

**ORDER**

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**8000.84A**

**9/26/05**

**SUBJ: PROCEDURES TO ACCEPT INDUSTRY-DEVELOPED TRAINING FOR  
LIGHT-SPORT REPAIRMEN**

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**1. PURPOSE.** 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 repairmen.

**2. DISTRIBUTION.** This order is distributed to the director level in Washington headquarters and the centers; to all regional administrators; to branch level in the Flight Standards Service and the Aircraft Certification Service; to branch level in the regional Flight Standards Divisions; and to all Flight Standards field offices.

**3. CANCELLATION.** Order 8000.84, Procedures to Accept Industry-Developed Training for Light-Sport Repairmen, dated September 27, 2004, is canceled by this order.

**4. BACKGROUND.** The Flight Standards Service director, AFS-1, has assigned the Regulatory Support Division, AFS-600, the responsibility for implementing the light-sport aircraft and sport pilot/repairman programs. This includes accepting, monitoring, and auditing industry-provided training for light-sport aircraft repairmen.

**a.** The light-sport aircraft rule establishes two new airworthiness certificates: experimental, operating light-sport aircraft and special light-sport category. For the purpose of this order, the following definitions will apply:

**(1) Experimental, operating light-sport aircraft (ELSA).** These types of aircraft will be identified as ELSA for the purpose of this order. ELSA are issued an experimental certificate under Title 14 of the Code of Federal Regulations (14 CFR) part 21, section 21.191(i).

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

**b.** The Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft rule also establishes a new light-sport aircraft repairman certificate with two new ratings: inspection and maintenance (ref: 14 CFR part 65, section 65.107). The specific training requirements for these ratings are as follows:

**(1)** A light-sport repairman certificate with an inspection rating is issued to an individual upon their successful completion of a Federal Aviation Administration (FAA)-accepted

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Distribution: A-WXYZ-1; A-W(VR)-1; A-W(FS/IR)-3;  
A-X(FS)-3; A-FFS-0(MAX)

Initiated By: AFS-300

inspection rating training course of at least 16 hours in length. This rating will allow the repairman to perform an annual condition inspection on an ELSA owned by him or her. The repairman's aircraft's class, registration number, and serial number will be identified on the repairman certificate.

(2) A light-sport repairman with a maintenance rating may perform annual condition inspections on both ELSA and SLSA within the class of light-sport aircraft 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 light-sport aircraft. For example, the training required for a non-powered glider rating is 80 hours, and 120 hours of training is required for an airplane rating.

**5. DISCUSSION.** This order contains Washington headquarters policy used by AFS-610 for the acceptance, monitoring and auditing of industry-developed training for the light-sport aircraft repairman.

a. Per an industry request, the Aircraft Maintenance Division, AFS-300, will evaluate computer- or Web-based training for the training modules for the maintenance rating only. This evaluation will examine industry-provided courses for content, accuracy of the information presented, security of the electronic signature, and whether they ensure the privacy of the individual taking the training.

b. Industry also requested that training facilities be allowed to subcontract training modules used for the repairman certificate for a maintenance rating. FAA evaluated the request and determined that only the engine module in the light-sport repairman maintenance course is permitted to be subcontracted out. The training provider will assume the responsibility of maintaining the content and accuracy of the training provided by the subcontractor.

c. The training provider may purchase training programs elements or modules from outside sources and incorporate those programs/modules into the provider's training program.

d. Circumstances not covered by this order should be referred to AFS-300 for policy determinations.

**6. LIGHT-SPORT AIRCRAFT OVERVIEW FOR REPAIRMAN WITH INSPECTION RATING TRAINING COURSE.** The light-sport aircraft 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 to a level of proficiency comparable to a level 3 in 14 CFR part 147, appendix 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 be limited to 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 can be increased to 25 per instructor for a lecture and 13 students or less for a practical project. Non-certificated training facilities that meet part 147

facility requirements in section 147.13 may increase the number of students to 25 per instructor for a lecture and 13 or less for a practical project.

**a. The Repairman (Light-Sport Aircraft) with Inspection Rating Course.** This course will contain at least one module with six elements:

(1) Regulations and other guidance applicable to light-sport aircraft, review of operating limitations, annual condition inspection record entry, a review of FAA Airworthiness Directives (AD), and Manufacturer's Safety Directives and consensus standards.

(2) Inspection procedures in Advisory Circular (AC) 43.13-1B, 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 and discussion of aircraft systems, to include proper operation and critical areas that are prone to failure or fatigue for at least the following systems:

(a) Airframe, including instrumentation, landing gear, brakes, etc.;

(b) Engine, including fuel and oil systems;

(c) Propeller and gear reduction unit;

(d) Accessories, including ballistic parachute; and

(e) Flight control operation and rigging.

(4) Use of an inspection checklist provided by the manufacturer or found in FAA AC 90-89A, Amateur-Built Aircraft and Ultralight Flight Testing Handbook, appendix A.

(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 4 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, the course must be retaken 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 light-sport aircraft 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 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)** Course outline covering the subjects taught and the length of time each subject is taught. The course should be 75-percent lecture and 25-percent practical training.

**(b)** Description of the training aids used, copy of the 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 on how the training will be provided, and how 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. The instructor must be an individual with at least a mechanic certificate with an airframe and powerplant rating with 3 years experience working on General Aviation (GA) aircraft of 6,000 pounds or less, or an FAA Designated Airworthiness Representative holding function codes(s) 46, 47, or 48. FAA will 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. The term "factory representative" is defined as a person who is a manufacturer's technical representative and subject matter expert 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 will be provided over the next 12 months.

**(i)** If the course will be presented at multiple locations nationwide, the applicant must provide AFS-610 with:

**(A)** A schedule of classes and locations for the first 12 months.

**(B)** 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.

**(C)** A general description of how training is provided at each location.

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

**(A)** A schedule of classes for the first 12 months.

(B) A schedule of classes for the second 12 months, at least 30 days before the 1-year anniversary date of the letter of acceptance.

(C) A description of the facility.

**NOTE: The applicant must notify AFS-610 within 7 working days of any change to the schedule (e.g., a course is added or canceled).**

(h) List of the make and models of light-sport aircraft that will be used for the practical portion of the training.

(i) 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. (See Appendix 1 for a sample student course critique.)

(j) Description of how the course provider will track student attendance and how make-up time will be addressed. All make-up time must be completed within 7 days after the scheduled end of the course.

(k) 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, a notification letter will be sent 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 identification (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., "AP" 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 two-digit number assigned by AFS-610 (e.g., 01, 02, etc.). Listed below are sample course ID numbers:

- Light-sport repairman inspection,  
airplane: LSRIAP070501
- 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. The database will be updated 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 warranted. 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 a letter of acceptance has been issued 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) AFS-610 will immediately suspend the light-sport aircraft repairman certificate for any individual who attended any training during the period of substandard instruction given by the training provider.

(c) AFS-610 will provide AFS-760 and FAA General Counsel with the name of the training facility that was suspended and a list of the name(s) of the repairmen whose certificates are suspended. No credit will be given to any individual who fails to complete either the entire inspection or maintenance training course.

**7. SLSA REQUIREMENT FOR THE 80/120-HOUR LIGHT-SPORT REPAIRMAN MAINTENANCE RATING TRAINING COURSE.** 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. There is no maintenance rating for gyroplane. The modules are designed on 65-percent lecture and 35-percent practical format. To ensure a level 3 standard of training, the 80/120-hour course will be limited to 16 students per instructor for a lecture and 8 students per instructor for each

practical project. The total number of students may be increased to 25 students per instructor for a lecture and 13 students or less per instructor for each practical project if the training facility is an FAA-approved part 147 school.

**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 retest must be taken 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) Regulations overview: light-sport rule, and 14 CFR parts 21, 39, 43, 45, 65, and 91; including the rules on ELT and transponder requirements.

(2) Industry-developed ASTM consensus standards, heavy and line maintenance requirements, continued airworthiness requirements and inspection practices/techniques, use of hand tools, torque wrench, safetying 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.

(6) Review or test.

**b. Module 2: (24 hours) Airframe General (Core Module).** Applicant must provide 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 cause and prevention.

- (7) Fluid lines and fittings.
- (8) Ground operations and servicing.
- (9) Review or test.

**c. Module 3: (45 hours) Engine and Propeller (Core Module).** Applicant must cover at least three representative engines (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, service, and repair of engine-cooling systems.
- (5) Theory, inspection, and maintenance of propellers and ground adjustable propellers.
- (6) Engine run-up practices and procedures.
- (7) Service, inspection, and maintenance of feathering or folding propellers used on gliders.
- (8) Inspection, checking, servicing, and troubleshooting electrical or mechanical engine instrumentation.
- (9) Servicing of oil and fluids.
- (10) Removal and replacement of engine accessories such as spark plugs, exhaust systems, wiring, carburetor, fuel pumps, etc.
- (11) Review or test.

**d. Module 4: (35 hours) Airplane Class (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) Ballistic parachutes, theory, installation, operation, and inspection.
- (12) Inspection and maintenance of floats/repositioning landing gear, wheels, and brakes.
- (13) Theory of fuel system operation and inspection.
- (14) Weight and balance.
- (15) Review or test.

**e. Module 5: (19 hours) Weight-Shift-Control Class (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) Ballistic parachutes, theory, installation, operation, and inspection.

(12) Weight and loading.

(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 safetying practices.

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

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

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

(7) Inspection and troubleshooting of aircraft and engine instrumentation.

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

(9) Weight and loading.

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

(11) Review or test.

**g. Module 7: (64 hours) Lighter-Than-Air Class (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.

(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, module 3 must also be completed. 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) Ballistic parachutes, theory, installation, operation, and inspection.
- (7) Inspection and maintenance of wheels and brakes and wheel retract systems.
- (8) Weight and balance.
- (9) Inspection of the wing folding/removal mechanism.
- (10) Review or test.

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

- (1) Airplane. Modules 1, 2, 3, and 4 for a total of 120 hours of instruction.
- (2) Weight-Shift-Control. Modules 1, 2, 3, and 5 for a total of 104 hours of instruction.
- (3) Powered Parachute. Modules 1, 2, 3, and 6 for a total of 104 hours of instruction.
- (4) Lighter-Than-Air. Modules 1 and 7 for a total of 80 hours of instruction.
- (5) Glider. Modules 1, 2, and 8 for a total of 80 hours of instruction. If the repairman will maintain powered gliders, module 3 must also be taken for a total of 125 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 FAA access at any time to the room/facility where the training is being provided and a disk with Microsoft-compatible files that contains:

(1) Course outline covering the subjects taught and the length of time each subject is taught. (Class work equates to 65 percent of the course material, 35 percent practical training.)

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

(3) Handbooks and handout material.

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

(5) 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 Designated Airworthiness Representative with function codes 46, 47, or 48. 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 subject matter expert with 5 years experience with 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 aircraft within the previous 5 years.

(7) A schedule of where and when the training will be provided over each 12 months of the certificate. (See paragraph 6b(2)(g).)

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

(9) A list by make and model of the light-sport aircraft that will be used 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. (See Appendix 1 for a sample student course critique.)

(11) A description of how the course provider will track student attendance and how make-up time will be addressed. All make-up time must be completed 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 listed 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 (see paragraph 6c(2)), the course ID will contain four elements: the prefix “LSRM” to indicate light-sport repairman maintenance; the aircraft class identifier (e.g., “AP” 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 two-digit number assigned by AFS-610 (e.g., 01, 02, etc.). Listed below are sample course ID numbers:

- Light-sport repairman maintenance,  
airplane: LSRMAP030501
- 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 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 review all student course evaluations, and based on the desk audit of those evaluations will determine if an inspection of the training facility is warranted. 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.

(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 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.

(a) If a letter of acceptance has been issued 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) AFS-610 will immediately suspend the light-sport aircraft repairman certificate for any individual who attended any training during the period of substandard instruction given by the training provider.

(c) AFS-610 will provide AFS-760 and FAA General Counsel with the name of the training facility that was suspended and a list of the name(s) of the repairmen whose certificates are suspended. No credit will be given to any individual who fails to complete either the entire inspection or maintenance training course.

(6) AFS-610 will be primarily responsible for the acceptance and auditing of training courses. FSDOs will perform surveillance of providers of light-sport repairman training when requested by AFS-610. A checklist for auditing light-sport training facilities will be developed by AFS-610 to assist the FSDO in performing its inspection of the training facility.

**8. DIRECTIVE INFORMATION AND FEEDBACK.** For additional information, clarification, or to suggest improvements to this order, contact the Aircraft Maintenance Division, AFS-300, at (202) 267-3546.

/s/ Chester D. Dalbey for  
James J. Ballough  
Director, Flight Standards Service

# **APPENDIX 1.** **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	NA
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	NA
2. Presentation	1	2	3	4	NA
3. Knowledge of Instructors	1	2	3	4	NA
4. Effectiveness of teaching technique	1	2	3	4	NA

**B: TRAINING CONTENT**

1. Course well-organized	1	2	3	4	NA
2. Course easy to follow	1	2	3	4	NA
3. Course outcome explained	1	2	3	4	NA
4. Course exercise(s) effective	1	2	3	4	NA
5. Course objectives clear	1	2	3	4	NA
6. Course objectives achieved	1	2	3	4	NA
7. Course application to personal job	1	2	3	4	NA

**C: SEMINAR REGISTRATION**

1. Effectiveness of registration personnel	1	2	3	4	NA
2. Effectiveness of registration process	1	2	3	4	NA
3. Receipt of seminar confirmation	1	2	3	4	NA

**D: TIME MANAGEMENT**

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

**E: PHYSICAL ENVIRONMENT**

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