Certificate:
	Light-Sport Category Aircraft (14 CFR § 21.190)	Operating amateur-built aircraft (14 CFR § 21.191(g)). Operating light-sport aircraft (14 CFR § 21.191(i)(1), (2), or (3)). Operating light-sport category kit-built aircraft (14 CFR § 21.191(k)). Operating former light-sport category aircraft (14 CFR § 21.191(l)).
Privileges	Approve for return to service after performing or inspecting maintenance, preventive maintenance, or an alteration.	Perform annual condition inspection required by the operating limitations issued to the aircraft.
Limitations	The aircraft must be in the same category of aircraft (e.g., airplane, rotorcraft, glider, etc.) and class (as applicable) (e.g., helicopter, gyroplane, etc.), for which the holder has completed the training specified in 14 CFR § 65.107(d). Before performing a major repair, the holder must complete additional training acceptable to the FAA and appropriate to the repair performed. To approve for return to service, the repairman must have previously performed the work concerned satisfactorily. To exercise the privileges of the certificate, the repairman must understand the current instructions of the manufacturer and the maintenance manuals for the specific operation concerned.	

2.8.2 Maintenance Rating Privileges For Light-Sport Category Aircraft Certificated Under 14 CFR § 21.190. When trained on a specific aircraft category and class (as applicable), the holder of a light-sport repairman certificate with a maintenance rating may approve aircraft in that aircraft category and class (as applicable) for return to service after:

- Performing or inspecting maintenance, preventive maintenance, or an alteration.
- Performing the annual condition inspection or a 100-hour inspection required by 14 CFR § 91.327.
- Performing and inspecting a major alteration or a major repair. Before performing a major repair, the repairman must receive additional training acceptable to the FAA (see paragraph [2.8.5](#) for additional information.)

2.8.2.1 The privileges of a light-sport repairman certificate and rating exclude approval for return to service following a major repair or a major alteration done on a product produced under an FAA approval (e.g., such as products with an FAA type design, type certificate (TC), Supplemental Type Certificate (STC), Parts Manufacturer Approval (PMA), and Technical Standard Order (TSO)). Only an FAA-certificated repair station or mechanic holding an inspection authorization (IA) may approve for return to service following a major repair or a major alteration on a product produced under an FAA approval, as specified in 14 CFR §§ [43.7](#) and [65.95\(a\)\(1\)](#).

2.8.2.2 A light-sport repairman may not inspect or maintain an aircraft holding a Standard Airworthiness Certificate. Light-sport repairman privileges do not extend to the performance or approval of maintenance on aircraft issued a Standard Airworthiness Certificate, regardless of whether the aircraft can be operated by the holder of a sport pilot certificate (e.g., Piper J-3 Cub, Aeronca Champ, Taylorcraft). Title 14 CFR §§ 43.3 and 43.7 state who may perform or approve work on aircraft to which 14 CFR part 43 applies.

2.8.3 Maintenance Rating Privileges For Aircraft with an Experimental Airworthiness Certificate Issued Under 14 CFR § 21.191.

2.8.3.1 When trained on the aircraft category and class (as applicable) the holder of a light-sport repairman certificate with a maintenance rating may perform the annual condition inspection, or 100-hour inspection (as permitted in 14 CFR § 91.319(g)) on any aircraft in that category and class (as applicable) if the aircraft has an experimental certificate issued under:

- Title 14 CFR § 21.191(g) (operating amateur-built aircraft),
- Title 14 CFR § 21.191(i)(1), (2), or (3) (operating light-sport aircraft),
- Title 14 CFR § 21.191(k) (operating light-sport category kit-built aircraft), or
- Title 14 CFR § 21.191(l) (operating former light-sport category aircraft).

Note: A light-sport repairman may not inspect or maintain an aircraft holding a Standard Airworthiness Certificate. Light-sport repairman privileges do not extend to the performance or approval of maintenance on aircraft issued a Standard Airworthiness Certificate, regardless of whether the aircraft can be operated by the holder of a sport pilot certificate (e.g., Piper J-3 Cub, Aeronca Champ, Taylorcraft).

2.8.4 Additional Maintenance Rating Limitations. Title 14 CFR § 65.109 includes the following additional limitations to holders of a light-sport repairman certificate with a maintenance rating:

- 2.8.4.1** As specified in 14 CFR § 65.109(b)(3), the repairman may only perform maintenance, preventive maintenance, and alterations on an aircraft that is in the same category and class (as applicable) of aircraft for which the holder has completed the training specified in 14 CFR § 65.107(d).
- 2.8.4.2** As specified in 14 CFR § 65.109(b)(3), before performing a major repair, the repairman must complete additional training acceptable to the FAA and appropriate to the repair performed. See paragraph 2.8.5 below for additional discussion on major repair training acceptable to the FAA.
- 2.8.4.3** As specified in 14 CFR § 65.109(c), a light-sport repairman with a maintenance rating may not approve for return to service any aircraft or part thereof unless that person has previously performed the work concerned satisfactorily.
 - 2.8.4.3.1** If that person has not previously performed that work, the person 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 a certificated and appropriately rated mechanic, or a certificated repairman, who has had previous experience in the specific operation concerned.
 - 2.8.4.3.2** See paragraph [2.8.6](#) below for additional discussion on how a repairman may show their ability to the satisfaction of the FAA.
 - 2.8.4.3.3** As specified in 14 CFR § 65.109(c), the repairman may not exercise the privileges of the certificate unless the repairman understands the current instructions of the manufacturer and the maintenance manuals for the specific operation concerned.

2.8.5 Major Repair Training Acceptable to the FAA.

- 2.8.5.1** Before performing a major repair on a light-sport category aircraft, a light-sport repairman with a maintenance rating must complete additional training acceptable to the FAA and appropriate to the repair performed, in accordance with 14 CFR § 65.109(b)(3).
- 2.8.5.2** The FAA finds major repair training acceptable to the FAA when it is training identified by the aircraft manufacturer as applicable to a certain repair or training identified by a person acceptable to the FAA who authorized a specific repair.

Note: See paragraph [2.8.5.4](#) for a description of “a person acceptable to the FAA” as used in 14 CFR § 91.327.
- 2.8.5.3** There may be other training the FAA finds acceptable. The FAA would consider training that is commensurate with the knowledge and expertise provided by the manufacturer to be acceptable, provided the training is:

- Appropriate to the product being repaired;
- Directly applicable to the repair being made; and
- Not contrary to manufacturer's data.

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

- A person who has assumed the original manufacturer's responsibilities.
- An FAA design approval holder for a product or part installed on the aircraft.
- A person authorized by the manufacturer.
- A person meeting an industry developed, FAA-accepted, consensus standard that sets forth standards for third-party modifiers and modifications.

2.8.6 Certificate Limitation—Previously Performed the Work Satisfactorily. Title 14 CFR § 65.109(c) specifies that a light-sport repairman with a maintenance rating may not approve for return to service any aircraft or part thereof unless that person has previously performed the work concerned satisfactorily. This satisfactory performance can include that which was done during training, provided the training involved actual hands-on experience, rather than just theoretical instruction, of the work concerned. The regulation mandates that the repairman must have personally completed the task before and does not restrict fulfilling this requirement through training. If a light-sport repairman certificate holder with a maintenance rating has not previously performed a specific maintenance task satisfactorily, the repairman cannot approve that task for return to service according to 14 CFR § 65.109(c). If a repairman has not satisfactorily performed the work before, they have two options:

2.8.6.1 The recommended method for meeting 14 CFR § 65.109(c) is for the repairman to perform the work under the direct supervision of a certificated and appropriately rated mechanic, or light-sport repairman, who has had previous experience in the specific operation concerned. Once the repairman has satisfactorily performed the specific work (evidenced by its approval for return to service by a qualified mechanic or repairman), the repairman would be considered qualified to perform and approve for return to service that same work in the future.

Note: Title 14 CFR § [43.9](#) requires a maintenance record entry to include the name of the person performing the work, if other than the person who is approving the work for return to service.

2.8.6.2 An alternative to the method described in paragraph 2.8.6.1 is for a certificated repairman to show the ability to do the work by performing it to the satisfaction of the FAA.

2.9 How to Apply for a Repairman Certificate (Light-Sport).

2.9.1 Application Form. After completing the required training, passing the written test, and receiving a Certificate of Completion, an individual who seeks a light-sport repairman certificate must fill out FAA Form [8610-3](#), Airman Certificate and/or Rating Application – Repairman (14 CFR Part 65), to apply for the certificate in accordance with the general application requirements of 14 CFR part 65 (14 CFR § [65.11](#)).

2.9.1.1 The form is available at <https://www.faa.gov/forms>. Enter the form number “8610-3” into the search field.

2.9.1.2 The applicant should read all of the supplemental information included with the form:

- Paperwork Reduction Act Burden Statement.
- Privacy Act Statement.
- Pilot’s Bill of Rights Written Notification of Investigation.
- Instructions for Completing FAA Form 8610-3.

2.9.1.3 The applicant should follow the instructions for completing the form, included in the form’s supplemental pages. The applicant should sign Section IV, Applicant’s Certification, at the time the application is submitted to the FAA. The applicant’s signature certifies that all statements and answers provided by the applicant are complete and true and the applicant has received and understands the Pilot’s Bill of Rights Written Notification of Investigation and Privacy Act Statement.

2.9.1.4 The applicant should have the following additional documents available for reference when filling out the application and for FAA review during the certification process:

- Government-issued photo identification, such as a state-issued driver’s license or a U.S. passport, for verification of identity and nationality of the applicant.
- A Certificate of Completion, issued by the light-sport repairman training course provider, to demonstrate completion of the training course and passage of the required written course test.

2.9.1.5 While it is preferable the applicant presents the Certificate of Completion that was issued by the training course provider, 14 CFR § 65.107(c) permits an applicant to submit other documentary evidence satisfactory to the Administrator of the training course completion and passage of the written course test. Acceptable documentation must demonstrate both course completion and passing of the course test and the documentary evidence

should include, at a minimum, equivalent information as that required to be included on a Certificate of Completion (see paragraphs [2.5.2](#) and [2.7.2](#)).

- 2.9.1.5.1** For example, course transcripts and a letter from a training course provider indicating passage of the course test and including the information required by 14 CFR § 65.107(e)(3) would provide acceptable documentation in lieu of the Certificate of Completion.
- 2.9.2** U.S. Agent for Service. Title 14 CFR part [3](#) subpart [C](#) requires that individuals who have a foreign address and no U.S. physical address of record on file with the FAA must designate a U.S. agent for service if they apply for, or hold, a certificate, rating, or authorization issued under 14 CFR part 47, 61, 63, 65, [67](#), or [107](#).
- 2.9.2.1** When applying for a light-sport repairman certificate, if a repairman applicant does not have a U.S. physical address, the applicant must designate an agent for service in the United States. The applicant's physical address must be entered in block J1 of FAA Form 8610-3 when making application. The applicant must follow the form instructions on what is an appropriate address for block J1.
- 2.9.2.2** Refer to Advisory Circular (AC) [3-1](#), U.S. Agents for Service on Individuals with Foreign Addresses Who Hold or Apply for Certain Certificates, Ratings, or Authorizations, for information on how to designate a U.S. agent for service.
- Note:** Agent for service information is not entered on FAA Form 8610-3.
- 2.9.2.3** Individuals must update their U.S. agent for service designation or the U.S. agent's contact information within 30 days of any change pursuant to 14 CFR § [3.303\(c\)](#). Refer to AC 3-1 for procedures on updating U.S. agent for service designation.
- 2.9.2.4** By July 7, 2025, all airmen who do not have a U.S. physical address of record on file with the FAA must designate a U.S. agent for service pursuant to 14 CFR § 3.303(d). Individuals who fail to timely designate a U.S. agent for service and comply with the requirements under 14 CFR part 3 subpart C may not exercise the privileges of any certificate, rating, or authorization issued under 14 CFR parts 47, 61, 63, 65, 67, or 107.
- 2.9.3** Submittal to the FAA. Applicants may submit their completed application to a Flight Standards (FS) aviation safety inspector (ASI) for review. To arrange a meeting with an ASI, the applicant must contact an FS office, see paragraph [2.9.3.2](#). The applicant must bring one copy of the completed FAA Form 8610-3 and the information listed in paragraph [2.9.1.4](#) to allow the ASI to verify the applicant's eligibility for the certificate and rating.

- 2.9.3.1** The FAA may permit the use of remote technology instead of in-person appointments in certain situations. Applicants should discuss their preferences with FAA personnel. While FAA personnel will attempt to accommodate these preferences, certain factors might necessitate the FAA specifying the required type of appointment.
- 2.9.3.2** Location and contact information for FAA FS offices can be found at https://www.faa.gov/about/office_org/field_offices/fsdo/, or, if you are an applicant outside of the United States, at https://www.faa.gov/about/office_org/field_offices/ifo.
- 2.9.4** FAA Review. The ASI will review and verify the application information through the additional documents presented. The ASI may annotate certain information from the applicant's supporting documents in the "Remarks" section of the form. The FAA will make a copy of the training course Certificate of Completion (or other documentary evidence) and will return all original supporting documents to the applicant.
- 2.9.4.1** The ASI will complete and sign Section VI, FAA Examiner's Report, after the ASI has verified the applicant's eligibility for the requested certificate or rating.
- 2.9.4.2** If a temporary certificate is issued on the same day the application is reviewed and the applicant signed Section IV, the applicant will not need to sign the application again. However, if the temporary certificate is issued on a date after the applicant signed Section IV, then the applicant will be asked to answer the questions and certify the application again in Section V, Applicant's Certification, on that date.
- 2.9.4.3** If the repairman would like the FAA to mail their permanent certificate to an address that is different from Section I, Applicant's Information, block J1 or J2 on page 1 of the application, the repairman may provide instructions in the application's "Remarks" section on page 2 for mailing the permanent certificate to an alternate address. Otherwise, the certificate is mailed to the address in block J2. Regardless, the address identified in block J2 of the application is displayed on the permanent certificate.
- 2.9.5** Certificate Issuance. After completing the appropriate entries, the ASI will issue 2 copies of the Temporary Airman Certificate (i.e., FAA Form 8060-4). One copy of the Temporary Airman Certificate is issued to the repairman and serves as a valid repairman certificate for 120 days.
- 2.9.5.1** The ASI will send the second copy of the Temporary Airman Certificate, along with the completed FAA Form 8610-3, to the FAA's Airmen Certification Branch. The repairman may request a copy of the completed application form for their own records; however, the original is a part of the FAA certification file.

2.9.5.2 The FAA Airmen Certification Branch will review the certification file to ensure all required information is included and will then issue and mail the permanent repairman certificate to the airman. As stated in 14 CFR § 65.15(a), a repairman certificate (light-sport) is effective until it is surrendered, suspended, or revoked.

2.9.5.3 The repairman should contact the issuing FAA office for assistance if the repairman has not received a permanent certificate before the expiration of the temporary certificate (i.e., 120 days after issuance).

2.10 Certificate Changes. When the information shown on a certificate changes, the certificate may be amended to show the new information. An amendment to a certificate is required if the repairman requests to add a rating or aircraft category privileges to the certificate or if the repairman requests a change of information on the certificate, such as to their name or nationality, or if an error has been made.

2.10.1 Amendment Request. An applicant may request to amend their certificate by submitting FAA Form 8610-3 as discussed in paragraph [2.9](#). There is no fee for FAA processing of a certificate amendment. The repairman must have their currently issued certificate available at the time of issuance of the changed certificate. When a certificate is amended, the applicant's existing permanent certificate will be superseded by a temporary repairman certificate with the amended information. The amended certification file will be forwarded to and reviewed by the FAA Airmen Certification Branch to ensure all required information is included and will then issue and mail the amended permanent repairman certificate to the airman.

Note: A certificate downgrade (i.e., a request to remove a rating, category privilege, or specific aircraft privileges from a repairman certificate) is a surrender of that rating or privilege, completed as described in paragraph [2.10.7](#).

2.10.2 Adding a Rating or Aircraft Category or Class Privileges. An airman may request to add a rating or aircraft category and class (as applicable) privileges to their light-sport repairman certificate by completing the appropriate training course and passing the required course test. In the top section of FAA Form 8610-3, the applicant should mark the "Added Rating/Privileges" box and follow the form instructions for completing the application. The applicant must sign Section IV.

2.10.2.1 In this case, the amended certificate is issued with the new certificate title of "Repairman (Light-Sport)," new category privileges, and applicable class limitations, and no fee is charged.

2.10.2.2 If the airman/applicant completes training and requests privileges on all classes within the category, the category privilege is listed on the certificate without any class limitations.

2.10.3 Removing Aircraft Information (N-number, S/N). The FAA no longer lists certificate privilege limitations by N-number and S/N on light-sport repairman certificates with an inspection rating. A light-sport repairman with an inspection rating is limited to

performing work on aircraft owned by the repairman, and additional certificate limitations described in 14 CFR § 65.107(c). A repairman may request to remove the N-number and S/N listing on their certificate by requesting a replacement certificate. If a repairman adds aircraft category privileges, and applicable class limitations, to their current inspection rating, the amended certificate will be issued without aircraft N-number or S/N details.

- 2.10.4 Change to Applicant Information.** If seeking changes or corrections to applicant information (e.g., name, nationality) due to changes or error, the applicant must complete Section I, Applicant Information, in its entirety using the new information (i.e., the information to change on the certificate), and sign the applicant's certification in Section IV. In the top section of the form, the applicant should mark "Other" and enter the verbiage, as applicable, to identify the specific change(s) being made/requested.
- 2.10.5 Supporting Documentation.** Table 2-3, Supporting Documentation, outlines the additional supporting documentation the applicant should provide the FAA to validate a request for a change of information on the repairman certificate.

Table 2-3. Supporting Documentation

Type of Change/ References	Documents Needed to Support the Change
Added Rating or Added Category Privileges 14 CFR §§ 65.107, 65.109	• Documented evidence of completion of the required training and exam (e.g., the Certificate of Completion issued by the training course provider).
Name 14 CFR § 65.16	• Marriage license, • Court order, • Passport, or • Other legal document verifying the name change.
Citizenship/Nationality 14 CFR § 65.107(b)(3)	• Naturalization Certificate, • U.S. passport, or • U.S permanent or conditional resident card.
Date of Birth	• Birth certificate, or • Other legal document that verifies the applicant's correct date of birth.

- 2.10.6 Superseded Certificates.** Issuance of an amended airman certificate results in the previously issued airman certificate (with the same certificate number) being superseded by the newly issued airman certificate. The superseded certificate (i.e., the certificate with the old information) will be destroyed by the FAA. The FAA uses the following methods of destruction:

- 2.10.6.1 Hole Punch.** When the repairman would like to retain the superseded certificate, the FAA will punch a hole through the holographic FAA emblem

in the lower right-hand corner of the certificate with a hole punch. The destroyed certificate is no longer effective and will be returned to the repairman.

- 2.10.6.2 Shredding.** When the repairman does not wish to retain the superseded certificate, the FAA will destroy the certificate by shredding using a cross-cut model shredder or putting it in a lockable bin designated specifically for the destruction of sensitive material.
- 2.10.7 Certificate Surrender.** A repairman may voluntarily surrender their repairman certificate or request a downgrade (surrender a rating or category privilege) to a certificate for a variety of reasons. A certificate surrender can be made by contacting a FS office (see paragraph [2.9.3.2](#) for FAA contact information) and completing and signing a statement that specifies the certificate and/or ratings being surrendered. There are two types of voluntary surrender: voluntary surrender for cancellation and voluntary surrender for downgrade:
- 2.10.7.1 Voluntary Surrender for Cancellation.** When a repairman voluntarily surrenders a certificate for cancellation, the FAA will request that the repairman complete and sign a statement specifying the details of the surrender. The statement includes acknowledgement that the repairman has no right to reissuance of the certificate other than by meeting all applicable eligibility and application requirements. In other words, if an airman sought to obtain the same certificate after voluntary surrender, the airman would be required to meet all eligibility requirements. The FAA notes that training completed and used to obtain the original certificate may be valid and applicable to obtain a new certificate.
- 2.10.7.2 Voluntary Surrender for Downgrade.** When an airman voluntarily surrenders a rating or aircraft category and class (as applicable) privilege listed on their certificate, the FAA will request that the airman fill out and sign a statement specifying the surrendered ratings or privileges. The statement includes acknowledgement that the repairman has no right to reissuance of the rating or privileges, other than by meeting all applicable eligibility and application requirements again. The airman will be issued a Temporary Airman Certificate for rating and aircraft category privileges, and class limitations as applicable, privileges that were not surrendered.
- 2.10.8 Replacement of an Airman Certificate (14 CFR § 65.16).** A light-sport repairman may request a replacement certificate if their permanent certificate is lost, destroyed, or for other reasons discussed below. The following methods can be used to request a replacement certificate. There is a \$2.00 fee charged for each replacement certificate. Refer to the Airmen Certification web page on the FAA website at https://www.faa.gov/licenses_certificates/airmen_certification for additional information on requesting a certificate replacement.

2.10.8.1 Preferred method: online via the Airmen Services website at <https://amsrvs.registry.faa.gov/amsrvs/>.

2.10.8.2 Make a request by mail using one of the following methods:

2.10.8.2.1 By mail using FAA Form Aeronautical Center (AC) [8060-56](#), Application for Replacement of Lost, Destroyed, or Paper Airman Certificate(s) (available at <https://www.faa.gov/forms>).

2.10.8.2.2 By mailing a signed written request sent to the address provided online. Ensure the signed written request contains the following information:

- Airman name,
- Airman date and place of birth,
- Airman certificate number, and
- The reason a replacement is needed.

2.10.8.3 After the effective date of the MOSAIC final rule, a light-sport repairman may request a replacement certificate to obtain a certificate showing the certificate title change from Repairman (Light-Sport Aircraft) to Repairman (Light-Sport). Replacement certificates are issued with the new certificate name and aircraft category privileges currently held and incur a \$2.00 fee. Requesting a replacement certificate solely to update the title on the repairman certificate is voluntary; a repairman certificate (light-sport aircraft) is equivalent to a repairman (light-sport) certificate pursuant to 14 CFR § 65.107(f)(2) and (3).

2.10.8.4 After the effective date of the MOSAIC final rule, a repairman may request a replacement certificate showing replacement of their previously issued gyroplane class privileges with rotorcraft category privileges, limited to the gyroplane class. A repairman may request the replacement by mailing a completed FAA Form AC 8060-56 or the written request in paragraph 2.10.8.2 above. This replacement cannot be done through the online services. Requesting a replacement certificate in this instance is voluntary; a repairman certificate (light-sport aircraft) with an inspection rating and gyroplane class privileges, is equivalent to a repairman (light-sport) certificate with an inspection rating and rotorcraft category privileges limited to the gyroplane class pursuant to 14 CFR § 65.107(f)(4).

Note: If a repairman makes application for an added rating or other amendment (e.g., name change, nationality change, etc.), the amended certificate will be issued with the new certificate title and applicable category privileges and class limitations, and no fee is charged.

2.11 Address Changes. Title 14 CFR § [65.21](#) requires airmen to update their mailing address within 30 calendar days of obtaining a new address.

- 2.11.1** For instructions on updating your address, refer to the Airmen Certification web page on the FAA website at: https://www.faa.gov/licenses_certificates/airmen_certification/update_address.
- 2.11.2** The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (PL 106-181), available at <https://www.govinfo.gov/content/pkg/PLAW-106publ181/pdf/PLAW-106publ181.pdf>, and other statutory requirements require the FAA to make airman certificate information available to the public. Airmen meeting the active criteria receive notice of these requirements and can withhold their address information from release.
- 2.11.2.1** Change your “Mailing Address Releasability” using the Airman Services website located here: <https://amsrvs.registry.faa.gov/amsrvs/>.
- 2.12 Request An Exemption from a 14 CFR Part 65 Requirement.** If an applicant for a 14 CFR part 65 certificate or rating cannot meet an eligibility requirement of 14 CFR part 65, then the applicant may petition the FAA for an exemption from that requirement. The FAA will review the request and determine if a denial or grant is appropriate based on the information provided by the petitioner.
- 2.12.1 Instructions.** Title 14 CFR part [11](#) contains the instructions for requesting an exemption.
- Title 14 CFR § [11.81](#) lists the specific information that must be included in the request; the petitioner should make sure to include all the requested information so as to not delay the process in seeking follow-up information for a complete petition.
 - Title 14 CFR § [11.63](#) provides information on how and to whom to submit the petition for exemption.
- 2.12.1.1** The FAA’s Dynamic Regulatory System (DRS) (<https://drs.faa.gov>) has all exemption grants and denials under “Regulations,” “Exemptions.” The exemptions can be searched by CFR part. For example, a person may search the regulation “[65.71\(a\)\(2\)](#)” to find exemption requests related to the requirement for a mechanic applicant to read, write, speak, and understand the English language.
- 2.13 FAA Regulatory and Investigative Authority.** The FAA’s central mission is to promote safety in civil aeronautics. To achieve this, the agency establishes regulatory standards and requirements found in 14 CFR parts 1 through 199 under the statutory authority in Title 49 of the United States Code (49 U.S.C.) Subtitle [VII](#). Detailed information on the FAA’s investigative and enforcement authority and processes is found in FAA Order [2150.3](#), FAA Compliance and Enforcement Program.
- 2.13.1 Investigation.** The role of FAA investigative personnel in an investigation is to gather all evidence that tends to either prove or disprove the apparent violation being investigated, or that tends to show whether a person is qualified to hold FAA-issued certificates, ratings, approvals, authorizations, licenses, or permits.

- 2.13.1.1** Public Law (PL) [112-153](#), Pilot's Bill of Rights, dated August 3, 2012, as amended by PL [115-254](#), FAA Reauthorization Act of 2018, dated October 5, 2018, requires investigative personnel to provide airmen who are the subject of an investigation of an apparent statutory or regulatory violation with timely, written notification of the nature of the investigation, unless the notification would threaten the integrity of the investigation. Pilot's Bill of Rights (PBR) notification is not required to be provided when the apparent violator is not the holder of an airman certificate (or the apparent violation cannot result in legal enforcement action against an airman certificate). For purposes of the PBR, an airman is an individual who holds a pilot, flight instructor, flight engineer, aircraft dispatcher, mechanic, mechanic with inspection authorization, repairman, parachute rigger, air traffic control (ATC) tower operator, flight navigator, airman medical, or remote pilot certificate.
- 2.13.2** Statutory or Regulatory Noncompliance. When deviations from statutory or regulatory requirements occur, the FAA's goal is to use the most effective and appropriate means to ensure compliance and prevent recurrence. FAA policy directs agency personnel in the exercise of FAA prosecutorial discretion when using compliance, administrative, and legal enforcement actions to ensure that all regulated persons conform their conduct to statutory and regulatory requirements.
- 2.13.2.1** FAA personnel may issue nonregulatory compliance action determinations in situations not involving statutory or regulatory noncompliance but when such actions would address other safety concerns.
- 2.13.2.2** Noncompliances by regulated persons willing and able to comply and willing to cooperate in corrective actions may be addressed with compliance actions, except when legal enforcement action is required or administrative or legal enforcement action is preferred.
- 2.13.2.3** Noncompliances by regulated persons unwilling or unable to comply or not cooperative in corrective actions must be addressed with enforcement action.
- 2.13.2.4** In every case, regardless of how a noncompliance is addressed, the regulated person must return to compliance, now and for the future, or enforcement action may be taken.
- 2.13.3** Reexamination. FAA personnel have the authority to reexamine light-sport repairman certificate holders under 49 U.S.C. § [44709\(a\)](#) when they have a reasonable basis to question whether the repairman is qualified to hold a certificate or rating. Reexamination is not appropriate if circumstances show that the repairman is not qualified due to a lack of care, judgment, or responsibility to hold a certificate or rating. Rather, in those circumstances, the FAA takes legal enforcement action to revoke the airman's certificate or rating. The FAA may address issues of an airman's competence relating to skills or ability to meet technical eligibility requirements through compliance, administrative, or legal enforcement action.

Note: The reexamination of an airman on the basis of presumed lack of competency is never undertaken lightly. There must be ample or probable cause for requesting the reexamination. In most cases, a reexamination will result from an investigation of an accident or incident where the airman's competence was the apparent cause of the occurrence.

CHAPTER 3. LIGHT-SPORT REPAIRMAN CERTIFICATE TRAINING COURSES

3.1 Light-Sport Repairman Certificate Training Courses. Training course requirements are set forth by 14 CFR § [65.107](#). To be eligible for a light-sport repairman certificate and/or rating, an individual must have completed an FAA-accepted training course specific to the applicable aircraft category and class privileges sought. The training course provider must deliver the course using facilities, equipment, and materials appropriate to the training course content being taught and using instructors who are appropriately qualified to teach the course content. The training course provider must administer a written test, and the individual must pass that test to be issued a course Certificate of Completion. Each training course and course test must be applicable to:

1. Either an inspection or maintenance rating on a repairman certificate (light-sport), and
2. The category of aircraft and class (as applicable) for which the airman/applicant intends to exercise the privileges of the certificate/rating, to include the following aircraft categories and classes:
 - Airplane (all classes).
 - Rotorcraft – Gyroplane.
 - Rotorcraft – Helicopter.
 - Glider. This includes training on both powered and unpowered types of gliders in a single training course.
 - Lighter-than-air – airship.
 - Lighter-than-air – balloon.
 - Powered-lift.
 - Powered parachute (all classes).
 - Weight-shift-control aircraft (all classes).

3.1.1 Training Course Providers.

- 3.1.1.1** A training course provider may be an individual or a company that has the capability to provide an effective training course for a light-sport repairman certificate inspection or maintenance rating. The training course provider must have each training course accepted by the FAA prior to offering the course. See Chapter [4](#), Training Course FAA-Acceptance, for procedures on how to obtain FAA acceptance of a training course to become a light-sport repairman training course provider.
- 3.1.1.2** The FAA does not produce or provide any light-sport repairman certificate training courses. These courses are strictly produced and provided by outside entities based on industry discretion. The FAA does not mandate entities to provide a training course(s) for repairmen certificates (light-sport).

3.1.2 Training Course Requirements. As discussed in detail in the subsequent paragraphs, 14 CFR § 65.107 sets forth the standards for light-sport repairman training courses in the following areas:

- Course Content (14 CFR § 65.107(b)(3)).
- Course Test (14 CFR § 65.107(b)(4)).
- Course Facilities, Equipment, and Materials (14 CFR § 65.107(e)(1)).
- Course Instructors (14 CFR § 65.107(e)(2)).
- Course Certificate of Completion (14 CFR § 65.107(e)(3)).

3.1.3 Training Course Acceptance Duration. A training course must be accepted by the FAA to be used towards eligibility for a light-sport repairman certificate. FAA-acceptance does not expire except as discussed in paragraphs 3.1.3.1 through 3.1.3.4 below. See paragraphs [3.2.3](#) and [3.3.2](#) for additional information on FAA acceptance of inspection and maintenance rating training courses, respectively.

3.1.3.1 The FAA encourages training course providers to routinely review their FAA-accepted training courses to determine if those courses include the appropriate course content. If the training course provider determines that revision of a training course is necessary, the course provider must submit the revised course to the FAA for review and acceptance prior to delivering training based on the revised course content.

3.1.3.2 Training courses accepted by the FAA before the applicable effective date of the MOSAIC final rule, except glider training courses (as discussed in paragraph 3.1.3.3), that are still within the 2-year expiration date stated on the FAA Letter of Acceptance (LOA), will continue to be effective (i.e., the expiration date will no longer apply). For these courses, the FAA will reissue an LOA with no expiration date.

3.1.3.3 Training courses for glider class privileges, accepted by the FAA prior to the applicable effective date of the MOSAIC final rule (and not expired by that date), may continue to be delivered up to 365 days after the publication date of the MOSAIC final rule pursuant to 14 CFR § 65.107(g), Delayed Compliance. These courses do not include training content on both powered and unpowered gliders. For these courses, the FAA will reissue an LOA providing an expiration date of 365 days after the publication date of the MOSAIC final rule. After that expiration date, training course providers may only offer glider training courses accepted by the FAA that include course content on both powered and unpowered gliders. Therefore, training course providers will be required to revise the glider training course and request FAA-acceptance as described in Chapter 4.

3.1.3.4 If a training course expired before the effective date of the MOSAIC final rule (including a glider course) and was not reissued FAA-acceptance before the

effective date of the MOSAIC final rule, the training course provider must follow the procedures in Chapter 4 to request acceptance of the course. The FAA will review the course and if found acceptable, will issue an LOA with no expiration date.

3.2 Inspection Rating Training Courses. The purpose of an inspection rating training course is to train an individual owner to perform a satisfactory annual condition inspection on their experimental light-sport or amateur-built aircraft and, based on that inspection, determine if that aircraft is safe to fly. To successfully meet that purpose, the course must teach a basic understanding of the regulations applicable to the privileges and limitations of a light-sport repairman certificate with an inspection rating (e.g., 14 CFR §§ 65.107 and [65.109](#)) and the regulations relating to maintenance and inspection of the aircraft (e.g., 14 CFR § [91.319](#), 14 CFR part [43](#) appendix [D](#)) to which this certificate applies. The training course must be designed to include appropriate content on the category and class (as applicable) of aircraft for which certificate privileges, and class limitations, are sought. After a student completes the course and passes a written test covering the course content, the training course provider must provide a Certificate of Completion to the student pursuant to 14 CFR § 65.107(e)(3).

3.2.1 Course Design Standards. An inspection rating training course must be designed to:

- Provide the student the requisite skill to determine whether the aircraft is in a condition for safe operation (refer to 14 CFR § 65.107(b)(4));
- Train students on a category and class (as applicable) of experimental aircraft (as opposed to a single aircraft within a category or class) (refer to 14 CFR § 65.107(c)); and
- Include at least 16 hours of training (refer to 14 CFR § 65.107(c)).

3.2.2 Recommended Course Content. Appendix [A](#), Sample Inspection Rating Training Course Content, contains sample course content to ensure the training will provide a student who seeks an inspection rating with the knowledge and skill to determine whether an aircraft is in a condition for safe operation. If a training provider utilizes the sample course content provided herein, the provider must tailor the course to the category and class (as applicable) of aircraft covered by the course. The course content should cover:

- 3.2.2.1** Information on Experimental Airworthiness Certificates and associated operating limitations.
- 3.2.2.2** Applicable content from 14 CFR part 43 appendix D. Aircraft issued an experimental certificate in accordance with 14 CFR § [21.191\(g\)](#), (i), (k), or (l) are typically issued operating limitations that require the condition inspection to include the scope and detail of 14 CFR part 43 appendix D.
- 3.2.2.3** Applicable information on inspecting components and systems not specifically listed in 14 CFR part 43 appendix D. For example, training for rotorcraft should cover those items listed in 14 CFR § [43.15](#), Additional

Performance Rules for Inspections, or other life-limited or critical components.

3.2.3 FAA-Acceptance of Inspection Rating Training Courses.

- 3.2.3.1** An inspection rating training course must be accepted by the FAA for the course to be used towards eligibility for a light-sport repairman certificate with an inspection rating.
- 3.2.3.2** Inspection rating training courses are accepted based on FAA verification that the course meets the requirements in 14 CFR § 65.107(c). The course must include 16 hours of content on inspecting the category and class (as applicable) of experimental aircraft for which the training is designed to qualify a person for a light-sport repairman certificate, and applicable rating, privileges, and limitations.
- 3.2.3.3** See Chapter 4 for procedures on obtaining FAA-acceptance of the training course.

3.3 Maintenance Rating Training Course. The purpose of a maintenance rating training course is to train students on the inspection techniques and maintenance practices necessary to maintain a particular category and class (as applicable) of aircraft. To successfully meet that purpose, the course should include content on the regulations applicable to the privileges and limitations of the light-sport repairman certificate with a maintenance rating (e.g., 14 CFR §§ 65.107 and 65.109), and the regulations relating to maintenance and inspection (e.g., 14 CFR part 43, 14 CFR §§ 91.319 and 91.327) of the aircraft to which this certificate applies. The training course must be designed to include appropriate content on the category and class (as applicable) of aircraft for which certificate privileges, and class limitations, are sought. After a student completes the course and passes a written test covering the course content, the training course provider must provide a Certificate of Completion to the student pursuant to 14 CFR § 65.107(e)(3).

3.3.1 Course Design Standards.

- 3.3.1.1** A maintenance rating training course should provide the student with the skill to determine whether an aircraft is in a condition for safe operation. The course must:
 - Train students on a category and class (as applicable) of aircraft (refer to 14 CFR § 65.107(d)); and
 - Include, at a minimum, content on the knowledge, risk management, and skill elements for each subject contained in the Aviation Mechanic General, Airframe, and Powerplant Airman Certification Standards (ACS) that is appropriate to the category and class (as applicable) of aircraft being taught.

- 3.3.1.2** Course providers should consider the guidelines in paragraphs 3.3.1.2.1 through 3.3.1.2.4 when determining appropriate course content.
- 3.3.1.2.1** Relevant ACS Content. The course does not need to include every section, subject area, or element of the Mechanic ACS; it should only include the relevant sections, subject areas, and elements.
- 3.3.1.2.2** Applicable to Category and Class. Focus course content to a particular category of aircraft and to a specific class within that category when applicable. This will require training course providers to review the Mechanic ACS sections, subject areas, and elements to determine which content from the Mechanic ACS is applicable and appropriate for inclusion in the training course. Depending on the aircraft category and class, some elements may not be appropriate for inclusion in the course content, whereas for other courses, entire sections or subject matter may be appropriate to ensure thorough training course content.
- For example, the powerplant section of the Mechanic ACS is not applicable for lighter-than-air category, balloon class.
 - As another example, the turbine engine subject area would not be applicable to airships.
- 3.3.1.2.3** Common and Entry-Level Tasks. Training should cover common tasks and those tasks a newly certificated light-sport repairman would be expected to perform. The Mechanic ACS outlines minimum standards for training and certification mechanics and repairmen, which do not represent every possible knowledge area or skill that a mechanic or repairman will need to have when performing maintenance. Nor is it possible to train every mechanic or repairman on every single aircraft make and model that exists in any aircraft category or class. The knowledge, risk management, and skill elements in the Mechanic ACS are only a portion of the knowledge and skills a mechanic or repairman could encounter while performing aircraft maintenance work and are a minimum standard for certification.
- 3.3.1.2.4** Reflect Certificate Privileges.
1. Course content should be further focused to reflect the privileges of a light-sport repairman certificate. Light-sport repairman certificate privileges are limited to light-sport category and certain experimental aircraft, while mechanic certificate privileges are very broad privileges that are not limited by the type of airworthiness certificate an aircraft holds. Subsequently, the applicable course content for a light-sport repairman certificate training course would be narrower in scope based on the limited aircraft light-sport repairmen may perform work on.
 2. For example, light-sport repairmen do not have the privilege to perform or approve for return to service a major repair or major alteration on an

aircraft product produced under a type design; therefore, it is unnecessary to include training on FAA Form [337](#), Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance).

3.3.1.2.5 Operational Aircraft. Applicable content determinations should be based on aircraft for which there is a significant number operating in the National Airspace System (NAS). Put differently, course providers are not expected to revise training course content to cover any possibility of aircraft design that could exist under 14 CFR part [22](#). Similarly, course providers are not expected to revise training course content if there is only a small number of aircraft of a certain design operating in the NAS. However, course providers are expected to provide a high level of knowledge on the practical application within the light-sport maintenance community and revise their courses as necessary to ensure they include appropriate course content as required by 14 CFR § 65.107(d).

1. Courses should include training on a representative sampling of aircraft in the category and class (as applicable) being trained because the repairman will have privileges on all aircraft in that category and class (as applicable). Therefore, training content should also represent various aircraft designs within that category or class.

3.3.2 FAA-Acceptance of Maintenance Rating Training Courses.

3.3.2.1 A maintenance rating training course must be accepted by the FAA for the course to be used towards eligibility for a light-sport repairman certificate with a maintenance rating.

3.3.2.2 Maintenance rating training courses are accepted based on FAA verification that the course meets the requirements in 14 CFR § 65.107(d). The course must include content on, at a minimum, the knowledge, risk management, and skill elements for each subject contained in the Aviation Mechanic General, Airframe, and Powerplant Airman Certification Standards (incorporated by reference; refer to 14 CFR § [65.23](#)) that are appropriate to the category and class (as applicable) of aircraft for which the training is designed to qualify a person for a light-sport repairman certificate, rating, privileges, and limitations (as applicable).

3.3.2.3 Maintenance rating training courses that were issued an FAA Acceptance Number before the effective date of the MOSAIC final rule were based on class-specific hour requirements. Maintenance rating courses are no longer required to offer their content in the previously prescribed number of hours. Instead, course providers can determine the appropriate timeframe necessary to ensure all course content is delivered. A course provider may find the training course content, as required in 14 CFR § 65.107(d), may be taught in the same or similar numbers of hours as previously required; however, the course providers are not regulatorily required to instruct for a certain number

of hours and may find that effective training to proficiency should be delivered in either an additional or reduced number of hours. After the effective date of the MOSAIC final rule, the FAA will not consider hours when evaluating course content for acceptance of maintenance rating training courses.

3.3.2.4 See Chapter 4 for procedures on obtaining FAA-acceptance of the training course.

3.3.3 Recommended Course Content. Appendix [B](#), Sample Maintenance Rating Training Course Content, contains sample course content for training to provide a student who seeks a maintenance rating with the knowledge and skill to exercise the privileges of the certificate. The sample course content in Appendix B is separated into modules, a combination of which can allow a student seeking a light-sport repairman certificate with a maintenance rating to obtain the required training for multiple aircraft category and class (as applicable) privileges without duplicating training already received. The course content must cover the applicable subjects (General, Airframe, Powerplant), subject areas (e.g., Weight and Balance, Flight Controls, Engine Inspection, etc.), and knowledge, risk management, and skill elements of the Mechanic ACS, and should include:

3.3.3.1 Information on airworthiness certificates and associated operating limitations.

3.3.3.2 Applicable content from 14 CFR part 43 appendix D. Aircraft issued an experimental certificate in accordance with 14 CFR § 21.191(g), (i), (k), or (l) are typically issued operating limitations that require the condition inspection to include the scope and detail of 14 CFR part 43 appendix D. Light-sport category aircraft may also be issued operating limitations with maintenance or inspection requirements that must be met to operate the aircraft.

3.3.3.3 Applicable information on inspecting and maintaining components and systems unique to the aircraft design, including those not specifically listed in 14 CFR part 43 appendix D. For example, for rotorcraft, the items listed in 14 CFR § 43.15, Additional Performance Rules for Inspections, or other life-limited or critical components should be included in the training.

Note: A training course provider may not issue a Certificate of Completion for any aircraft category and class (as applicable) privilege without ensuring the student has completed all applicable training and has passed a written test covering the contents of the training course.

3.4 Training Course Tests.

3.4.1 Written Test. To be eligible for a light-sport repairman certificate and rating, a student/applicant must pass a written test administered by the training course provider that covers the contents of the course in accordance with 14 CFR § 65.107(b)(4). As required by 14 CFR § [65.17](#), the student must achieve a 70 percent score or higher on the test to pass.

3.4.2 Retest. If the student fails the course test, the training course provider may retest the student. The course provider should provide additional instruction in each of the subjects failed prior to retesting.

3.5 Course Facilities, Equipment, and Materials. The training course provider must deliver each training course using facilities, equipment, and materials appropriate to the training course content taught, in accordance with 14 CFR § 65.107(e).

Note: The safety of students is of utmost importance. Aircraft maintenance tasks can be dangerous, and training providers must ensure their facilities, equipment, and materials prevent injury in the learning environment.

3.5.1 Appropriate. The FAA interprets “appropriate” facilities, equipment, and materials to mean those elements are sufficiently suited to instruct in the content the training course offered. If certain facilities, equipment, and materials are essential to support the training provider’s training course content, then those facilities, equipment, and materials would be considered “appropriate” to the training course being taught, and the training course provider must have those facilities, equipment, and materials available during training.

3.5.2 Facilities. The training course facilities must provide an environment suitable for learning to ensure that learning objectives of the training course are met. Considerations should include:

- Distractions from learning, such as excessive noise, dust and fumes (poor ventilation), heat and cold (temperature control), and clutter should be eliminated or minimized. For example, classrooms should be separated from the noise and activity of shop and/or hangar environments.
- Facilities should be of adequate size for the number of students in a classroom, or for accomplishing any of the laboratory or shop projects as appropriate to the course provider’s instructional design (e.g., a certain area or piece of equipment cannot accommodate a large number of students, but the course instructional design ensures it is used by small groups of students at different times).
- The course provider should ensure the laboratory and shop floors are free from clutter, such as extension cords and air hoses.

Note: Facilities should conform to any local, state, and Federal standards, including those imposed by local fire departments, health agencies, and other regulatory agencies. Discussion of those requirements is beyond the scope of this AC.

3.5.3 Equipment. Equipment includes, but is not limited to, shop equipment; tools (including hand tools); and instructional aids such as aircraft, aircraft components, and mock-ups used for learning. The training course provider must provide equipment suitable for learning to ensure that learning objectives set forth in the applicable course content from the Mechanic ACS can be met. In other words, if the training course includes a skill requirement on a specific piece of equipment (as listed in the Mechanic ACS), the course

provider must have that piece of equipment. For example, where the course requires a student to be able to perform a skill requirement to service a battery, the course provider must have an aircraft battery in a condition that will allow a student to demonstrate the appropriate servicing requirements to be considered to have equipment appropriate to the training course content being sought.

3.5.3.1 Shop Equipment. The training course provider should consider the following guidelines for shop equipment:

- Have enough shop equipment in place and in satisfactory operating condition to adequately serve the student enrollment and support intended training course content and learning outcomes.
- Maintain an adequate ratio of instructional aids-to-students in each shop class to ensure safety and facilitate learning.
- Maintain shop equipment in good working order and in a condition for safe operation. A system should be in place for routine preventive maintenance and/or replacement.
- Securely install and locate large standing equipment to provide sufficient aisle space so students can move about freely.

3.5.3.2 Tools. The training course provider should provide any necessary tools required to provide appropriate instruction. The tools should be in satisfactory working condition and of the proper kind for the purpose for which they are intended. The training course provider should either provide common hand tools or require students to furnish their own.

3.5.3.3 Instructional Aids. The instructional aids should be appropriate for the scope and depth of the training course content. The training course provider should ensure the complexity of instructional aids is appropriate to the level of knowledge and skill outcome of the subject element. The training course provider should maintain a ratio of instructional aids-to-students, which ensures safety and facilitates learning. Broken or deteriorated instructional aids should be repaired or replaced. Examples of instructional aids include:

- Diagrams;
- Visual aids;
- Computers;
- Interactive software;
- Aircraft and mock-ups of aircraft;
- Engines and engine accessories; and
- Components, such as hydraulic servos, accumulators, etc.

- 3.5.4 Materials.** This refers to materials needed to effectively provide the training course content and meet the course objectives. Materials include handout material, textbooks, handbooks, and technical data. The training course provider must have sufficient materials in stock and properly stored to provide for the student enrollment.
- 3.6 Course Instructors.** The training courses must be delivered by instructors that are appropriately qualified to teach the course content.
- 3.6.1 Appropriately Qualified.** “Appropriately qualified” means an instructor is demonstrably qualified to teach the course content. This demonstration may include educational credentials, certifications, or practical experience that aligns with the subject matter that the instructor teaches.
- 3.7 Course Certificate of Completion.** In accordance with 14 CFR § 65.107(e), a training course provider must provide a Certificate of Completion to each student after the student completes the training course and passes a written test. The Certificate of Completion must include the:
- Student’s name;
 - Name of the training provider;
 - FAA course acceptance number;
 - Rating applicable to the training course (i.e., maintenance, inspection);
 - Category and class (as applicable) of aircraft the training was based on (e.g., airplane, glider, rotorcraft–gyroplane, lighter-than-air – balloon, etc.); and
 - Date of training completion.
- 3.7.1 Demonstration of Course Completion.** An applicant for a light-sport repairman certificate must present documentary evidence of completion of the training course and passage of the written course test, as prescribed in 14 CFR § 65.107(b)(5). The applicant can use the Certificate of Completion issued by the training course provider to demonstrate successful completion of both the training course and written course test to the FAA.
- 3.7.1.1** An applicant may submit documentation other than the Certificate of Completion if the applicant is unable to produce the Certificate of Completion due to circumstances such as the certificate being lost or destroyed. For example, an applicant could provide transcripts and an authenticated letter from the training course provider. Acceptable documentation must demonstrate both course completion and passing of the course test in accordance with 14 CFR § 65.107(b)(5). The documentary evidence should include the equivalent information as what is required on a Certificate of Completion issued in accordance with 14 CFR § 65.107(e)(3).
- 3.7.2 Sample Certificate of Completion.** See Appendix [C](#), Sample Certificates of Completion, for a sample Certificates of Completion for an inspection rating and a maintenance rating.

3.8 Additional Considerations for Training Courses. A training course should be designed based on the additional following recommendations. The FAA notes that these are not requirements (except as specifically noted), but often seen as part of successful training courses:

3.8.1 Training Course Records. The course provider should retain training records with the names of each student, the courses and/or modules completed by the student, and the test scores for all tests passed by the student. Additionally, it is recommended that the training course provider document course content that was credited (e.g., prior training as credit) versus that which was specifically trained at the training provider. The training records should be maintained for at least 2 years after the student has completed the course. However, training providers that offer training course modules may want to retain records for longer to allow students to benefit from the modular course offerings so that the student could be credited for modules they have already completed. See Appendix [B](#) for additional information on modular design of maintenance rating training courses.

3.8.2 Student Attendance. The course provider should have an attendance policy and inform students of that policy. It is recommended the course provider track student attendance and have procedures for how students will make up missed course material.

3.8.3 Type and Length of Training.

3.8.3.1 Inspection Rating Training Course. An inspection rating training course must include at least 16 hours of training and must be designed to result in students obtaining a level of proficiency that enables the individual to inspect an aircraft (in the aircraft category and class (as applicable) the course is specific to) and determine that the aircraft will be in a condition for safe operation (14 CFR § 65.107(c)). The FAA recommends these course hours include at least 25 percent hands-on/practical training to successfully train to proficiency.

3.8.3.2 Maintenance Rating Training Course. A maintenance rating training course should be a combination of lecture and practical training/application of skill that is based on the applicable knowledge, risk management, and skill elements of the Mechanic ACS pursuant to 14 CFR § 65.107(d). The total length of a maintenance rating training course is not set by the FAA. The course must be designed with sufficient time to result in a student obtaining a level of proficiency that enables the individual to inspect or perform maintenance on aircraft (in the category and class (as applicable)) and determine that the aircraft will be in a condition for safe operation and approved for return to service.

3.8.4 Student-to-Instructor Ratio. A training course should maintain a ratio of students to instructors that ensures safety and facilitates learning. It is recommended that training courses are limited to 25 students per instructor when conducting practical projects. Student safety and an effective learning environment should be the priority of the training course provider when determining an appropriate student-to-instructor ratio.

- 3.8.5 Course Critiques.** The FAA encourages training course providers to give students the opportunity to submit a course critique at the end of the course. Such critiques may provide valuable information that can be used by the course provider to improve the training course. The FAA has supplied a sample course critique in Appendix [D](#), Sample Course Critique.
- 3.9 FAA Course Acceptance.** Only training courses accepted by the FAA will provide eligibility towards a light-sport repairman certificate. See Chapter [4](#) for additional information on submitting a training course for FAA acceptance.
- 3.9.1 Course Acceptance.** The FAA will assign a course acceptance number to each training course accepted by the FAA and notify the training course provider by issuing an LOA. A list of current FAA-accepted training courses is available at https://www.faa.gov/aircraft/gen_av/light_sport/LSA_repairmen_courses.
- 3.9.2 Course Denial.** If the course does not include the appropriate course content as required by 14 CFR § 65.107(c) or (d), or if the course provider has not demonstrated they can meet 14 CFR § 65.107(e) (as evidenced by the requested course acceptance submittal documents), the FAA will not accept the training course. The FAA will notify the training course applicant the reasons for denial, in writing. A course provider may resubmit their training course for FAA review and acceptance at any time.
- 3.10 FAA Regulatory and Investigative Authority.** See Chapter 2, paragraph 2.13 for additional information on FAA regulatory and investigative authority.
- 3.10.1 Training Course Noncompliance.** If a training course provider is delivering training found to be in noncompliance with 14 CFR § 65.107(e), the basis of the FAA's training course acceptance is no longer valid. The FAA will initiate the appropriate compliance or enforcement action to correct the noncompliance. Failure to correct the noncompliance may result in rescinding the FAA course acceptance and/or civil penalty, as appropriate.

CHAPTER 4. TRAINING COURSE FAA-ACCEPTANCE

4.1 Training Course FAA-Acceptance. This chapter provides information for potential training course providers who intend to submit a light-sport repairman training course to the FAA for acceptance. For purposes of this chapter, a potential training course provider is referred to as a training course provider. The FAA must accept a training course before the training course provider may deliver the course to students who seek to meet the requirements for light-sport repairman certification. Revision to any of the components of a training course after initial acceptance will require that the course provider resubmit the course to the FAA for review and acceptance prior to training on any changes. See Chapter [3](#), Light-Sport Aircraft Repairman Certificate Training Courses, for additional information on training courses. A light-sport repairman training course acceptance submission should include information on the following components:

- The training course content;
- A description of the course facilities, equipment, and materials;
- A description of the qualifications of course instructors;
- A sample of the course test; and
- A sample of the course Certificate of Completion.

4.2 Requesting Training Course Acceptance. A training course provider requesting FAA review and acceptance of a light-sport repairman training course should initially submit a letter of request to the FAA (see paragraph 4.2.2). Upon receiving the request, the FAA will contact the training course provider to arrange for submission of the training course content and additional documents to support the request (see paragraph [4.3](#)). When the FAA finds that the training course meets requirements, and the training course provider has demonstrated they are able to meet course delivery requirements, the FAA will issue a course acceptance letter to the course provider for each training course request.

4.2.1 Privacy. The reviewing/accepting FAA office will keep training course proprietary information and any Personally Identifiable Information (PII) in a secure location that is only accessible by limited and appropriate FAA personnel.

4.2.2 Letter of Request. Submit a letter of request, containing the information listed in paragraph [4.2.2.1](#) to FAA's Office of Safety Standards, Aircraft Maintenance Division:

To: 9-AWA-AFS-300-Correspondence@faa.gov

Subject: Request for Light-Sport Repairman Training Course Acceptance

Attention: Light-Sport Repairman Coordinator, AFS-320, Airman Section

4.2.2.1 The letter of request should include the following information:

1. The name of the training course provider (i.e., the individual and/or organization) making the request.
2. Contact information for a representative of the training course provider, to include a contact person name, telephone number, email, and mailing address, for the document submission and course acceptance process.
3. The type of training course for which review is requested (i.e., an inspection rating course or a maintenance rating course).
4. The category and class (as applicable) of aircraft for which the course is designed.
5. A description of the course design, explaining how the course provides the training appropriate to a particular category, or class as applicable, of aircraft. For example, if designing the course using modules (such as described in Appendix B, Sample Maintenance Rating Training Course Content), include a description of how modules make up the course and provide the appropriate training (e.g., in Appendix B, Table B-1, Model Matrix for Issuance of a Certificate of Completion, describes what modules must be completed by an individual to be eligible for a Certificate of Completion for a particular aircraft category).
6. Contact information to allow the FAA to contact the training course provider (following FAA course acceptance) when necessary for the FAA to validate a student's completion of a training course and passing of the test.

4.2.2.2 Initial requests should be submitted at least 60 calendar days prior to the course providers intended delivery of the course to allow for FAA review and notification of discrepancies and resubmission after correction.

4.3 Contents of a Training Course Submission. The contents of a training course submission must demonstrate to the FAA that the training course provider can develop and deliver a training course that meets the requirements of 14 CFR § [65.107](#). After submitting an initial request for a training course acceptance, the FAA will contact the training course provider to arrange submission of the necessary documents. A training course provider should ensure the submission includes the items in paragraph 4.3.1 through [4.3.4](#) below:

4.3.1 Training Course Content. The training course provider should provide a training course content that includes the following information to validate that the training course meets the requirements of 14 CFR § 65.107, as applicable:

1. Training course content. For an inspection rating training course, the course content must show at least 16 hours of content; see Appendix A for sample course content. For a maintenance rating training course, see Appendix B for sample course content. The appendices provide examples of course content; the training provider should

- tailor the course to the category and class (as applicable) of aircraft the course is being designed for.
2. A description of how the training course provider will deliver the course content (e.g., in-person classroom/lab delivery or distance learning delivery) and a statement of the maximum number of students the training course provider can support in a class. This information is necessary to determine the appropriateness of the facilities, equipment, and materials the training course provider describes.
 3. A description of the facilities that will be used to deliver the training course content. The description should be detailed enough that the FAA will be able to determine if the training course provider will have the appropriate facilities to deliver the training course content. It is helpful for the training course provider to include a facility diagram.
 4. A description of the equipment that will be used to deliver the training course content. The description should be detailed enough that the FAA will be able to determine if the training course provider will have the appropriate equipment to deliver the training course content. It is helpful for the training course provider to include a list of equipment that will be used to deliver the training course content.
 5. A description of the materials that will be used to deliver the training course content. The description should be detailed enough that the FAA will be able to determine if the training course provider will have the appropriate materials to deliver the training course content. It is helpful for the training course provider to include a list of materials that will be used to deliver the training course content.
- 4.3.2 Sample Certificate of Completion.** The training course provider should include a sample of the Certificate of Completion that will be issued to students after completing the required training and passing a test on the contents of the course.
- 4.3.3 Course Test.** The training course provider should include a sample course test. The sample test should be detailed enough to demonstrate to the FAA that the course test can determine if a student/applicant possesses the appropriate knowledge to obtain the privileges of a repairman certificate. It is recommended that course providers have more than one test or can otherwise vary the questions on tests to ensure the integrity of course tests. Course providers are not required to submit all tests to the FAA and the tests are not required to be accepted by the FAA. Similarly, if the course provider changes their tests, the tests are not required to be submitted to the FAA. However, the FAA may ask to review course tests at a later date to ensure they meet 14 CFR § 65.107(b)(4) (i.e., covers the contents of the course).
- 4.3.4 Instructor Qualifications.** The training course provider should submit information demonstrating that each instructor used to teach a training course is appropriately qualified. The training course provider should identify the course or course content the instructor will be assigned to teach and submit information demonstrating that the instructor is specifically qualified to teach their assigned content. Although requested initially, the FAA may ask to review instructor qualifications at any time.

- 4.4 FAA Action.** The FAA will review the proposed training course and all supplemental materials to ensure the course meets applicable regulations and the course provider has demonstrated the ability to deliver the training. If the course or course provider does not meet all applicable regulatory requirements, the FAA will notify the course provider of all discrepancies in writing. The training course provider must resubmit the course after correcting all discrepancies if it continues to seek FAA acceptance of the course. Once the training course is found acceptable, the FAA will assign a course acceptance number to the course and will notify the training course provider of the course acceptance in writing.
- 4.5 Training Course Revisions.** If training course content is revised, the training course provider must resubmit the course for FAA review and acceptance, as required by 14 CFR § 65.107(c) and (d), using the same procedures as for an initial submission (see paragraphs [4.2](#) and [4.3](#)). However, the training course provider is only required to submit new or changed information supporting the revision. For example, it is not necessary to resubmit instructor qualifications or course tests if that information is unchanged as related to the revision.

APPENDIX A. SAMPLE INSPECTION RATING TRAINING COURSE CONTENT

A.1 General Information. The inspection rating course content in this appendix outlines sample training course content to meet the purpose of an inspection rating training course required by 14 CFR § [65.107\(b\)](#).

A.2 Inspection Rating Course Content. An inspection rating training course must include 16 hours of course content. Each course must be designed for a particular category and class (as applicable) of aircraft and should include the general elements listed in Appendix A, as applicable.

A.2.1 Module System. A module system may be a beneficial method to develop course content because it may allow a repairman with an inspection rating to obtain additional category or class privileges, without having to repeat training already taken (e.g., training on proper use of safety techniques, torque procedures, and personal safety equipment that is applicable to all category and class privileges). Though the content of this appendix is not presented in a modular format, a modular format would be an acceptable method of training course format. See Appendix [B](#), Sample Maintenance Rating Training Course Content, for an example of how to present training course content in a modular format.

A.2.2 Certificate of Completion. The training course provider is responsible for ensuring that a student is only issued a Certificate of Completion for an inspection rating and specified category and class privileges, as applicable, after completing of all training course content applicable to the corresponding aircraft category or class and passing of the course test.

A.2.3 Regulations and Guidance. Regulations and other guidance applicable to the experimental aircraft that a light-sport repairman will be privileged to work on, including:

1. Airworthiness Certificates and operating limitations.
2. Annual condition inspection record entry.
3. Airworthiness Directives (AD).
4. Manufacturer's manuals, safety directives, etc.
5. Consensus standards (if applicable) for the category and class of aircraft that is the subject of the course.
6. Applicable FAA regulations and publications.

A.2.4 Inspection Procedures. Inspection procedures such as those described in Advisory Circular (AC) [20-106](#), Aircraft Inspection for the General Aviation Aircraft Owner, and AC [43.13-1](#), Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair:

1. Use of manufacturer's data/manuals:
 - Personal safety and manufacturer's inspection checklists.
 - Weight and Balance (W&B)/loading.
2. Detection of the following:
 - Corrosion.
 - Cracks.
 - Deformation.
 - Excessive wear.
3. Proper use of:
 - Safety techniques.
 - Torque procedures.
 - Personal safety equipment.

A.2.5 Theory and Discussion. 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:
 - Instrumentation.
 - Landing gear.
 - Brakes.
 - Flight controls.
 - Rigging.
 - 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:
 - Ballistic parachute.
 - Floats and skis.
5. For rotorcraft (gyroplanes and helicopters), include (refer to 14 CFR § [43.15](#)):
 - Drive shafts or similar system.
 - The main rotor transmission gearbox for obvious defects.
 - The main rotor and center section (or equivalent areas).
 - The auxiliary rotor on helicopters (refer to 14 CFR § 43.15).

A.2.6 Inspection Checklist.

1. Review the scope and detail of 14 CFR part [43](#) appendix [D](#).
2. Use of an inspection checklist recommended by the manufacturer.

Note: The operating limitations issued to an experimental aircraft under 14 CFR § [91.319\(i\)](#) may require the condition inspection to meet the scope and detail of 14 CFR part 43 appendix D. Therefore, any checklist used during training should be verified to ensure it meets this standard.

APPENDIX B. SAMPLE MAINTENANCE RATING TRAINING COURSE CONTENT

- B.1 General Information.** This appendix presents a sample of course content designed for a repairman certificate (light-sport) maintenance rating using a module system. A training course provider is not required to design their training using a module system; any format for training course design may be found acceptable by the FAA if the course meets the requirements of 14 CFR § [65.107](#). A training course should ensure a repairman applicant has the necessary knowledge and skills on inspection techniques and maintenance practices necessary to maintain a particular category and class (as applicable) of aircraft.
- B.1.1 Mechanic ACS.** The following sample course content provides a general outline that training course providers may utilize to meet the requirement of 14 CFR § 65.107(d). This includes course content on the knowledge, risk management, and skill elements for each subject contained in the Aviation Mechanic General, Airframe, and Powerplant Airman Certification Standards (ACS) appropriate to the category and class (as applicable) of aircraft the course is being designed for.
- B.1.2 Module System.** This benefit of the module system is that it allows a repairman with a maintenance rating to obtain additional category or class privileges without having to repeat training already taken. The matrix in Table [B-1](#) summarizes the modules that must be completed to issue a Certificate of Completion for the specified aircraft category, and class (as applicable). The FAA notes that this is a sample matrix only; the training course provider must specify required modules depending on the module-specific content if choosing to present course content in a module system.
- B.1.3 Certificate of Completion.** The training course provider is responsible for ensuring that a student is only issued a Certificate of Completion for a maintenance rating and specified category privileges after completion of all training modules applicable to the corresponding aircraft category and class (as applicable). For example, to be issued a Certificate of Completion for a maintenance rating for airplane category privileges, the training course provider would ensure the student has completed training and a course test on Modules 1, 2, 3, and 4. If that same repairman then completed Module 10, the repairman could be issued a Certificate of Completion for powered-lift category privileges (as Modules 1, 2, and 3 are also required for a powered-lift rating but would have been completed when obtaining the airplane privileges).

Table B-1. Model Matrix for Issuance of a Certificate of Completion

Module/Aircraft Category and Class (as Applicable)	Airplane	Rotorcraft		Glider	Lighter-Than-Air		Powered-Lift	Powered Parachute	Weight-Shift-Control
		Gyroplane	Helicopter		Airship	Balloon			
1. Regulatory Overview	X	X	X	X	X	X	X	X	X
2. Airframe General	X	X	X	X			X	X	X
3. Engine and Propeller General	X	X	X	X	X		X	X	X
4. Airplane Category Specific	X								
5. Weight-Shift-Control Category Specific									X
6. Powered Parachute Category Specific								X	
7a. Lighter-Than-Air Category – Airship Specific					X				
7b. Lighter-Than Air Category – Balloon Specific						X			
8. Glider Category Specific				X					
9a. Rotorcraft Category – Gyroplane Specific		X							
9b. Rotorcraft Category – Helicopter Specific			X						
10. Powered-Lift Category Specific							X		

B.1.4 Credit For Prior Training. Any particular module may contain duplicate training included by the training course provider in a different training module. A training course provider may, at their discretion, credit a student with the completion of course content when the provider can verify the student has successfully completed prior training of that specific course content. As discussed in paragraph [3.8](#), it is recommended that training course providers retain records to support crediting of modules. The FAA recommends the training course provider document the course content that was credited (e.g., prior training as course credit) versus that which was specifically trained at the training provider.

B.1.4.1 Course tests are required by 14 CFR § 65.107(b)(4) and validate the successful transfer of knowledge and skill as an outcome of training. A student cannot be credited with test results from an area of course content that was taken previously and credited. If a modular course design is used, the course test administered at the completion of the training course must cover all modules in that course, regardless of if the student took one of those modules as a part of a previous course and test.

B.2 Module 1: Regulatory Overview.

1. Regulations. Regulations overview consisting at a minimum of the following: the light-sport-related sections of 14 CFR parts [1](#), [21](#), [22](#), [39](#), [43](#), [45](#), [65](#), and [91](#). Including the rules on the emergency locator transmitter (ELT), Automatic Dependent Surveillance-Broadcast (ADS-B), and transponder requirements.
2. Consensus Standards. The applicable FAA-accepted, industry-developed ASTM International consensus standards including continued airworthiness requirements and inspection practices/techniques, use of hand tools, torque wrenches, safety practices, and identification of aviation hardware.
3. Directives. Use of manufacturer's safety directives and FAA Airworthiness Directives (AD).
4. Instructions and Records. Use of airframe, engine, appliance, and propeller manufacturer's manuals, instructions, and maintenance recordkeeping.
5. Safety. Personal safety.

B.3 Module 2: Airframe General.

1. Weight and Balance (W&B). Weight, balance, and loading.
2. Repairs and Alterations. Performing minor repairs and minor alterations.
3. Composites. Inspection of composite structures and minor repairs.
4. Electrical. Electrical system, theory, inspection, and troubleshooting.
5. Construction. Material and processes.
6. Corrosion Control. Corrosion cause and prevention.

7. Lines and Fittings. Fluid lines and fittings.
8. Ground Handling and Servicing. Ground operations and servicing.

B.4 Module 3: Engine and Propeller General.

1. Theory. Theory of 2- and 4-cycle engine operation (fuel, magneto and electronic ignition, and lubrication systems).
2. Engine Maintenance. Service, inspection, and maintenance of engines, including troubleshooting.
3. Cooling Systems. Inspection, checking, troubleshooting, servicing, and repair of engine-cooling systems.
4. Propellers. Theory, inspection, and maintenance of propellers and ground adjustable propellers.
5. Run-Ups. Engine run-up practices and procedures.
6. Folding Propellers. Servicing, inspection, and maintenance of feathering or folding propellers used on gliders.
7. Engine Instruments. Inspection, checking, servicing, and troubleshooting of electrical or mechanical engine instrumentation.
8. Servicing. Servicing of oil and fluids.
9. Accessories. Removal and replacement of engine accessories such as spark plugs, exhaust systems, wiring, carburetor, fuel pumps, etc.

Note: This module is intended to include at least three engines (e.g., one air-cooled 2-cycle, one air-cooled 4-cycle engine, and one water-cooled engine of either 2-cycle or 4-cycle) that are representative of at least two different aircraft categories. Alternatively, the training course provider may use training aids, mockups, and detailed course presentation materials for use in place of an actual aircraft. Aircraft and/or mockups do not need to be in an airworthy condition but must be complete enough to conduct the maintenance and inspection training for this module.

B.5 Module 4: Airplane Category Specific.

1. Theory. Theory and operation of flight controls.
2. Rigging. Aircraft rigging, including flight controls, landing wires, flying wires.
3. Covering Maintenance. Removal and installation of sail cloth covering on wings and tail surfaces.
4. Covering Inspections. Inspection of fabric coverings on fuselage, wings, and tail surfaces.
5. Disassembly. Disassembly and assembly of wings, flight controls, accessories.

6. Engine Removal and Installation. Removal and installation of the engine, including fuel system, instrumentation, and accessories.
7. Instruments and Ignition Systems. Inspection and troubleshooting of aircraft/engine instrumentation and magneto and electronic ignition systems.
8. Manuals and Data. Use of manufacturer's manuals and technical data during projects.
9. Critical Areas. Identification and inspection of critical areas.
10. Airframe Structure. Inspection and minor repairs and minor alterations to applicable airframe structures.
11. Ballistic Parachutes. Theory, installation, operation, and inspection of ballistic parachutes.
12. Landing Gear. Inspection and maintenance of landing gear including floats (fixed and amphibious), fixed and retractable landing gear, wheels, skis, and brakes.
13. Fuel System. Theory of fuel system operation and inspection.
14. W&B. Weight and Balance.

Note: This module is intended to include at least two airframes that are representative of the airplane category. Alternatively, the training course provider may use training aids, mockups, and detailed course presentation materials for use in place of an actual aircraft. Aircraft and/or mockups do not need to be in an airworthy condition but must be complete enough to conduct the maintenance and inspection training for this module.

B.6 Module 5: Weight-Shift-Control Category Specific.

1. Theory. Theory and operation of flight controls.
2. Ready to Fly or Store. Assembly and disassembly of the aircraft.
3. Rigging. Aircraft rigging.
4. Manuals and Data. Use of manufacturer's manuals and technical data during projects.
5. Covering Material. Inspection, removal, and installation of fabric covering material.
6. Airframe Structures. Inspection and minor repairs to applicable airframe structures.
7. Engine Assembly. Inspection, removal, and installation of the engine and accessories.
8. Engine Instruments and Ignition Systems. Inspection and troubleshooting of aircraft and engine instrumentation and ignition systems.
9. Fuel System. Theory of fuel system, operation, and inspection.
10. Landing Gear. Inspection and maintenance of landing gear, wheels, and brakes.
11. Ballistic Parachutes. Theory, installation, operation, and inspection of ballistic parachutes.
12. Capacities. Weight and loading.

Note: This module is intended to include at least two aircraft that are representative of the weight-shift-control category. Alternatively, the training course provider may use training aids, mockups, and detailed course presentation materials for use in place of an actual aircraft. Aircraft and/or mockups do not need to be in an airworthy condition but must be complete enough to conduct the maintenance and inspection training for this module.

B.7 Module 6: Powered Parachute Category Specific.

1. Theory. Theory and operation of flight controls.
2. Ready to Fly or Store. Assembly and disassembly of the aircraft.
3. Rigging. Aircraft rigging and safety practices.
4. Parachutes. Inspection of the parachute, including removal and replacement.
5. Airframe Structures. Inspection and minor repairs and minor alterations to applicable airframe structures.
6. Engine Assembly. Inspection, removal, and installation of the engine and accessories.
7. Inspection and Troubleshooting. Inspection and troubleshooting of aircraft and engine instrumentation.
8. Manuals and Data. Use of manufacturer's manuals and technical data during projects.
9. Capacities. Weight and loading.
10. Landing Gear. Inspection of landing gear, wheels, and brakes.

Note: This module is intended to include at least two aircraft that are representative of the powered parachute category. Alternatively, the training course provider may use training aids, mockups, and detailed course presentation materials for use in place of an actual aircraft. Aircraft and/or mockups do not need to be in an airworthy condition but must be complete enough to conduct the maintenance and inspection training for this module.

B.8 Module 7a: Lighter-Than-Air Category – Airship Class Specific.

1. Theory. Theory and operation of lighter-than-air aircraft and airship-specific information.
2. Mooring. Mooring of the aircraft.
3. Rigging. Aircraft rigging and safety practices.
4. Airframe Structures. Inspection and minor repairs and minor alterations to applicable airframe structures, including fabric.
5. Powerplants. Inspection, removal, and installation of the engine, propellor, and related components and accessories.
6. Inspection and Troubleshooting. Inspection and troubleshooting of aircraft and engine instrumentation.

7. Manuals and Data. Use of manufacturer's manuals and technical data.
8. Capacities. Weight and loading.
9. Manuals and Data. Use of manufacturer's manuals and technical data during projects.

Note: This module is intended to include least one aircraft representative of the airship class within the lighter-than-air category. Alternatively, the training course provider may use training aids, mockups, and detailed course presentation materials for use in place of an actual aircraft. Aircraft and/or mockups do not need to be in an airworthy condition but must be complete enough to conduct maintenance and inspection training for this module.

B.9 Module 7b: Lighter-Than-Air Category - Balloon Class Specific.

1. Theory. Theory and operation of lighter-than-air aircraft.
2. Fabric. Inspection of fabric and minor repairs.
3. Inspections. Inspection of the burner assembly, basket, and fuel tanks.
4. Assembly and Disassembly. Removal and installation of baskets and burners.
5. Cleaning. Cleaning of burners and nozzles.
6. Manuals and Data. Use of manufacturer's manuals and technical data during projects.

Note: This module is intended to include least one aircraft representative of the balloon class within the lighter-than-air category. Alternatively, the training course provider may use training aids, mockups, and detailed course presentation materials for use in place of an actual aircraft. Aircraft and/or mockups do not need to be in an airworthy condition but must be complete enough to conduct maintenance and inspection training for this module.

B.10 Module 8: Glider Category Specific (must include training on both powered and unpowered gliders).

1. Theory. Theory, operation, and rigging of flight controls.
2. Fabric Covering. Inspection and minor repair to fabric covering on wings, fuselage, and tail surfaces.
3. Manuals and Data. Use of manufacturer's manuals and technical data during projects.
4. Critical Areas. Identification and inspection of critical areas.
5. Airframe Structures. Inspection and minor repairs to applicable airframe structures.
6. Ballistic Parachutes. Theory, installation, operation, and inspection of ballistic parachutes.
7. Landing Gear. Inspection and maintenance of wheels and brakes, and wheel retract systems.

8. W&B. Weight and Balance.
9. Wing Folding/Removal. Inspection of the wing folding/removal mechanism.

Note: This module is intended to include at least one aircraft that is representative of the glider category. Alternatively, the training course provider may use training aids, mockups, and detailed course presentation materials for use in place of an actual aircraft. Aircraft and/or mockups do not need to be in an airworthy condition but must be complete enough to conduct the maintenance and inspection training for this module.

B.11 Module 9a: Rotorcraft Category – Gyroplane Class Specific.

1. Theory. Theory and operation of gyroplane flight controls.
2. Rigging. Aircraft rigging, including flight controls.
3. Disassembly. Disassembly and assembly of rotor systems, tail booms, accessories, etc.
4. Rotor Systems. Inspection, maintenance, installation, removal, vibrations, track and balance.
5. Transmissions and Drive Systems. Inspection, maintenance, installation, removal, vibrations.
6. Engine Removal and Installation. Removal and installation of the engine and propeller, including fuel system, instrumentation, and accessories.
7. Instruments and Ignition Systems. Inspection and troubleshooting of aircraft/engine instrumentation and magneto and electronic ignition systems.
8. Manuals and Data. Use of manufacturer's manuals and technical data during projects.
9. Critical Areas. Identification and inspection of critical areas, awareness of life-limited components.
10. Airframe Structure. Inspection and minor repairs and minor alterations to applicable airframe structures.
11. Landing Gear. Inspection and maintenance of gyroplane landing gear.
12. Fuel System. Theory of fuel system operation and inspection.
13. W&B. Weight and Balance.

Note: This module is intended to include at least two aircraft that are representative of the gyroplane class within the rotorcraft category. Alternatively, the training course provider may use training aids, mockups, and detailed course presentation materials for use in place of an actual aircraft. Aircraft and/or mockups do not need to be in an airworthy condition but must be complete enough to conduct the maintenance and inspection training for this module.

B.12 Module 9b: Rotorcraft Category – Helicopter Class Specific.

1. Theory. Theory and operation of helicopter flight controls.
2. Rigging. Aircraft rigging, including flight controls, pitch change links.
3. Disassembly. Disassembly and assembly of rotor systems, tail booms, accessories, etc.
4. Rotor Systems. Inspection, maintenance, installation, removal, vibrations, track and balance.
5. Transmissions and Drive Systems. Inspection, maintenance, installation, removal, vibrations.
6. Engine Removal and Installation. Removal and installation of the engine, including fuel system, instrumentation, and accessories.
7. Instruments and Ignition Systems. Inspection and troubleshooting of aircraft/engine instrumentation and magneto and electronic ignition systems.
8. Manuals and Data. Use of manufacturer's manuals and technical data during projects.
9. Critical Areas. Identification and inspection of critical areas, awareness of life-limited components.
10. Airframe Structure. Inspection and minor repairs and minor alterations to applicable airframe structures.
11. Landing Gear. Inspection and maintenance of helicopter landing gear.
12. Fuel System. Theory of fuel system operation and inspection.
13. W&B. Weight and Balance.

Note: This module is intended to include at least two aircraft that are representative of the helicopter class within the rotorcraft category. Alternatively, the training course provider may use training aids, mockups, and detailed course presentation materials for use in place of an actual aircraft. Aircraft and/or mockups do not need to be in an airworthy condition but must be complete enough to conduct the maintenance and inspection training for this module.

B.13 Module 10: Powered-Lift Category Specific.

1. Theory. Theory and operation of rotorcraft flight controls.
2. Rigging. Aircraft rigging, including flight controls, landing wires, flying wires
Aircraft rigging, including flight controls, pitch change links.
3. Disassembly. Disassembly and assembly of wings, flight controls, accessories, rotor systems, tail booms, etc.
4. Rotor Systems. Inspection, maintenance, installation, removal, vibrations, track, and balance.

5. Transmissions and Drive Systems. Inspection, maintenance, installation, removal, vibrations.
6. Engine Removal and Installation. Removal and installation of the engine, including fuel system, instrumentation, and accessories.
7. Instruments and Ignition Systems. Inspection and troubleshooting of aircraft/engine instrumentation and magneto and electronic ignition systems.
8. Manuals and Data. Use of manufacturer's manuals and technical data during projects.
9. Critical Areas. Identification and inspection of critical areas, awareness of life-limited components.
10. Airframe Structure. Inspection and minor repairs and minor alterations to applicable airframe structures.
11. Ballistic Parachutes. Theory, installation, operation, and inspection of ballistic parachutes.
12. Landing Gear. Inspection and maintenance of landing gear.
13. Fuel System. Theory of fuel system operation and inspection.
14. W&B. Weight and Balance.

Note: This module is intended to include at least one aircraft that is representative of the powered-lift category. Alternatively, the training course provider may use training aids, mockups, and detailed course presentation materials for use in place of an actual aircraft. Aircraft and/or mockups do not need to be in an airworthy condition but must be complete enough to conduct the maintenance and inspection training for this module.

APPENDIX C. SAMPLE CERTIFICATES OF COMPLETION**Figure C-1. Sample Certificate of Completion for Inspection Rating Training Course, Rotorcraft Category Privileges, Limited to the Gyroplane Class****Figure C-2. Sample Certificate of Completion for Maintenance Rating Training Course, Glider Category Privileges**

APPENDIX D. SAMPLE COURSE CRITIQUE**Light-Sport Aircraft Repairman Training Course Evaluation**

Course Name: _____ Course Number: _____

Instructor Name(s): _____

Date: _____ Student Name (Optional): _____

Rate the quality of the items below based on the following rating scale.

1	2	3	4	5
POOR Provide Feedback	FAIR Provide Feedback	GOOD	EXCELLENT	NOT APPLICABLE

A. INSTRUCTION (Overall)

1. Preparation	1	2	3	4	N/A
2. Presentation	1	2	3	4	N/A
3. Knowledge of Instructors	1	2	3	4	N/A
4. Effectiveness of teaching technique	1	2	3	4	N/A

B. TRAINING CONTENT

1. Course well-organized	1	2	3	4	N/A
2. Course easy to follow	1	2	3	4	N/A
3. Course outcome explained	1	2	3	4	N/A
4. Course exercise(s) effective	1	2	3	4	N/A
5. Course objectives clear	1	2	3	4	N/A
6. Course objectives achieved	1	2	3	4	N/A

C. SEMINAR REGISTRATION

1. Effectiveness of registration personnel	1	2	3	4	N/A
2. Effectiveness of registration process	1	2	3	4	N/A
3. Receipt of seminar confirmation	1	2	3	4	N/A

D. TIME MANAGEMENT

1. Adequate time for lectures/instructions	1	2	3	4	N/A
2. Adequate time for exercises	1	2	3	4	N/A
3. Adequate time for lunch/breaks	1	2	3	4	N/A

E. PHYSICAL ENVIRONMENT

1. Lighting	1	2	3	4	N/A
2. Temperature	1	2	3	4	N/A
3. Comfort of chairs/table	1	2	3	4	N/A
4. Room arrangement	1	2	3	4	N/A
5. Equipment (sound, video, audio)	1	2	3	4	N/A

FEEDBACK:

APPENDIX E. RELATED REFERENCES (current editions)**E.1 Advisory Circulars (AC).** Current ACs are available at https://www.faa.gov/regulations_policies/advisory_circulars/.

1. AC [20-106](#), Aircraft Inspection for the General Aviation Aircraft Owner.
2. AC [90-89](#), Amateur-Built Aircraft and Ultralight Flight Testing Handbook.

E.2 FAA Handbooks and Orders.

1. FAA Order [8000.84](#), Procedures to Accept Industry-Developed Training for Light-Sport Repairmen.
2. FAA Order [8900.1](#), Flight Standards Information Management System.
3. [FAA-H-8083-1](#), Weight and Balance Handbook.
4. [FAA-H-8083-9](#), Aviation Instructor's Handbook.
5. [FAA-H-8083-21](#), Helicopter Flying Handbook.
6. [FAA-H-8083-30](#), Aviation Maintenance Technician Handbook—General.
7. [FAA-H-8083-31](#), Aviation Maintenance Technician Handbook—Airframe, Volume 1 and 2.
8. [FAA-H-8083-32](#), Aviation Maintenance Technician Handbook—Powerplant, Volume 1 and 2.

E.3 Related 14 CFR Parts.

1. Part [1](#), Definitions and Abbreviations.
2. Part [21](#), Certification Procedures for Products and Articles.
3. Part [22](#), Design, Production, and Airworthiness Requirements for Non-Type Certificated Aircraft.
4. Part [39](#), Airworthiness Directives.
5. Part [43](#), Maintenance, Preventive Maintenance, Rebuilding, and Alteration.
6. Part [45](#), Identification and Registration Marking.
7. Part [65](#), Certification: Airmen Other Than Flight Crewmembers, Subpart [D](#), Mechanics.
8. Part [65](#), Certification: Airmen Other Than Flight Crewmembers, Subpart [E](#), Repairmen.
9. Part [91](#), General Operating and Flight Rules.
10. Part [145](#), Repair Stations.

APPENDIX F. FREQUENTLY ASKED QUESTIONS (FAQ)

- F.1 How many different light-sport repairman certificates exist?** There is only one repairman certificate (light-sport), but two different ratings may be placed on the certificate: inspection and/or maintenance.
- F.2 What are the privileges and limitations of a light-sport repairman certificate with an inspection rating?** Title 14 CFR § [65.109\(a\)](#) sets forth the privileges of a repairman certificate (light-sport) with an inspection rating. See Table [2-1](#), Repairman Certificate (Light-Sport) Inspection Rating Summary of Privileges and Limitations, for a summary of privileges and limitations for a light-sport repairman certificate inspection rating.
- F.3 What are the privileges and limitations of a light-sport repairman certificate with a maintenance rating?** Title 14 CFR § 65.109(a) sets forth the privileges of a repairman certificate (light-sport) with a maintenance rating. See Table [2-2](#), Repairman Certificate (Light-Sport) Maintenance Summary of Privileges and Limitations, for a summary of privileges and limitations for a light-sport repairman certificate maintenance rating.
- F.4 May experience earned as a light-sport repairman be used to meet the experience requirement in 14 CFR § [65.77\(b\)](#) for a mechanic certificate?** Yes, experience working as a light-sport repairman, may be used towards meeting the experience requirements of 14 CFR § 65.77. To meet the experience requirements of 14 CFR § 65.77(b), a mechanic certificate applicant must have aviation maintenance experience with the procedures, practices, materials, tools, machine tools, and equipment generally used in constructing, maintaining, or altering airframes or powerplants. The applicant must present documentary evidence of having the experience for the timeframes prescribed. The FAA bases its time evaluation on full-time (e.g., 40 hours per week or similar) work. 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 should be verifiable, such as through statements and/or initials from the individual's employer or supervisor or owner of the aircraft following each entry in the repairman's logbook.
- F.5 Can an FAA-certificated mechanic perform inspections and maintenance on light-sport category aircraft and experimental aircraft?** Yes, as permitted in 14 CFR part [65](#) subpart [D](#) and 14 CFR part [43](#), the holder of mechanic certificate is authorized to perform inspections and maintenance on all aircraft. However, the mechanic must remember that when working on light-sport aircraft, one or more consensus standard provides the certification basis for the aircraft. Furthermore, 14 CFR part 43 and the privileges and limitations set forth in 14 CFR part 65 apply. For example, 14 CFR § [65.81](#) states a mechanic may not approve for return to service any aircraft or part thereof unless that person has previously performed the work concerned satisfactorily. Additionally, a mechanic may not exercise the privileges of the certificate unless the mechanic understands the current instructions of the manufacturer and the maintenance manuals for the specific operation concerned.

F.6 What is a consensus standard in the context of light-sport category aircraft?

Consensus standards provide the design requirements that an aircraft must meet to be eligible for a light-sport category Airworthiness Certificate, in accordance with 14 CFR § [21.190](#) and 14 CFR part [22](#). A consensus standard is an acceptable means of compliance for an aircraft manufacturer to use as the standard for an aircraft's design, production, and airworthiness.

F.7 Can a consensus standard define privileges and limitations of my FAA mechanic or repairman certificate? The regulations do not recognize consensus standards as a method to meet 14 CFR part 65 or [91](#); where conflicting information is presented in a consensus standard, the regulations take precedent.**F.8 Is a light-sport repairman permitted to perform or approve work on an aircraft issued a standard category Airworthiness Certificate that a sport-pilot can fly?**

Light-sport repairman certificate privileges do not permit a light-sport repairman to perform or approve work on an aircraft holding a Standard Airworthiness Certificate. However, a person working under the supervision of a mechanic may perform work on an aircraft, in accordance with 14 CFR § [43.3\(d\)](#).

F.9 I currently hold a light-sport repairman certificate that was issued before the Modernization of Special Airworthiness Certification (MOSAIC) final rule was effective. Can I perform the annual condition inspection on both my own and my neighbor's experimental amateur-built aircraft? After the effective date of the MOSAIC final rule, the privileges of a light-sport repairman certificate, including those certificates issued prior to the MOSAIC final rule, are expanded to include performing the condition inspection on an aircraft certificated in accordance with 14 CFR § [21.191\(g\)](#) (operating amateur-built aircraft). Therefore:

- If you hold a maintenance rating, you may perform the condition inspection on an amateur-built aircraft and approve the aircraft for return to service (as appropriate) if the aircraft is in the same category and class (as applicable) of aircraft for which you received training.
- If you hold an inspection rating, you may perform the condition inspection on the amateur-built aircraft you own and approve the aircraft for return to service (as appropriate) if the aircraft is in the same category and class (as applicable) of aircraft for which you received training. You are not permitted to perform the condition inspection on an aircraft that you don't own.

Advisory Circular Feedback Form

If you find an error in this AC, have recommendations for improving it, or have suggestions for new items/subjects to be added, you may let us know by contacting the Flight Standards Directives Management Officer at 9-AWA-AFB-120-Directives@faa.gov.

Subject: AC 65-32B, Certification of Repairmen (Light-Sport)

Date: _____

Please check all appropriate line items:

An error (procedural or typographical) has been noted in paragraph _____
on page _____.

Recommend paragraph _____ on page _____ be changed as follows:

In a future change to this AC, please cover the following subject:
(Briefly describe what you want added.)

Other comments:

I would like to discuss the above. Please contact me.

Submitted by: _____

Date: _____