



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

ORDER
8000.84B

Effective Date:
1/31/12

SUBJ: Procedures to Accept Industry-Developed Training for Light-Sport Repairmen

1. Purpose of This Order. This order assigns the Light Sport Aviation Branch (AFS-610) as the responsible office to accept, maintain, monitor, and audit the industry-developed training for light-sport aircraft (LSA) repairmen.

2. Audience. The audience for this order is Federal Aviation Administration (FAA) personnel involved in approving, inspecting, and monitoring the LSA maintenance personnel trained by FAA-approved, industry-developed training programs.

3. Where You Can Find This Order. You can find this order on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this order through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Air carriers (operators) can find this order on the Federal Aviation Administration's (FAA) Web site at <http://fsims.faa.gov>. This order is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. What This Order Cancels. This order cancels FAA Order 8000.84A, Procedures to Accept Industry-Developed Training for Light-Sport Repairmen, dated September 26, 2005.

5. Background. The AFS Office of the Director (AFS-1) has assigned the Regulatory Support Division (AFS-600) the responsibility for implementing the LSA and sport pilot/repairman programs. This includes accepting, monitoring, and auditing industry-provided training for LSA repairmen.

a. Establishment of New Airworthiness Certificates. The FAA-established LSA rule creates two new airworthiness certificates: Experimental Light-Sport Aircraft (ELSA) and Special Light-Sport Category Aircraft (SLSA). For the purpose of this order, the following definitions will apply:

(1) ELSA. These types of aircraft will be identified as ELSA for the purpose of this order. ELSAs are issued an experimental certificate under Title 14 of the Code of Federal Regulations (14 CFR) part 21, § 21.191(i).

(2) SLSA. These types of aircraft will be identified as SLSA for the purpose of this order. SLSAs are issued a special airworthiness certificate in the light-sport category under part 21, § 21.190.

b. Establishment of New LSA Repairman Certificate. The FAA Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft rule also establishes a new LSA repairman certificate with two new ratings: inspection and maintenance (refer to 14 CFR part 65, § 65.107). The specific training requirements for these ratings are as follows:

(1) The FAA issues a light-sport repairman certificate with an inspection rating to an individual upon his or her successful completion of an FAA-accepted inspection rating training course of at least 16 hours in length. This rating will allow the repairman to perform an annual condition inspection on his or her own ELSA. The repairman's aircraft class, registration number, and serial number will be identified on the repairman certificate.

(2) An LSA repairman with a maintenance rating may perform annual condition inspections on both ELSA and SLSA within the class of LSA for which he or she is rated. The class of aircraft on which the repairman can perform maintenance is identified on the repairman certificate. This rating allows the repairman to perform maintenance on SLSA in the class of aircraft in which he or she is rated. The required number of training hours is different for each of the five classes of eligible LSA. For example, the training required for a non-powered glider rating is 80 hours, and an airplane rating requires 120 hours of training.

6. Discussion. This order contains Aircraft Maintenance Division (AFS-300) policy that AFS-610 uses for the acceptance, monitoring, and auditing of industry-developed training for the LSA repairman as follows:

- AFS-610 will evaluate industry-provided courses for content, accuracy of information presented, security of the electronic signature, and whether the course provider ensures the privacy of the individual taking the training.
- Industry also requested that the FAA should allow training facilities to subcontract training modules used for the repairman certificate for a maintenance rating. The FAA evaluated the request and determined that training facilities should only have the permission to subcontract the engine module in the light-sport repairman maintenance course. The training provider will assume the responsibility of maintaining the content and accuracy of the training provided by the subcontractor.
- The training provider may purchase training program elements or modules from outside sources and incorporate those programs/modules into the training program.
- Questions regarding § 65.107 repairman certificate (LSA) that are not addressed by this order should be referred to AFS-300.

7. The LSA Repairman Inspection Rating Course Overview. The LSA rule requires a minimum of 16 hours of training for an inspection rating in each class of ELSA. The goal of the 16-hour course is to take an individual with minimum knowledge on how to inspect an aircraft and train that individual to inspect an ELSA at a level of proficiency comparable to a Level 3 in 14 CFR part 147 appendix A. A Level 3 requirement means that the repairman can make a decision that an aircraft is in a condition for safe operation without additional technical assistance. To ensure a Level 3 standard of training, the 16-hour course will have a limit of 16 students per instructor for a lecture and 8 students for a practical project. If the training facility is an approved part 147 school, the number of students in a class may increase to 25 per

instructor for a lecture and 13 students or less for a practical project. Noncertificated training facilities that meet part 147 facility requirements in part 147, § 147.13 may increase the number of students to 24 per instructor for a lecture and 8 or less for a practical project.

a. The LSA Repairman with Inspection Rating Course. This course will contain at least one module with six elements:

(1) Regulations and other guidance applicable to LSA, review of operating limitations maintenance section, annual condition inspection record entry, a review of the FAA Airworthiness Directives (AD), Manufacturer's Safety Directives, and consensus standards.

(2) Inspection procedures in the current edition of Advisory Circular (AC) 43.13-1, Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair, and use of manufacturer's manuals, technical data, and personal safety in the work environment.

(3) Aircraft theory of flight as pertaining to aircraft systems, including proper operation and critical areas that are prone to failure or fatigue for at least the following systems:

- Airframe, including instrumentation, landing gear, brakes, floats, skis, etc.;
- Engine, including fuel and oil systems;
- Propeller and gear reduction unit;
- Accessories, including ballistic parachute; and
- Flight control operation and rigging.

(4) Use of a condition inspection checklist provided by the manufacturer or found in the current edition of AC 90-89, Amateur-Built Aircraft and Ultralight Flight Testing Handbook, appendix 1.

(5) Student course evaluation (critique).

(6) The final test will contain at least 50 questions with multiple-choice answers. The test will have at least four questions for each major subject area taught.

Note: The applicant must achieve an 80-percent score or higher on the final test to pass the course. If the applicant fails, he or she must retake the course in its entirety.

b. Requirements for FAA Acceptance of a 16-Hour Inspection Rating Course. An applicant submitting a 16-hour ELSA repairman inspection rating course must submit the following information to AFS-610:

(1) A letter of request, identification of the person or company, location, telephone number, contact person, and the class of LSA the applicant wishes to teach. If instructors are added or removed from the course, the course provider must submit a letter to AFS-610 explaining the change at least 2 weeks before presenting the next course. Included in the applicant's letter of request is a statement that the applicant will allow the FAA access to any

location where the training is being held and the name and location of the nearest Flight Standards District Office (FSDO).

(2) A disk with Microsoft-compatible files containing the following:

(a) A course outline covering the subjects taught and the length of time that the instructor(s) spent teaching each subject. The course should be 75 percent lecture and 25 percent practical training.

(b) Description of the training aids/mockups used, copy of the Microsoft PowerPoint (or similar program) presentations, and a list of the videotapes, parts, tools, etc., used in the course.

(c) Handbooks and handout material.

(d) Description of how the training program will provide the training and how the names of students and each test score result will be maintained for a 2-year period.

(e) Sample certificate of completion, course critique, and course test.

(f) Instructor's qualifications. An instructor must have at least a light-sport repairman certificate with 5 years of experience working on SLSA and/or ELSA, a maintenance rating in the same class of LSA they will be instructing on, or be an FAA-certificated mechanic with an airframe and powerplant rating with 3 years of experience working on General Aviation (GA) aircraft of 6,000 pounds or less, or an FAA Designated Airworthiness Representative (DAR) holding function codes(s) 46, 47, or 48.

1. The FAA may also accept a factory representative who was recommended in writing by the manufacturer of a light-sport, ultralight, or ultralight-like aircraft, or an individual aircraft dealer who possesses equivalent experience and expertise as a factory representative and is recommended for the instructor's position in writing by the aircraft manufacturer.

2. The term "factory representative" is defined as a person who is a manufacturer's technical representative and subject matter expert (SME) with proven knowledge of airframe, powerplant, and related systems, as demonstrated through aircraft assembly, maintenance, and repair and has been recommended by the manufacturer in writing for the instructor's position.

(g) A schedule of where and when the training program will provide the training over the next 12 months.

(h) To schedule the course at multiple locations nationwide, the applicant must provide AFS-610 with:

1. A schedule of classes and locations for the first 12 months;

2. A schedule of classes and locations for the second 12 months, at least 30 days before the 1-year anniversary date of the letter of acceptance; and

3. A general description of how the training program will provide the training at each location.

(i) If the course will be presented at a fixed location, the applicant must provide AFS-610 with:

1. A schedule of classes for the first 12 months;
2. A schedule of classes for the second 12 months, at least 30 days before the 1-year anniversary date of the letter of acceptance; and
3. A description of the facility.

Note: The applicant must notify AFS-610 within 7 working-days of any change to the schedule (i.e., the applicant adds or cancels a course).

(j) A list of the makes and models of LSA that the instructor will use for the practical portion of the training or training aids, mockups, and detailed course presentation materials used in place of actual LSA. The training aids used for instruction and to gain practical experience on airframes, powerplants, propellers, appliances, and components must be diverse enough to show the different methods of construction, assembly, and inspection when installed in an ELSA aircraft. The examples used on the mockups do not need to be in an Airworthy condition but must be complete enough to conduct inspection training.

(k) An explanation of how the course provider will assign a proctor to collect the student course critiques, and send them in a self-addressed and postage-paid envelope to AFS-610. A proctor is a student who agrees to perform the task identified above. Refer to Appendix A Light-Sport Aircraft Repairman Training Course Evaluation, for a student course critique.

(l) A description of how the course provider will track student attendance and how the students will make up missed class time. Students must complete all makeup time within 7 days after the scheduled end of the course.

(m) A statement that no class will exceed 8 hours of instruction in a 24-hour period.

c. AFS-610's Responsibilities for the 16-Hour Inspection Rating Course.

(1) AFS-610 will send a letter to the applicant stating that the course is FAA-accepted for a period not to exceed 24 calendar-months from the date on the letter. Sixty days prior to the end of the 24-month acceptance period, the applicant must reapply to AFS-610 for continuing authority to provide FAA-accepted training. If the training provider fails to reapply, AFS-610 will send a notification letter to the provider stating that the course is no longer FAA-accepted. Upon receipt of that letter, the provider must cease further training.

(2) AFS-610 will assign ID numbers to each course. The course ID will contain four elements: the prefix "LSRI" for light-sport repairman inspection; the aircraft class identifier (e.g., "A" for airplane, "WS" for weight-shift, "GL" for glider, "PP" for powered parachute,

“LA” for lighter than air, and “GP” for gyroplane); the month and year of acceptance (e.g., 0706 for July, 2006); and a 2-digit number assigned by AFS-610 (e.g., 01, 02, etc.). Listed below are sample course ID numbers:

- Light-Sport Repairman Inspection, Airplane: LSRIA070501.
- Light-Sport Repairman Inspection, Powered Parachute: LSRIPP070501.
- Light-Sport Repairman Inspection, Weight-Shift-Control: LSRIWS070501.
- Light-Sport Repairman Inspection, Gyroplane: LSRIGP070501.
- Light-Sport Repairman Inspection, Lighter-Than-Air: LSRILA070501.
- Light-Sport Repairman Inspection, Glider: LSRIGL070501.

Note: The course provider is required to display the FAA’s letter of acceptance at each location where the course is given. The original letter of acceptance can be displayed on the wall or a photocopy can be displayed in the student’s workbook.

(3) AFS-610 will maintain a Web-based computer database record on all accepted training providers, including training course ID numbers for each course. AFS-610 will update the database as required and the information will be accessible to both industry and FSDOs. If an applicant does not meet the minimum training course requirements, AFS-610 will mail a letter of denial to the applicant within 30 working-days after receipt of the application.

(4) AFS-610 will review all student course evaluations and, based on the desk audit of those evaluations, will determine if an inspection of the training facility is required. AFS-610 will maintain a separate database on all training provider’s assigned numbers and the results of training provider surveillance conducted by AFS-610 or other FAA field offices.

(a) If AFS-610 issues a letter of acceptance and a later FAA field audit finds that the course is substandard, AFS-610 may suspend or revoke the letter of acceptance by notifying the training provider, in writing, within 5 working-days.

(b) The FAA may conduct a Title 49 of the Code of Federal Regulations (49 CFR) § 44709 reexamination under the authority of 49 CFR of any individual holding an LSA repairman certificate that attended any training conducted during the period that was determined to be substandard.

(c) AFS-610 will provide the Airmen Certification Branch (AFS-760) and the FAA Office of the General Counsel with the name of the suspended training facility and a list of the name(s) of the repairmen whose certificates have a pending a § 44709 reexamination. Any individual who fails to complete either the entire inspection or maintenance training course will not receive credit.

8. SLSA Requirement for the 80/120-Hour Light-Sport Repairman Maintenance Rating Training Course Overview. The SLSA repairman maintenance rating training course is designed using modules of instruction that can be customized to the specific class of SLSA the repairman will maintain. There are three required “core” modules and five elective “class” modules. Five classes of SLSA are eligible for maintenance training. They are airplane, weight-shift-control, powered parachute, lighter-than-air, and glider. A maintenance rating for a

gyroplane is not available at this time. The modules are designed on 65 percent lecture and 35 percent practical format. To ensure a Level 3 standard of training, an 80/120-hour course will have a limit of 16 students per instructor for a lecture and 8 students per instructor for each practical project. The total number of students may increase to 25 students per instructor for a lecture and 13 students or less for each practical project if the training facility is an FAA-approved part 147 school. Noncertificated training facilities that meet part 147 facility requirements in § 147.13 may increase the number of students to 24 per instructor for a lecture and 8 or less for a practical project.

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

a. Module 1: (16 Hours) Regulatory/Maintenance Overview (Core Module). This module contains the following:

(1) A regulations overview consisting at a minimum of the following: the maintenance section of the operation limitations and the light-sport-related sections of 14 CFR parts 21, 39, 43, 45, 65, and 91, including the rules on the emergency locator transmitter (ELT) and transponder requirements;

(2) The FAA-accepted, industry-developed American Society for Testing and Materials (ASTM) consensus standards, heavy and line maintenance requirements, continued airworthiness requirements and inspection practices/techniques, use of general hand tools, proper torque wrench use, safety practices, and identification of aviation hardware;

(3) Use of manufacturer's safety directives and FAA ADs;

(4) Use of airframe, engine, and propeller manufacturer's manuals, instructions, and maintenance recordkeeping;

(5) Personal safety; and

(6) Review or test.

b. Module 2: (24 Hours) Airframe General (Core Module). The applicant must provide training aids, mockups, and detailed course presentation materials, or at least two representative aircraft for the practical sessions. This module contains the following:

(1) Weight, balance, and loading;

(2) Performing minor repairs and minor alterations;

- (3) Inspection of composite structures and minor repairs;
- (4) Electrical system, theory, inspection, and troubleshooting;
- (5) Material and processes;
- (6) Corrosion causes and prevention;
- (7) Fluid lines and fittings;
- (8) Ground operations and servicing; and
- (9) Review or test.

c. Module 3: (45 Hours) Engine and Propeller (Core Module). Applicant must cover at least three representative engines used on LSA (one water-cooled 2-cycle; one air-cooled 2-cycle; and one 4-cycle engine). This module contains the following:

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

d. Module 4: (35 Hours) Airplane Class (Elective Module). Applicant must provide at least two representative airframes that are not produced by the same manufacturer. This module contains the following:

- (1) Theory and operation of flight controls;
- (2) Aircraft rigging, including flight controls, landing wires, flying wires;
- (3) Removal and installation of sail cloth covering on wings and tail surfaces;
- (4) Inspection of fabric coverings on fuselage, wings, and tail surfaces;
- (5) Disassembly and assembly of wings, flight controls, accessories;
- (6) Removal and installation of the engine, including fuel system, instrumentation, and accessories;
- (7) Inspection and troubleshooting of aircraft/engine instrumentation and magneto and electronic ignition systems;
- (8) Use of manufacturer's manuals and technical data during projects;
- (9) Identification and inspection of critical areas;
- (10) Inspection and minor repairs to applicable airframe structures;
- (11) Theory, installation, operation, and inspection of ballistic parachutes;
- (12) Inspection and maintenance of landing gear including floats (fixed and amphibious), fixed and retractable landing gear, wheels, skis, and brakes;
- (13) Theory of fuel system operation and inspection;
- (14) Weight and Balance (W&B); and
- (15) Review or test.

e. Module 5: (19 Hours) Weight-Shift-Control Class (Elective Module). Applicant must provide at least two representative aircraft not produced by the same manufacturer. This module contains the following:

- (1) Theory and operation of flight controls;
- (2) Assembly and disassembly of the aircraft;
- (3) Aircraft rigging;
- (4) Use of manufacturer's manuals and technical data during projects;
- (5) Inspection, removal, and installation of fabric covering material;
- (6) Inspection and minor repairs to applicable airframe structures;

- (7) Inspection, removal, and installation of the engine and accessories;
- (8) Inspection and troubleshooting of aircraft and engine instrumentation and ignition systems;
- (9) Theory of fuel system, operation, and inspection;
- (10) Inspection and maintenance of landing gear, wheels, and brakes;
- (11) Theory, installation, operation, and inspection of ballistic parachutes;
- (12) Weight and loading; and
- (13) Review or test.

f. Module 6: (19 Hours) Powered Parachute Class (Elective Module). Applicant must provide at least two representative aircraft not produced by the same manufacturer. This module contains the following:

- (1) Theory and operation of flight controls;
- (2) Assembly and disassembly of the aircraft;
- (3) Aircraft rigging and safety practices;
- (4) Inspection of the parachute, including removal and replacement;
- (5) Inspection and minor repairs to applicable airframe structures;
- (6) Inspection, removal, and installation of the engine and accessories;
- (7) Inspection and troubleshooting of aircraft and engine instrumentation;
- (8) Use of manufacturer's manuals and technical data during projects;
- (9) Weight and loading;
- (10) Inspection of landing gear, wheels, and brakes; and
- (11) Review or test.

g. Module 7: (64 Hours) Lighter-Than-Air Class (Elective Module). Applicant must provide at least one representative aircraft. This module contains the following:

- (1) Theory and operation of lighter-than-air aircraft;
- (2) Inspection of fabric and minor repairs;
- (3) Inspection of the burner assembly, basket, and fuel tanks;

- (4) Removal and installation of baskets and burners;
- (5) Cleaning of burners and nozzles;
- (6) Use of manufacturer's manuals and technical data during projects; and
- (7) Review or test.

h. Module 8: (40 Hours) Glider Class (Elective Module). Applicant must provide at least one representative aircraft. If an applicant wishes to be rated on gliders with a retractable or fixed engine with a feathering propeller installed, the applicant must also complete Module 3. This module contains the following:

- (1) Theory, operation, and rigging of flight controls;
- (2) Inspection and minor repair to fabric covering on wings, fuselage, and tail surfaces;
- (3) Use of manufacturer's manuals and technical data during projects;
- (4) Identification and inspection of critical areas;
- (5) Inspection and minor repairs to applicable airframe structures;
- (6) Theory, installation, operation, and inspection of ballistic parachutes;
- (7) Inspection and maintenance of wheels and brakes, and wheel retract systems;
- (8) W&B;
- (9) Inspection of the wing folding/removal mechanism; and
- (10) Review or test.

i. The Maintenance Rating Modular Training System. For a maintenance rating for each class of SLSA, an applicant must complete the following modules:

- Airplane. Modules 1, 2, 3, and 4 for a total of 120 hours of instruction.
- Weight-Shift-Control. Modules 1, 2, 3, and 5 for a total of 104 hours of instruction.
- Powered Parachute. Modules 1, 2, 3, and 6 for a total of 104 hours of instruction.
- Lighter-Than-Air. Modules 1 and 7 for a total of 80 hours of instruction.
- Glider. Modules 1, 2, and 8 for a total of 80 hours of instruction.

Note: If the repairman will maintain powered gliders, he or she must also take module 3 for a total of 125 hours of instruction.

Note: To obtain a glider or powered glider in addition to an airplane rating, they must complete the airplane module (Modules 1, 2, 3, and 4); and Module 8, parts 1, 3, 4, 7, 9, and 10 for a total of 139 hours of instruction.

j. Applicant Requirements for the Maintenance Rating Training Course. The applicant requesting a letter of acceptance for an SLSA repairman maintenance rating training course will supply the following information to AFS-610: A letter of request, identification of the person or company, location, telephone number, contact person, name and location of the local FSDO, and what class and repairman rating of SLSA the applicant wishes to teach. If instructors are added or removed from the course, the course provider must submit a letter to AFS-610 explaining the change and the new instructor's qualifications, if applicable, at least 2 weeks before presenting the next course. Included in the applicant's letter of request is a statement that the applicant will allow the FAA to have access, at any time, to the room/facility where the training program is providing the training and a disk with Microsoft-compatible files that contains:

(1) A course outline covering the subjects taught and the length of time that the instructor spent teaching each subject (class work equates to 65 percent of the course material and 35 percent of the practical training).

(2) A description of the training aids used, Microsoft PowerPoint (or similar) presentations, videotapes, handouts, parts, tools, etc.

(3) Handbooks and handout material.

(4) A description of the training provided, names of students, and tests scores will be maintained for a 2-year period.

(5) A sample certificate of completion, course critique, and course test.

(6) Instructor's qualifications. The instructor must be an individual with at least a mechanic certificate with an airframe and powerplant rating with 5 years experience working on GA aircraft of 6,000 pounds or less or an FAA DAR with function codes 46, 47, or 48. The FAA will also accept a factory representative recommended in writing by the manufacturer of a light-sport, ultralight, or ultralight-like aircraft, or an individual aircraft dealer who possesses equivalent experience and expertise as a factory representative and is recommended in writing by the aircraft manufacturer. A factory representative is defined as a SME with 5 years experience of proven knowledge of airframe, powerplant, and related systems, as demonstrated through aircraft assembly, maintenance, and repair. An aircraft manufacturer is a corporation or a privately-owned company that has produced at least 20 flyable LSA within the previous 5 years.

(7) A schedule of where and when the training program will provide the training over each 12 months of the certificate. Refer to subparagraph 7b(2)(g).

(8) A description of the training facilities and the number of students per class.

(9) A list by make and model of the LSA or training aids, mockups, and detailed course presentation materials that the instructor will use in the practical portion of the training.

(10) A description of how the course provider will assign a proctor to collect the student course critiques and send them to AFS-610. Refer to Appendix A for a sample student course critique.

(11) A description of how the course provider will track student attendance and how the students will make up missed class time. Students must complete all makeup time within 7 days after the scheduled end of the course.

(12) A statement that no period of instruction will last more than 8 hours in a 24-hour period.

k. AFS-610 Duties and Responsibilities for the Maintenance Rating Training Course.

(1) AFS-610 will provide a letter of acceptance to the applicant stating that the course is FAA-accepted and that the course will be available in the FAA database for a period not to exceed 24 calendar-months from the date on the letter. At least 60 days prior to the end of the 24 calendar-months, the applicant must reapply in order to continue to provide FAA-accepted training.

(2) AFS-610 will assign a course ID number. Like the inspection rating training course (refer to subparagraph 7c(2)), the course ID will contain four elements: the prefix “LSRM” to indicate light-sport repairman maintenance; the aircraft class identifier (e.g., “A” for airplane, “WS” for weight-shift, “GL” for glider, “PP” for powered parachute, and “LA” for lighter-than-air); the month and year of acceptance (e.g., 0306 for March, 2006); and a 2-digit number assigned by AFS-610 (e.g., 01, 02, etc.). Listed below are sample course ID numbers:

- Light-Sport Repairman Maintenance, Airplane: LSRMA030501.
- Light-Sport Repairman Maintenance, Powered Parachute: LSRMPP030501.
- Light-Sport Repairman Maintenance, Weight-Shift-Control: LSRMWS030501.
- Light-Sport Repairman Maintenance, Lighter-Than-Air: LSRMLA030501.
- Light-Sport Repairman Maintenance, Glider: LSRMGL030501.

Note: The course provider is required to display the FAA’s letter of acceptance at every course location. The original letter of acceptance can be displayed on the wall or a photocopy can be displayed in the student’s workbook.

(3) AFS-610 will review all student course evaluations and, based on the desk audit of those evaluations, will determine if an inspection of the training facility is required. AFS-610 will maintain a separate database on all of the training provider’s assigned numbers and the results of training provider surveillance conducted by AFS-610 or other FAA field offices.

(4) If AFS-610 determines that an applicant does not meet the minimum training course requirements, AFS-610 will send the applicant a letter of denial within 30 days after receipt of the application.

(5) If an applicant (course provider) does not maintain the minimum training course requirements:

(a) After AFS-610 issues a letter of acceptance and a later FAA field audit finds that the course is substandard, AFS-610 may suspend or revoke the letter of acceptance by notifying the training provider, in writing, within 5 working-days.

(b) The FAA may conduct a § 44709 reexamination under the authority of 49 CFR of any individual holding an LSA repairman certificate that attended any training conducted during the period that was determined to be substandard.

(c) AFS-610 will provide AFS-760 and the FAA General Counsel with the name of the training facility that AFS-610 suspended and a list of the name(s) of the repairmen whose certificates have a pending § 44709 reexamination. Any individual who fails to complete either the entire inspection or maintenance training course will not receive credit.

(6) AFS-610 will be primarily responsible for the acceptance and auditing of the training courses. FAA Order 8900.1, Flight Standards Information Management System Volume 6, Chapter 11, Section 16, Surveillance of Light-Sport Repairman Training Facilities, provides the FSDO aviation safety inspector (ASI) guidance to provide surveillance to providers of light-sport repairman training when requested by AFS-610. AFS-610 will develop a checklist for auditing light-sport training facilities to assist the FSDO in performing its inspection of the training facility. For more information visit http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs600/afs610.

9. Distribution. The FAA will distribute this order to the director level at headquarters (HQ) and the centers, all regional administrators, the branch level in the AFS and the Aircraft Certification Service (AIR), the branch level in the regional Flight Standards divisions (RFSD), and all Flight Standards field offices.

10. Directive Information and Feedback. For additional information or clarification, contact AFS-300 at 202-385-4277.



John M. Allen
Director, Flight Standards Service

Appendix A. Light-Sport Aircraft Repairman Training Course Evaluation

Course Name: _____ Course Number: _____

Instructor: _____ Instructor: _____

Instructor: _____ Instructor: _____

Date: _____ Name (Optional): _____

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

1	2	3	4	N/A
POOR (Provide comment on the next page)	FAIR (Provide comment on the next page)	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 Operation (sound, video, audio)	1	2	3	4	N/A



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

FAA Form 1320-19, Directive Feedback Information

Please submit any written comments or recommendations for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: Order 8000.84B, Procedures to Accept Industry-Developed Training for Light-Sport Repairmen

To: Directive Management Officer, _____

(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:
(attach separate sheet if necessary)

☐ In a future change to this directive, please include coverage on the following subject
(briefly describe what you want added):

☐ Other comments:

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

Submitted by: _____ Date: _____

FTS Telephone Number: _____ Routing Symbol: _____

FAA Form 1320-19 (8-89)