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

ORDER 8000.84C

Effective Date:
1/27/26

SUBJ: Light-Sport Repairman Training Course Acceptance and Continued Operational Safety

1. Purpose of This Order. This order provides guidance to accept, maintain, and surveil an industry-developed training course for light-sport repairmen. It also contains guidance pertinent to Title 14 of the Code of Federal Regulations (14 CFR) § 65.107.

2. Audience. The audience for this order is Federal Aviation Administration (FAA) personnel involved in accepting, inspecting, and monitoring FAA-accepted, industry-developed repairman (light-sport) training courses. The Aircraft Maintenance Division (AFS-300) is responsible for executing this order, unless delegated. This order is available to the public for information purposes only. Its content is not legally binding on the public 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. Public conformity with the guidance document is voluntary only; nonconformity will not affect rights and obligations under existing statutes and regulations.

3. Where You Can Find This Order. You can find this order on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices and the Dynamic Regulatory System (DRS) at https://drs.faa.gov. Operators and the public can find this order on the FAA's website at https://www.faa.gov/regulations_policies/orders_notices and DRS.

4. What This Order Cancels. This order cancels FAA Order 8000.84B, Procedures to Accept Industry-Developed Training for Light-Sport Repairmen, dated January 31, 2012.

5. Explanation of Policy Changes.

- Complete revision of the order to be consistent with the Modernization of Special Airworthiness Certification (MOSAIC) final rule (90 FR 35034).
- Incorporation of FAA Order 8900.1, Volume 6, Chapter 11, Section 16, Surveillance of Light-Sport Repairman Training Facilities, into this order.

6. Background.

a. Original Light-Sport Regulations.

(1) 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), which established rules for the manufacture, certification, operation, and maintenance of light-sport aircraft, to include certification requirements for a repairman certificate (light-sport aircraft) under 14 CFR part 65 subpart E. The rule became effective September 1, 2004.

(2) Two new airworthiness certificates were established:

(a) Experimental Light-Sport Aircraft. Light-sport aircraft issued an experimental certificate under 14 CFR § 21.191(i).

(b) Special Light-Sport Category Aircraft. Light-sport aircraft issued a Special Airworthiness Certificate in the light-sport category under 14 CFR § 21.190.

(3) Light-sport aircraft, as defined in 14 CFR § 1.1, included airplanes, gliders, balloons, powered parachutes, weight-shift-control aircraft, and gyroplanes.

(4) The 2004 final rule also established the repairman certificate (light-sport aircraft). Title 14 CFR § 65.107 was developed to: (1) provide training and certification requirements for applicants to hold a repairman certificate (light-sport aircraft), and (2) ensure the continuing airworthiness requirements (e.g., upkeep through maintenance and inspections) of light-sport aircraft were met. The new type of repairman certificate would be issued with an inspection rating, a maintenance rating, or both inspection and maintenance ratings. The training courses were hours-based and specific to the class of light-sport aircraft and type of rating sought. The purpose of the certificate was to permit persons to perform maintenance on light-sport aircraft that have Special Airworthiness Certificates in addition to appropriately rated mechanics and repair stations. The FAA envisioned this certificate would facilitate the maintenance of these aircraft by their owners and operators.

b. 2025 MOSAIC Final Rule.

(1) The final rule issued in 2004 was successful in encouraging innovation in light-sport aircraft. 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 2004 final rule to include a wider variety of aircraft with increased performance and operating privileges. On July 24, 2023, the FAA published the MOSAIC notice of proposed rulemaking (NPRM) in the Federal Register (88 FR 47650). On July 24, 2025, the FAA published the MOSAIC final rule in the Federal Register (90 FR 35034).

(2) The final rule revised the title “repairman certificate (light-sport aircraft)” to “repairman certificate (light-sport)” and allowed for issuance of a repairman certificate (light-sport) for new types of aircraft certificated in the light-sport category, such as rotorcraft and powered-lift. Consistent with 14 CFR § 1.1, the 14 CFR part 65 designation of category and class was aligned with the aircraft category and classes as specified in 14 CFR § 61.5(b)(1) for pilot certification (i.e., airmen certification).

(3) The definition of “light-sport aircraft” in 14 CFR § 1.1 was eliminated, and the certification requirements for light-sport category aircraft were revised to include eliminating weight limits, increasing the allowable number of seats, increasing the maximum allowable airspeed and airplane stalling speed, and eliminating limitations on the classes of eligible aircraft, propellers, and landing gear. These changes expanded the categories of aircraft and design features that could be inspected or maintained by the holder of a light-sport repairman certificate.

(4) The hours-based training requirements for obtaining a maintenance rating were removed, and requirements for applicants to complete a training course accepted by the FAA that aligns with FAA-S-ACS-1, Aviation Mechanic General, Airframe, and Powerplant Airman Certification Standards (referred to in this order as "the Mechanic ACS") were implemented. A maintenance rating training course is required to include only those subject areas and knowledge, risk management, and skill elements of the Mechanic ACS that are appropriate to the category, and class as applicable, of aircraft the training course covers.

(5) The final rule codified existing policy for repairman certificate (light-sport) training course providers to: (1) administer an examination; (2) provide a Certificate of Completion; and (3) provide facilities, equipment, materials, and instructors appropriate to the training course content being taught.

(6) The final rule required training course providers to develop training courses for an aircraft category, except for the rotorcraft and lighter-than-air categories. Since the rotorcraft classes of gyroplane and helicopter and the lighter-than-air classes of airship and balloon have design differences between classes that would result in substantial training course content differences, the FAA requires class-specific training to be developed for gyroplane and helicopter classes and the airship and balloon classes. The FAA will issue privilege limitations on light-sport repairman certificates based on completed training.

(7) Existing training courses, with the exception of glider courses, do not need to be revised and resubmitted for FAA acceptance, as they already contain the needed course content. The FAA found that glider courses must be revised to include content on both powered and unpowered gliders, but that training course providers could continue to offer glider courses accepted by the FAA prior to the final rule for up to 1 year after the final rule becomes effective.

(8) The final rule expanded the privileges of a light-sport repairman certificate with either rating 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. A light-sport repairman with an inspection rating may only perform the condition inspection on an amateur-built aircraft owned by the repairman.

c. Terminology Changes. The following terms were used prior to the MOSAIC final rule and are no longer used in this order.

(1) Light-Sport Aircraft (LSA). This term referred to aircraft that met the definition of "light-sport aircraft" in 14 CFR § 1.1. 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, is only used within a historical context within this order.

(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 the SLSA term or 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); (k); or (l)). Consensus standards or other documents may continue to use the ELSA term or acronym.

7. Related Publications.

- Advisory Circular (AC) 65-32, Certification of Repairmen (Light-Sport).
- FAA-S-ACS-1, Aviation Mechanic General, Airframe, and Powerplant Airman Certification Standards.

8. Training Courses Accepted Before October 22, 2025.

a. Expiration Date. Repairman training courses accepted prior to October 22, 2025, were issued an FAA Letter of Acceptance (LOA) containing an expiration date. Under the MOSAIC final rule, FAA acceptance of training courses does not expire. These training courses, except for courses specific to the glider category, contain the required content to be accepted after the MOSAIC rulemaking and will remain valid following the implementation of the MOSAIC final rule. FAA LOAs will be reissued for courses that are still within their 2-year expiration date, as outlined in subparagraph 8c.

b. Glider Training Courses. Prior to the MOSAIC final rule, repairman glider training courses were accepted without the inclusion of powered glider content. Under the MOSAIC final rule, the FAA does not distinguish powered and unpowered gliders as different classes of aircraft within the glider category. Glider training courses will be required to include applicable course content for both powered and unpowered gliders. Pursuant to 14 CFR § 65.107(g), training course providers with glider-specific training courses accepted prior to October 22, 2025, that have not expired will have until July 24, 2026, to integrate both powered and unpowered training topics into their courses and submit those revised courses to the FAA for acceptance. Inspection and maintenance rating training courses that are designed for glider-class privileges without powered glider content and that have been accepted by the FAA prior to October 22, 2025, may not be offered by a training course provider after July 24, 2026. FAA LOAs with an expiration date of July 24, 2026, will be issued for courses that are still within their 2-year expiration date, as outlined in subparagraph 8c.

c. FAA LOA Reissuance. Repairman training courses accepted prior to October 22, 2025, will not need to be reviewed and accepted after the rule is published in the Federal Register; however, LOAs will be reissued per the following:

(1) Training courses (except glider training courses) accepted by the FAA before October 22, 2025, that are still within the 2-year expiration date stated on their FAA LOA will continue to be effective (i.e., the expiration date will no longer apply). For these courses, AFS-300 will reissue an LOA without an expiration date to the training course provider (see Figure E-5, Sample Letter of Acceptance for Reacceptance to Remove Course Expiration Date).

(2) Training courses for glider-class category privileges accepted by the FAA and not expired prior to October 22, 2025, may continue to be delivered until July 24, 2026. For these courses, AFS-300 will reissue an FAA LOA providing an expiration date of July 24, 2026, to the training course provider (see Figure E-6, Sample Letter of Glider Course Required Revision with Expiration Date). After July 24, 2026, training course providers may only offer glider training courses accepted by the FAA that include course content on both powered and unpowered gliders. Training course providers will need to revise the glider training course and request FAA acceptance as described in this order.

(3) If a training course expired before October 22, 2025, the training course provider must submit the training course for FAA acceptance, as required by 14 CFR § 65.107. The FAA will review the course and, if found acceptable, issue an FAA LOA with no expiration date.

9. Light-Sport Repairman Certificate Training Courses—General Information. The training courses are intended to train an individual with no background in aviation maintenance or inspection. For an individual to be eligible for a light-sport repairman certificate or rating, the individual must complete an FAA-accepted training course specific to the aircraft category, and class as applicable, privileges sought. Training course requirements are set forth by 14 CFR § 65.107. The training course provider must deliver the course using facilities, equipment, and materials appropriate to the training course content being taught and use instructors that are appropriately qualified to teach the course content.

a. Applicability. Each training course and course test must be applicable to the following:

(1) Ratings. Either an inspection or maintenance rating.

(2) Categories and Classes. The category of aircraft, and class as applicable, for which the airman/applicant intends to exercise the privileges of the certificate/rating. Aircraft categories and classes include the following:

- Airplane (all classes).
- Rotorcraft – gyroplane.
- Rotorcraft – helicopter.
- Glider (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).

Note: The FAA determined it is not necessary to require or permit separate training courses for certain classes defined in 14 CFR § 1.1 (e.g., the single-engine vs. multiengine and land vs. sea classes in the airplane, weight-shift-control aircraft, and powered parachute aircraft categories). However, the rotorcraft classes of gyroplane and helicopter and the lighter-than-air classes of airship and balloon have design differences between classes that would result in substantial training course content differences. The

FAA requires class-specific training for both inspection and maintenance rating training courses for the gyroplane, helicopter, airship, and balloon classes, but will not require class-specific training for the single-engine and multiengine land and sea classes for airplanes, weight-shift-control aircraft, and powered parachutes.

b. Training Course Providers.

(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 with an inspection or maintenance rating. The training course provider must have each training course accepted by the FAA prior to offering the course.

(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 light-sport repairman certificates.

c. Training Course Design. A course may be designed in any manner and found acceptable by the FAA if the course meets the requirements of 14 CFR § 65.107. The structure of the training course should present information in a sequence that delivers the requisite knowledge and skills. A modular design system is often used and offers a training course provider the flexibility to allow a repairman to obtain additional category or class privileges without having to repeat training already taken. Appendix B, Sample Maintenance Rating Training Course Content, provides an example of training course content presented in a modular format.

10. Light-Sport Repairman Certificate Training Course—Requirements.

a. Training Course Standards. Title 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)).

b. Course Content Overview. A course must be completed by an applicant for a light-sport repairman certificate pursuant to 14 CFR § 65.107(c) or (d) applicable to the rating sought.

(1) Inspection Rating Training Course (14 CFR § 65.107(c)).

(a) The purpose of an inspection rating training course is to train an individual owner to perform an annual condition inspection on their experimental light-sport or amateur-built aircraft and determine if that aircraft is in a condition for safe operation.

(b) The course must provide 16 hours of training and be designed to include content on the category, and class as applicable, of experimental aircraft for which the person intends to exercise the privileges of the rating.

(c) Aircraft with experimental airworthiness certificates listed below in Table 1, Experimental Airworthiness Certificates, are addressed in these courses.

Table 1. Experimental Airworthiness Certificates

Type of Experimental Airworthiness Certificate	Issued in Accordance with 14 CFR Section
Amateur-built aircraft	21.191(g)
Aircraft that did not meet the provision of 14 CFR § 103.1, and that were issued an experimental airworthiness certificate on or before January 31, 2008	21.191(i)(1)
A kit-built light-sport aircraft	21.191(i)(2) or (k)
Former light-sport category aircraft	21.191(i)(3) or (l)

(d) Inspection rating course content is discussed in subparagraph 12a.

(2) Maintenance Rating Training Course (14 CFR § 65.107(d)).

(a) The purpose of a maintenance rating training course is to train students on the inspection techniques and maintenance practices necessary to:

1. Maintain a specific category, and class as applicable, of light-sport category aircraft issued a Special Airworthiness Certificate in the light-sport category;

2. Perform required condition inspections pursuant to 14 CFR § 91.327(b)(2) or the 100-hour inspection pursuant to 14 CFR § 91.327(c); and

3. Perform a condition inspection on a specific category, and class as applicable, of experimental aircraft as listed in Table 1.

(b) Maintenance rating training courses do not have minimum hours requirements. They must include content on the knowledge, risk management, and skill elements for each subject contained in the Aviation Mechanic General, Airframe, and Powerplant ACS that are appropriate to the category, and class as applicable, of aircraft for which the person intends to exercise the privileges of the rating.

(c) Maintenance rating course content is discussed in subparagraph 12b.

c. Training Course Tests. The training course provider must administer a written test that covers the contents of the training course (14 CFR § 65.107(b)(4)).

(1) The written test may be in any format (e.g., multiple choice or short answer) the training course provider chooses. Oral and practical exams are not required for this test but may be incorporated throughout the course at the training provider's discretion.

(2) The test is to be detailed enough to demonstrate that the course test can determine if an applicant possesses the appropriate knowledge to obtain the privileges of a light-sport repairman certificate.

(3) The student must achieve a 70 percent score or higher on the test to pass the course, as required by 14 CFR § 65.17. If the student fails the course written test, the training course provider may retest the student. The course provider should provide the student with additional instruction in each of the subjects failed prior to the student retesting.

(4) The FAA recommends that a course provider has more than one test or can otherwise vary the questions on tests to ensure the integrity of the course tests.

(5) Course providers are not required to submit all tests to the FAA, and the tests are not required to be accepted by the FAA. If the course provider changes their tests, the tests are not required to be submitted to the FAA; however, the FAA may request them at any time.

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

> **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.

(1) Appropriate. The FAA interprets "appropriate" facilities, equipment, and materials to mean those elements are sufficiently suited to instruct in the curriculum 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.

(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 the following:

(a) 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.

(b) Facilities should be of adequate size for the number of students in a classroom or accomplishing any of the laboratory or shop projects as appropriate to the course provider's instructional design. For example, 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.

(c) Facilities should provide a safe learning environment. For example, 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.

(3) Equipment. Equipment includes, but is not limited to, shop equipment; tools (including hand tools); and instructional aids, such as aircraft, aircraft components, and mockups used for learning. The training course provider must provide equipment suitable for learning to ensure that learning objectives set forth in the course content can be met. If a maintenance rating training course includes a skill requirement that an applicant must perform 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.

(a) Shop Equipment. The following guidelines for shop equipment should be considered:

1. Have enough equipment in place and in satisfactory operating condition to adequately serve the student enrollment and support intended training course content and learning outcomes.

2. Maintain an adequate ratio of instructional aids-to-students in each class to ensure safety and facilitate learning.

3. Maintain 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.

4. Securely install and locate large standing equipment to provide sufficient aisle space so students can move about freely.

(b) 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.

(c) Instructional Aids. Instructional aids should be appropriate for the scope and depth of the training course content. The complexity of instructional aids should be 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 mockups of aircraft;
- Engines and engine accessories; and
- Components, such as hydraulic servos, accumulators, etc.

(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.

e. Course Instructors.

(1) In accordance with 14 CFR § 65.107(e)(2), training courses must be delivered by instructors that are appropriately qualified to teach the course content.

(2) "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.

f. Course Certificate of Completion. In accordance with 14 CFR § 65.107(e), the course provider must provide a Certificate of Completion to each student after the student completes the training course and passes a written test. This documentation ensures that the applicant has the means to demonstrate to the FAA that they have met the requirements for the certificate or rating.

(1) The Certificate of Completion must include the following information:

- Student's name;
- Name of the training course provider;
- FAA course acceptance number;
- Rating applicable to the training course (i.e., maintenance or 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.

(2) Appendix C contains samples of Certificates of Completion for an inspection rating and a maintenance rating.

11. Additional Considerations for Training Courses. A training course should be designed with consideration of the following items. These are not requirements but are often seen as part of successful training courses.

a. 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. 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 periods to allow students to benefit from the modular course offerings and receive credit for previously completed modules.

b. 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.

c. Type and Length of Training.

(1) Inspection Rating Training Course. An inspection rating training course must include at least 16 hours of training. The course hours should include at least 25 percent hands-on/practical training. In accordance with 14 CFR § 65.107(c), the course 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.

(2) Maintenance Rating Training Course. A maintenance rating training course must be a combination of lecture and practical training/application of skill that is based on the 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 no longer prescribed in hours by regulation. 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, the course is specific to) and determine that the aircraft will be in a condition for safe operation and approved for return to service.

d. 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. However, the training course provider may increase or decrease this ratio at their discretion. Student safety and an effective learning environment should be the priority of the training course provider when determining an appropriate student-to-instructor ratio.

e. Course Critiques. Course critiques provide valuable information that can be used by the course provider to improve the training course. Training course providers should give students the opportunity to submit a course critique at the end of the course. See Appendix D, Sample Course Critique.

12. Light-Sport Repairman Course Content.

a. Inspection Rating Course Content. An inspection rating training course must ensure the training will provide an individual owner with the knowledge and skill to perform an annual condition inspection on their experimental light-sport or amateur-built aircraft and determine if

that aircraft is in a condition for safe operation. The course content should be tailored to the category, and class as applicable, of aircraft covered by the course. See Appendix A, Sample Inspection Rating Training Course Content. The inspection rating course content should cover:

(1) Information on experimental airworthiness certificates and associated operating limitations.

(2) 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).

(3) Regulations relating to maintenance and inspection of the aircraft (e.g., 14 CFR part 43 appendix D and § 91.319) to which the certificate applies.

(a) Applicable content from 14 CFR part 43 appendix D. Aircraft issued experimental certificates 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.

(b) 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 or other life-limited or critical components.

b. Maintenance Rating Course Content. A maintenance rating training course must train students on inspection techniques and maintenance practices necessary to maintain a particular category, and class as applicable, of aircraft and determine if the aircraft is in a condition for safe operation. See Appendix B for sample content of a maintenance rating course using a modular format. The maintenance rating training course content should cover:

(1) Applicable Category and Class. Course content must be focused on a particular category of aircraft, and on a specific class within that category when applicable. The training course providers must include the applicable and appropriate Mechanic ACS sections, subject areas, and elements 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:

(a) The powerplant section of the Mechanic ACS is not applicable for lighter-than-air category, balloon class.

(b) The turbine engine subject area would not be applicable to airships.

(2) 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 of 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. It is not possible to train on every single aircraft make and model (M/M) 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) Certificate Privileges.

(a) 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, but should cover:

1. 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

2. Regulations relating to maintenance and inspection (e.g., 14 CFR part 43 and §§ 91.319 and 91.327) of the aircraft to which this certificate applies.

(b) 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 not necessary to include training on Form FAA 337, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance).

(4) Operational Aircraft.

(a) Applicable content determinations should be based on aircraft for which there is a significant number operating in the National Airspace System (NAS). Course providers are not expected to create training course content to cover any possibility of aircraft design that could exist under 14 CFR part 22.

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

(5) Information on Airworthiness Certificates and Associated Operating Limitations.

(6) Applicable Content from 14 CFR Part 43 Appendix D. Aircraft issued experimental certificates 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.

(7) 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 or other life-limited or critical components should be included in the training.

13. Applicant's Request for FAA Acceptance of a Training Course.

a. General. 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. Revisions to 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. 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.

b. Requesting Acceptance Process. 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. Upon receipt of 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. Initial requests should be submitted at least 60 calendar days prior to the course provider's intended delivery of the course to allow for FAA review and notification of discrepancies. Revisions to existing courses should be submitted at least 14 calendar days prior to intended delivery of the revised course.

c. Applicant's Letter Requesting Training Course Acceptance.

(1) The training course provider should submit a letter of request containing the information listed in subparagraph 13c(2) to AFS-300 in the FAA's Office of Safety Standards (OSS).

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

(b) Subject: Request for Light-Sport Repairman Training Course Acceptance.

(c) Attention: Light-Sport Repairman Coordinator, AFS-320, Airmen Section.

(2) The letter of request should include the following information:

(a) The name of the training course provider (i.e., the individual and/or organization) making the request.

(b) 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.

(c) The type of training course for which review is requested (i.e., an inspection rating course or a maintenance rating course).

(d) The category, and class as applicable, of aircraft for which the course is designed.

(e) 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 the course uses modules (such as described in AC 65-32, Appendix B, Sample Maintenance Rating

Training Course Content), the description should include how the course and/or modules provide the training appropriate to a particular category, or class as applicable, of aircraft.

(f) 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.

d. Training Course Submission. Contact the applicant to arrange the submission of the training course content and additional documents that support the request.

(1) The preferred submission method is digital (electronic files). The applicant may mail digital storage media containing the files or utilize the FAA's large file transfer options, such as Kiteworks.

> **Note:** Kiteworks is a secure platform for sharing, transferring, and managing sensitive files and communications. It provides a compliance environment that ensures the confidentiality and integrity of data. FAA access to Kiteworks is available by request through MyIT. When the FAA sends a file to the external user, the training course provider will be prompted to create a free Kiteworks account. A maximum of 2 gigabytes (GB) worth of files may be uploaded for transfer.

(2) If the applicant prefers to mail digital storage media or paper documents, provide AFS-300's mailing address to the applicant. Mailing submissions to the FAA is not preferred due to proprietary control of the applicant's submissions, timeliness, and potential for loss.

14. Review of Applicant's Submission. The contents of a training course submission must demonstrate that the training provider has developed and can deliver a training course that meets the requirements of 14 CFR § 65.107. The submission of a training course for a repairman certificate (light-sport) should include information on the following items:

> **Note:** See paragraph 10 for detailed information on each item below.

a. Training Course Content. Ensure the training provider has tailored the course to the category, and class as applicable, of aircraft the course is being designed for.

(1) For an inspection rating training course, see subparagraph 12a for recommended course content. The training course must include a minimum of 16 hours of content.

(2) For a maintenance rating training course, see subparagraph 12b for recommended course content. The training course must include applicable content from the Mechanic ACS.

b. Course Delivery Description. Ensure the description states how the training course provider will deliver the course content (e.g., in-person classroom/lab delivery or distance learning delivery), including a statement of the maximum number of students the training course provider can support in a class. Use this information when determining the appropriateness of the facilities, equipment, and materials the training course provider describes.

c. Description of the 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).

(1) Ensure the description of the facilities describes the facilities that will be used to deliver the training course content. Review the description and facility diagram (if provided) to determine if the training course provider will have the appropriate facilities to deliver the training course content.

(2) Ensure the description of the equipment describes the equipment that will be used to deliver the training course content. Review the description and equipment list (if provided) to determine if the training course provider will have the appropriate equipment to deliver the training course content.

(3) Ensure the description of the materials describes the materials that will be used to deliver the training course content. Review the description and list of materials (if provided) to determine if the training course provider will have the appropriate materials to deliver the training course content.

d. Description of the Qualifications of Course Instructors.

(1) Review the training course provider submitted information demonstrating that each instructor used to teach a training course is appropriately qualified.

(2) Ensure the training course provider identifies the course or course content the instructor will be assigned to teach. Review submitted information demonstrating that the instructor is specifically qualified to teach their assigned content.

e. Sample Course Test.

(1) Review the sample course test. The sample test should be detailed enough to demonstrate that the course test can determine if a student possesses the appropriate knowledge to obtain the privileges of a light-sport 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.

(2) 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 any time to ensure they meet 14 CFR § 65.107(b)(4) (i.e., the test covers the contents of the course).

f. Sample Course Certificate of Completion. Review the sample Certificate of Completion that will be issued to a student after the student has received the required training and passed a test on the contents of the course. Ensure it contains the required information.

15. Training Course Revisions. Training course providers are expected to maintain a high level of knowledge on what the actual training needs of the light-sport maintenance community are

and to update their courses as necessary to ensure they include appropriate course content as required by 14 CFR § 65.107(c) or (d).

a. Revisions and Editorial Updates. The training course provider has two methods to update their course.

(1) Revisions. Revisions are substantive changes to course content, such as changing course subjects and material, adding or removing modules, adding or removing ACS subject areas or elements, or updating significant content due to FAA regulation changes. The training course provider must submit the revision to AFS-300 for review and receive acceptance prior to giving the training. AFS-300 should provide course acceptance or denial notification to the training course provider within 14 calendar days of receiving all applicable training course documents.

> **Note:** Revisions to a module may affect other courses that include that module. Course content revisions should be made in all applicable courses and submitted for FAA review and acceptance.

(2) Editorial Updates. Editorial updates are minimal, nonsubstantive changes, such as fixing typographical errors, updating references to related documents or regulations, adding photos or diagrams related to existing content, etc. The editorial updates do not have to be accepted by the FAA, and the original course number remains unchanged.

b. Revisions or Editorial Updates Initiated by a Training Course Provider.

(1) When a training course provider initiates a revision, they must submit the revised course content for FAA review and acceptance, using the same procedures as for an initial submission (see paragraph 13). 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.

> **Note:** If the course provider changes their tests, the tests are not required to be submitted to the FAA.

(2) Editorial updates should be sent to the FAA for awareness. The training course provider should use the email address and file transfer process described in paragraph 13. The editorial updates do not have to be accepted by the FAA, and the original course number remains unchanged.

c. Course Revisions Initiated by the FAA. If the FAA determines the training course requires revision, the training course provider must be notified in writing (see Figure E-3, Sample Letter of Needed Revision Notification). The nature of the revision and what must be revised shall be identified. The training provider will then follow the same process for submission and acceptance per paragraph 13. If the training course provider refuses to revise their course, the FAA may take enforcement action.

16. Accepting or Denying a Repairman Training Course (Initial or Revision).

a. Submission Review. The FAA must review the proposed training course and all supplemental materials and determine if the course meets applicable regulations, and the course provider has demonstrated the ability to deliver the training.

(1) The course must include the appropriate course content as required by 14 CFR § 65.107(c) or (d).

(2) The course provider must demonstrate they can meet 14 CFR § 65.107(e), as evidenced by the requested course acceptance submittal documents. See paragraph 14 for reviewing the submission.

(3) If a training course provider uses a module system course design and certain modules are shared across different courses, any revision to those shared modules will impact all associated courses. When reviewing a course that utilizes shared modules, the course must be reviewed with context to all modules that comprise that course; this applies to new courses or revisions. For example, if a module that covers regulations is revised and three courses utilize that module, then revisions for all three courses must be submitted to the FAA for acceptance.

b. Course Denial. If the course or course provider does not meet all applicable regulatory requirements, AFS-300 will notify the course provider of all discrepancies and reasons for denial in writing (see Figure E-1, Sample Letter of Denial). The training provider must resubmit the course after correcting all discrepancies if they continue to seek FAA acceptance of the course.

c. Course Acceptance. If the course is found to meet all applicable regulatory requirements, assign a course acceptance number (see paragraph 17) and notify the training course provider in writing of the course acceptance (see Figure E-2, Sample Letter of Acceptance (Initial or Revision)). The LOA must contain the assigned course number and title.

d. Course Acceptance or Denial Letters. Letters must be on FAA letterhead and may be sent to the training course providers by email as an attachment; however, the letter must be signed by the Airmen and Special Programs Group (AFS-320) section manager (or higher level).

e. Safety Assurance System (SAS) Activity Recording (AR). Use SAS AR with 14 CFR part 65 and activity code 3377 or 5377 for review of an initial course submission or 3378 or 5378 for the review of a submitted revision. Use the following when completing the SAS AR record:

(1) Local Use field: Enter the new course number. Leave blank if no course number is assigned (e.g., denial).

(2) National Use field: Enter “LSRI” or “LSRM” as appropriate for the course reviewed.

(3) Non-Cert field: Enter the name of the training course provider (should match Location Name used in the Non-Certificated Vitals record).

(4) Comments: Comments should state whether the course was accepted or not. Include the course number and title.

(5) Attach a copy of the LOA or denial letter to the SAS AR record using the file naming conventions found in Order 8900.1, Volume 10, Safety Assurance System Policy and Procedures. Do not upload the training course provider's documents (training course or other proprietary materials) into the SAS AR record or the SAS Document Manager.

f. SAS Vitals. Update or create the SAS Non-Certificated Vitals record for the training provider. See paragraph 18 for additional information.

17. Course Numbering. Each course will have its own unique identification number.

a. Elements of a Course Identification Number. The course identification number contains four elements as follows (see Table 2 below):

(1) Prefix.

(2) Aircraft category and class identifiers.

(3) Date sequence.

(4) Sequential number.

Table 2. Elements of a Training Course Identification Number

Format: LSRIA 102501

Prefix	Category/Class Identifier	Date Sequence	Sequential Number
LSRI	A	MMYY	01

b. Prefix. The prefix identifies the rating associated with the course: inspection (I) or maintenance (M).

(1) "LSRI" for light-sport repairman inspection.

(2) "LSRM" for light-sport repairman maintenance.

c. Aircraft Category and Class Identifiers. This element identifies the aircraft category, and class as applicable, for the course content and associated certificate privileges. See Table 3, Course Numbering—Aircraft Category and Class Identifiers, below.

Table 3. Course Numbering—Aircraft Category and Class Identifiers

Category/Class Identifier	Aircraft Category/Class
A	airplane
GL	glider
LAA	lighter-than-air – airship
LAB	lighter-than-air – balloon
PL	powered-lift
PP	powered parachute
RCG	rotorcraft – gyroplane (prior course identifier used GP)
RCH	rotorcraft – helicopter
WS	weight-shift-control

d. Date Sequence. The month and year of acceptance (e.g., 1025 for October 2025).

e. Sequential Number. A two-digit number representing the sequential number of courses accepted during the month (e.g., 01, 02, etc.).

f. Sample Course Identification Numbers.

- Light-Sport Repairman Inspection, Airplane: LSRIA 102501.
- Light-Sport Repairman Inspection, Powered Parachute: LSRIPP 102502.
- Light-Sport Repairman Maintenance, Weight-Shift-Control: LSRMWS 102503.
- Light-Sport Repairman Maintenance, Helicopter – Gyroplane: LSRMRCG 112501.

18. AFS-300 Course Databases.

a. Training Course Documents. AFS-300 will keep the proprietary training course information and any Personally Identifiable Information (PII) in a secure location that is only accessible by appropriate FAA personnel.

(1) Training course content and tests developed by the training course provider should be considered proprietary and therefore are usually not releasable by the FAA through a Freedom of Information Act (FOIA) request. There may be case-by-case exceptions to this general rule where the particular facts and circumstances are such that certain training course materials fail to qualify for a FOIA exemption and would be releasable. Such cases must be processed in accordance with FAA Order 1270.1, Freedom of Information Act Program (FOIA).

(2) These documents must not be uploaded to SAS or the SAS Document Manager.

(3) Documents submitted through a large file transfer process (e.g., Kiteworks) or received via digital storage media must be uploaded to the secure location. Paper submissions

must be digitized (scanned) and uploaded to the secure location. Save each training course individually using its FAA-assigned course number.

(4) All training courses accepted by the FAA will be retained as an external stakeholder document.

b. Web Posting. AFS-300 maintains a web-based listing of all currently accepted training courses by course identification numbers, training course name, and contact information. Update the list as required to ensure current information is accessible to the public.

(1) The list of current FAA-accepted training courses is posted to https://www.faa.gov/aircraft/gen_av/light_sport/LSA_repairmen_courses.

(2) Send updates for posting on the website through the Office of Communications (AOC) Web Team Request Portal at https://my.faa.gov/tools_resources/web-program.

c. SAS Non-Certificated Vitals Records.

(1) A Non-Certificated Vitals record must be created for each training course provider, not each training course.

Note: Do not create a designator for the Non-Certificated Vitals record.

(a) Activity Type: Select NCSM (Non-Certificated Submissions).

Note: Use NCSM until Activity Type code of LSRT (Light-Sport Repairman Training Course) is available.

(b) Location Name: Enter the name of the training course provider (e.g., business name).

(c) National Use field: Enter one of the following, as appropriate to the type of training courses the training provider offers:

1. LSRI (Light-Sport Repairman Inspection Course(s) only).

2. LSRM (Light-Sport Repairman Maintenance Course(s) only).

3. LSRI/M (offers both Light-Sport Inspection and Maintenance Courses).

(d) Comments field: Enter the course numbers and titles, acceptance dates, and any other necessary information.

(2) Non-Certificated Vitals records must be kept current and validated annually.

19. Training Course Provider Changes.

a. Location. If a training provider changes their location, they should notify AFS-300 in writing and provide a revised description of how they are meeting 14 CFR § 65.107(d) at the

new location before commencing any training. The FAA will review the revised description and may visit the training facility to determine whether the course continues to meet applicable regulations and the course provider has demonstrated the ability to deliver the training.

b. Business Name. If a training course provider changes their business name, they should notify AFS-300 in writing. Training course LOAs are issued to course providers by name; if that name changes, the FAA may issue a revised LOA.

20. Training Course Inspection and Surveillance. AFS-300 is primarily responsible for accomplishing inspections and surveillance of training course providers. Inspections are conducted on training course provider applicants or, if needed, to look at changes made by existing course providers. Surveillance is conducted on existing training providers and courses.

a. Risk-Based Decision Making (RBDM). Surveillance or inspection of a training course provider is based on RBDM. Elements such as length of time the training course provider has been training repairmen, industry complaints or concerns, and accident data should be considered as part of the RBDM process.

b. Coordination with Other Offices. Inspections and surveillance may be coordinated with and delegated to other Flight Standards offices, as needed. Coordination with the respective Office Manager (OM) is required. AFS-300 may create the SAS AR entry and transfer it to the delegated office, or the delegated office may create a SAS AR entry.

c. SAS AR. Use SAS AR with 14 CFR part 65 and activity code 3670 or 5670 for surveillance or 3379 or 5379 for an inspection of a training course provider not related to surveillance (e.g., new training provider or changed location). Use the following when completing the SAS AR record:

(1) Local Use field: Enter the course identification number.

(2) National Use field: Select “LSRI” or “LSRM” from the drop-down list for the course type surveilled or inspected.

(3) Departure Point field: Enter the designator of the airport or the closest airport if not at an airport.

(4) Non-Cert field: Enter the name of the training course provider (should match Location Name used in the Non-Certificated Vitals record).

(5) Comments:

(a) Enter the course identification number and title of the course observed, if applicable.

(b) Enter any additional comments, as necessary.

(6) For the surveillance activity codes, answer the surveillance questions.

d. Coordinating the Site Visit. The FAA should coordinate the visit with the training course provider either for an inspection or to schedule surveillance when a course is being taught. Training course providers should allow the FAA free and open access to the training facility. This includes allowing review of the facilities, equipment, course materials, etc.

e. Procedures.

(1) Procedures for Surveilling a Light-Sport Repairman Training Course Provider.

(a) Review the latest training course submissions and the current LOA(s). Ensure the course material is still up to date. Review the submissions to determine the category, and class as applicable, of aircraft being taught. Note the date of the last revision.

(b) Inspect the training course in use at the training facility. Verify the course matches its current acceptance letter and submitted descriptions, and that it has not been revised since its acceptance.

(c) Inspect the course facilities, equipment, and materials. See subparagraph 10d for supporting information. Determine if they are appropriate for the course being taught.

(d) Review the course test to be given at the end of the course. Determine if it demonstrates that the applicant possesses the appropriate knowledge to obtain the privileges of a light-sport repairman certificate. See subparagraph 10c for supporting information.

(e) Inspect the course instructors. See subparagraph 10e for supporting information.

(f) Review course Certificates of Completion. See subparagraph 10f for supporting information.

(2) Additional Areas to Consider During the Surveillance. While not regulatory, the following areas will provide additional insight into the training being provided by the training course provider. See paragraph 11 for additional information.

(a) If available, review training course records, student attendance records, and course critiques.

(b) Evaluate whether the student-to-instructor ratio is providing a safe learning environment.

f. Surveillance Task Outcomes.

(1) Conduct Debrief. Brief the training course provider on the results. Discuss all deficiencies, corrective actions, and FAA actions. The aviation safety inspector (ASI) can find instructions for conducting briefings in Order 8900.1, Volume 1, Chapter 3, Section 1, Responsibilities of Aviation Safety Inspectors.

(2) Surveillance Outcome Letter. Follow up with a letter identifying the surveillance outcomes. When issues are found, list any issues or concerns that need to be addressed and

provide the training course provider an opportunity to address those issues. Include an appropriate amount of time for the training course provider to respond.

(3) Noncompliance. For noncompliances, consider compliance or enforcement action, as appropriate. See paragraph 21 for additional information.

(4) Complete the SAS AR Record. If items need to be addressed, trigger a SAS AR record to record the actions taken to resolve findings and, if needed, execute compliance or enforcement action. Attach a copy of any sent letters to the SAS AR record using the file naming conventions found in Order 8900.1, Volume 10.

(5) Update SAS Vitals. Review and update the SAS Non-Certificated Vitals record for the training course provider.

21. Training Course Provider 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.

a. Compliance or Enforcement Action. Follow the process contained in Order 8900.1, Volume 14, Chapter 1, Section 2, Flight Standards Service Compliance Action Decision Procedure, to determine the appropriate FAA compliance or enforcement action. 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.

(1) Should course acceptance need to be rescinded, the inspector will notify the training course provider in writing. Upload a copy of the letter into SAS using the file naming conventions found in Order 8900.1, Volume 10.

(2) Determine if repairmen who were certificated using the course as a basis for issuance need to be reexamined under Title 49 of the United States Code (49 U.S.C.) § 44709. Coordinate with the FAA's Office of the Chief Counsel (AGC), as needed.

b. Reexamination of Repairmen (49 U.S.C. § 44709). FAA personnel have the authority to reexamine light-sport repairman certificate holders (CH) under 49 U.S.C. § 44709(a). Refer to guidance found in FAA Order 2150.3, FAA Compliance and Enforcement Program, and Order 8900.1 for requesting reexamination under 49 U.S.C. § 44709. Coordinate with the Airmen Certification Branch (AFB-720) and AGC, as needed.

> **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.

22. Directive Feedback Information. Direct questions or comments to AFS-300 at 9-AWA-AFS-300-Correspondence@faa.gov. For your convenience, Form FAA 1320-19, Directive Feedback Information, is the last page of this order. Note any deficiencies found, clarifications needed, or suggested improvements regarding the contents of this order on Form FAA 1320-19.

Jonathan D. Ottney for
Hugh Thomas
Acting Executive Director, Flight Standards Service

Appendix A. Sample Inspection Rating Training Course Content

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

2. Course Design. The course may be designed in any manner. Each course must be designed for a particular category, and class as applicable, of aircraft and should include the general elements listed in this appendix, as applicable.

a. Hours. An inspection rating training course must include 16 hours of course content.

b. Module System. A module system design allows a repairman with an inspection rating to obtain additional category or class privileges, without having to repeat training already taken. 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.

3. Inspection Rating Course Content.

a. 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 all training course content applicable to the corresponding aircraft category or class and passing the course test.

b. 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.

c. 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.

d. 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).

e. 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

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.

a. Mechanic Airman Certification Standards (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 FAA-S-ACS-1, Aviation Mechanic General, Airframe, and Powerplant Airman Certification Standards, that are appropriate to the category, and class as applicable, of aircraft the course is being designed for.

b. 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, Model Matrix for Issuance of a Certificate of Completion, 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.

c. 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 must 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		

d. Credit For Prior Training.

(1) 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 11, 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.

(2) 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 whether the student took one of those modules as a part of a previous course and test.

2. Module 1: Regulatory Overview.

a. 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.

b. Consensus Standards. The applicable FAA-accepted, industry-developed consensus standards, including continued airworthiness requirements and inspection practices/techniques, use of hand tools, torque wrenches, safety practices, and identification of aviation hardware.

c. Directives. Use of manufacturer's safety directives and FAA Airworthiness Directives (AD).

d. Instructions and Records. Use of airframe, engine, appliance, and propeller manufacturer's manuals, instructions, and maintenance recordkeeping.

e. Safety. Personal safety.

3. Module 2: Airframe General.

a. Weight and Balance (W&B). Weight, balance, and loading.

b. Repairs and Alterations. Performing minor repairs and minor alterations.

c. Composites. Inspection of composite structures and minor repairs.

d. Electrical. Electrical system, theory, inspection, and troubleshooting.

e. Construction. Material and processes.

f. Corrosion Control. Corrosion cause and prevention.

g. Lines and Fittings. Fluid lines and fittings.

h. Ground Handling and Servicing. Ground operations and servicing.

4. Module 3: Engine and Propeller General.

a. Theory. Theory of two- and four-cycle engine operation (fuel, magneto and electronic ignition, and lubrication systems).

b. Engine Maintenance. Service, inspection, and maintenance of engines, including troubleshooting.

c. Cooling Systems. Inspection, checking, troubleshooting, servicing, and repair of engine-cooling systems.

d. Propellers. Theory, inspection, and maintenance of propellers and ground adjustable propellers.

e. Run-Ups. Engine run-up practices and procedures.

f. Folding Propellers. Servicing, inspection, and maintenance of feathering or folding propellers used on gliders.

g. Engine Instruments. Inspection, checking, servicing, and troubleshooting of electrical or mechanical engine instrumentation.

h. Servicing. Servicing of oil and fluids.

i. 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 two-cycle engine, one air-cooled four-cycle engine, and one water-cooled engine of either two-cycle or four-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.

5. Module 4: Airplane Category Specific.

a. Theory. Theory and operation of flight controls.

b. Rigging. Aircraft rigging, including flight controls, landing wires, and flying wires.

c. Covering Maintenance. Removal and installation of sail cloth covering on wings and tail surfaces.

d. Covering Inspections. Inspection of fabric coverings on fuselage, wings, and tail surfaces.

e. Disassembly. Disassembly and assembly of wings, flight controls, and accessories.

f. Engine Removal and Installation. Removal and installation of the engine, including fuel system, instrumentation, and accessories.

g. Instruments and Ignition Systems. Inspection and troubleshooting of aircraft/engine instrumentation and magneto and electronic ignition systems.

h. Manuals and Data. Use of manufacturer's manuals and technical data during projects.

i. Critical Areas. Identification and inspection of critical areas.

j. Airframe Structure. Inspection and minor repairs and minor alterations to applicable airframe structures.

k. Ballistic Parachutes. Theory, installation, operation, and inspection of ballistic parachutes.

l. Landing Gear. Inspection and maintenance of landing gear, including floats (fixed and amphibious), fixed and retractable landing gear, wheels, skis, and brakes.

m. Fuel System. Theory of fuel system operation and inspection.

n. 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.

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

a. Theory. Theory and operation of flight controls.

b. Ready to Fly or Store. Assembly and disassembly of the aircraft.

c. Rigging. Aircraft rigging.

d. Manuals and Data. Use of manufacturer's manuals and technical data during projects.

e. Covering Material. Inspection, removal, and installation of fabric covering material.

f. Airframe Structures. Inspection and minor repairs to applicable airframe structures.

g. Engine Assembly. Inspection, removal, and installation of the engine and accessories.

h. Engine Instruments and Ignition Systems. Inspection and troubleshooting of aircraft and engine instrumentation and ignition systems.

i. Fuel System. Theory of fuel system, operation, and inspection.

j. Landing Gear. Inspection and maintenance of landing gear, wheels, and brakes.

k. Ballistic Parachutes. Theory, installation, operation, and inspection of ballistic parachutes.

l. 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.

7. Module 6: Powered Parachute Category Specific.

a. Theory. Theory and operation of flight controls.

b. Ready to Fly or Store. Assembly and disassembly of the aircraft.

c. Rigging. Aircraft rigging and safety practices.

d. Parachutes. Inspection of the parachute, including removal and replacement.

e. Airframe Structures. Inspection and minor repairs and minor alterations to applicable airframe structures.

f. Engine Assembly. Inspection, removal, and installation of the engine and accessories.

g. Inspection and Troubleshooting. Inspection and troubleshooting of aircraft and engine instrumentation.

h. Manuals and Data. Use of manufacturer’s manuals and technical data during projects.

i. Capacities. Weight and loading.

j. 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.

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

a. Theory. Theory and operation of lighter-than-air aircraft and airship-specific information.

b. Mooring. Mooring of the aircraft.

c. Rigging. Aircraft rigging and safety practices.

d. Airframe Structures. Inspection and minor repairs and minor alterations to applicable airframe structures, including fabric.

e. Powerplants. Inspection, removal, and installation of the engine, propeller, and related components and accessories.

f. Inspection and Troubleshooting. Inspection and troubleshooting of aircraft and engine instrumentation.

g. Manuals and Data. Use of manufacturer's manuals and technical data.

h. Capacities. Weight and loading.

i. Manuals and Data. Use of manufacturer's manuals and technical data during projects.

Note: This module is intended to include at least one aircraft that is 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.

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

a. Theory. Theory and operation of lighter-than-air aircraft.

b. Fabric. Inspection of fabric and minor repairs.

c. Inspections. Inspection of the burner assembly, basket, and fuel tanks.

d. Assembly and Disassembly. Removal and installation of baskets and burners.

e. Cleaning. Cleaning of burners and nozzles.

f. Manuals and Data. Use of manufacturer's manuals and technical data during projects.

Note: This module is intended to include at least one aircraft that is 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.

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

a. Theory. Theory, operation, and rigging of flight controls.

b. Fabric Covering. Inspection and minor repair to fabric covering on wings, fuselage, and tail surfaces.

c. Manuals and Data. Use of manufacturer's manuals and technical data during projects.

d. Critical Areas. Identification and inspection of critical areas.

e. Airframe Structures. Inspection and minor repairs to applicable airframe structures.

f. Ballistic Parachutes. Theory, installation, operation, and inspection of ballistic parachutes.

g. Landing Gear. Inspection and maintenance of wheels and brakes, and wheel retract systems.

h. W&B. Weight and Balance.

i. 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.

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

a. Theory. Theory and operation of gyroplane flight controls.

b. Rigging. Aircraft rigging, including flight controls.

c. Disassembly. Disassembly and assembly of rotor systems, tail booms, accessories, etc.

d. Rotor Systems. Inspection, maintenance, installation, removal, vibrations, and track and balance.

e. Transmissions and Drive Systems. Inspection, maintenance, installation, removal, and vibrations.

f. Engine Removal and Installation. Removal and installation of the engine and propeller, including fuel system, instrumentation, and accessories.

g. Instruments and Ignition Systems. Inspection and troubleshooting of aircraft/engine instrumentation and magneto and electronic ignition systems.

h. Manuals and Data. Use of manufacturer's manuals and technical data during projects.

i. Critical Areas. Identification and inspection of critical areas, awareness of life-limited components.

j. Airframe Structure. Inspection and minor repairs and minor alterations to applicable airframe structures.

k. Landing Gear. Inspection and maintenance of gyroplane landing gear.

l. Fuel System. Theory of fuel system operation and inspection.

m. 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.

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

a. Theory. Theory and operation of helicopter flight controls.

b. Rigging. Aircraft rigging, including flight controls, and pitch change links.

c. Disassembly. Disassembly and assembly of rotor systems, tail booms, accessories, etc.

d. Rotor Systems. Inspection, maintenance, installation, removal, vibrations, and track and balance.

e. Transmissions and Drive Systems. Inspection, maintenance, installation, removal, and vibrations.

f. Engine Removal and Installation. Removal and installation of the engine, including fuel system, instrumentation, and accessories.

g. Instruments and Ignition Systems. Inspection and troubleshooting of aircraft/engine instrumentation and magneto and electronic ignition systems.

h. Manuals and Data. Use of manufacturer's manuals and technical data during projects.

i. Critical Areas. Identification and inspection of critical areas, awareness of life-limited components.

j. Airframe Structure. Inspection and minor repairs and minor alterations to applicable airframe structures.

k. Landing Gear. Inspection and maintenance of helicopter landing gear.

l. Fuel System. Theory of fuel system operation and inspection.

m. 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.

13. Module 10: Powered-Lift Category Specific.

a. Theory. Theory and operation of rotorcraft flight controls.

b. Rigging. Aircraft rigging, including flight controls, pitch change links, landing wires, and flying wires.

c. Disassembly. Disassembly and assembly of wings, flight controls, accessories, rotor systems, tail booms, etc.

d. Rotor Systems. Inspection, maintenance, installation, removal, vibrations, and track and balance.

e. Transmissions and Drive Systems. Inspection, maintenance, installation, removal, and vibrations.

f. Engine Removal and Installation. Removal and installation of the engine, including fuel system, instrumentation, and accessories.

g. Instruments and Ignition Systems. Inspection and troubleshooting of aircraft/engine instrumentation and magneto and electronic ignition systems.

h. Manuals and Data. Use of manufacturer's manuals and technical data during projects.

i. Critical Areas. Identification and inspection of critical areas, awareness of life-limited components.

j. Airframe Structure. Inspection and minor repairs and minor alterations to applicable airframe structures.

k. Ballistic Parachutes. Theory, installation, operation, and inspection of ballistic parachutes.

l. Landing Gear. Inspection and maintenance of landing gear.

m. Fuel System. Theory of fuel system operation and inspection.

n. 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	N/A
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 lecturers/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. Sample Letters

Figure E-1. Sample Letter of Denial

[*Enter Date of Letter*] March 7, 2026

[*Enter Course Provider Contact Name and Address*]
Light-Sport Provider
170 Boulder St.
Barrow, CA 99999
(555) 555-5555

Dear [*Enter Training Provider Name*]:

This office has completed the review of your submitted training course, [*insert name of training course*]. It is being returned to you for the following corrections and additions before it can be accepted:

1. The course does not include applicable elements related to weight and balance, Section I, Subject C of the Mechanic Airman Certification Standards (ACS).

2. Title 14 of the Code of Federal Regulations (14 CFR) § 65.109 is not addressed in Module 1, Regulatory Requirements.

Please address the items above and resubmit to this office for review and acceptance prior to training on any changes.

If you have additional questions, please contact our office at 9-AWA-AFS-300-Correspondence@faa.gov, Attention: Light-Sport Repairman Coordinator, AFS-320, Airmen Section.

Sincerely,
[*AFS-320 Group Manager's Name*]
FAA, Aircraft Maintenance Division, Airmen and Special Programs Group

Figure E-2. Sample Letter of Acceptance (Initial or Revision)

[*Enter Date of Letter*] March 7, 2026

[*Enter Course Provider Contact Name and Address*]
Light-Sport Provider
170 Boulder St.
Barrow, CA 99999
(555) 555-5555

Dear [*Enter Training Provider Name*]:

The FAA is pleased to notify you that the following Light-Sport Repairman training course(s) have been accepted by the FAA. The course(s) were determined to meet the requirements of Title 14 of the Code of Federal Regulations (14 CFR) § 65.107 (Amendment 65-66). The course(s) will continue to be acceptable unless a safety concern or regulatory noncompliance is identified.

Training Course Title	**FAA Assigned Course Number**
Light-Sport Repairman Maintenance Airplane	LSRMA 032512
Light-Sport Repairman Maintenance Helicopter – Gyroplane	LSRMRCG 032511

As a training course provider, you are expected to maintain a high level of knowledge on the training needs of the light-sport maintenance community and update your training course(s) to ensure they include appropriate course content as required by 14 CFR § 65.107(c) or (d). Revisions to a course must be submitted for FAA acceptance prior to delivering training on the revised content. The training you provide in accordance with 14 CFR § 65.107 may be subject to FAA surveillance to ensure you deliver the accepted course(s) as required by 14 CFR § 65.107(e).

This letter provides evidence that you have FAA-accepted course(s). Please retain this acceptance letter until the course is withdrawn or is otherwise rescinded or superseded. Additional requirements and recommendations for delivering your training courses are provided in the Attachment to this letter.

Congratulations and thank you for your interest in aviation training. If you have additional questions, please contact our office at 9-AWA-AFS-300-Correspondence@faa.gov, Attention: Light-Sport Repairman Coordinator, AFS-320, Airmen Section.

Sincerely,
[*AFS-320 Group Manager's Name*]
FAA, Aircraft Maintenance Division, Airmen and Special Programs Group

Attachment [*Attach Figure E-4, Sample Letter Attachment*]

Figure E-3. Sample Letter of Needed Revision Notification

[*Enter Date of Letter*] March 7, 2026

[*Enter Course Provider Contact Name and Address*]
Light-Sport Provider
170 Boulder St.
Barrow, CA 99999
(555) 555-5555

Dear [*Enter Training Provider Name*]:

This letter is to notify you that your training course for [*insert course title and FAA-assigned course number*] requires revision. The course was reviewed and does not meet the requirements of Title 14 of the Code of Federal Regulations (14 CFR) § 65.107, as described below:

1. The course does not include applicable elements related to weight and balance, Section I, Subject C of the Mechanic Airman Certification Standards (ACS).

2. Title 14 CFR § 65.109 is not addressed in Module 1, Regulatory Requirements.

Please address and respond to us concerning the items listed above within 10 business days. If revisions are made to your course, please submit your revised course to this office for review and acceptance prior to training on any changes.

If you have additional questions, please contact our office at 9-AWA-AFS-300-Correspondence@faa.gov, Attention: Light-Sport Repairman Coordinator, AFS-320, Airmen Section.

Sincerely,
[*AFS-320 Group Manager's Name*]
FAA, Aircraft Maintenance Division, Airmen and Special Projects Group

Figure E-4. Sample Letter Attachment (Use with Figures E-2, E-5, and E-6)

ATTACHMENT
ADDITIONAL REQUIREMENTS AND RECOMMENDATIONS
FOR LIGHT-SPORT REPAIRMAN TRAINING COURSE PROVIDERS

1. Keep course content current.

2. Maintain facilities and equipment, and keep course material current and complete.

3. Ensure qualified instructors are appropriately qualified to teach training course content.

4. It is recommended for each class to maintain a list of attendees and their test scores for a period of no less than 2 years.

5. Allow FAA Flight Standards aviation safety inspectors (ASI) to monitor the delivery of any course included under this letter of acceptance, to include course materials, to determine compliance with applicable regulations.

6. There are two methods available to make changes to your course(s):

a. Revisions. Revisions are substantive changes to course content, such as changing course subjects and material, adding or removing modules, adding or removing Airman Certification Standards (ACS) subject areas or elements, or updating significant content due to FAA regulation changes. Training course revisions must be submitted to the Aircraft Maintenance Division (AFS-300) for review and receive acceptance prior to delivering training on the revised content. AFS-300 should provide course acceptance or denial notification to the training course provider within 14 calendar days of receiving all applicable training course documents.

b. Editorial Updates. Editorial updates are minimal, nonsubstantive changes, such as fixing typographical errors, updating references to related documents or regulations, adding photos or diagrams related to existing content, etc. The editorial updates do not have to be accepted by the FAA prior to delivering training on the updated content.

7. Revisions to course tests and completion certificates do not need to be submitted to the FAA for acceptance; however, the FAA may ask to see course tests and sample course completion certificates to verify compliance with Title 14 of the Code of Federal Regulations (14 CFR) § 65.107.

8. The FAA publishes a list of accepted courses at https://www.faa.gov/aircraft/gen_av/light_sport/LSA_repairmen_courses. Your organization's contact information is included on this list. If you would like the information revised or removed, please contact AFS-300 by email at 9-AWA-AFS-300-Correspondence@faa.gov, Attention: Light-Sport Repairman Coordinator, AFS-320, Airmen Section.

Figure E-5. Sample Letter of Acceptance for Reacceptance to Remove Course Expiration Date

[*Enter Date of Letter*] March 7, 2026

[*Enter Course Provider Contact Name and Address*]
Light-Sport Provider
170 Boulder St.
Barrow, CA 99999
(555) 555-5555

Dear [*Enter Training Provider Name*]:

The FAA is pleased to notify you that the following Light-Sport Repairman training course(s) accepted by the FAA prior to October 22, 2025, continue(s) to meet the requirements of Title 14 of the Code of Federal Regulations (14 CFR) § 65.107 (Amendment 65-66) and no longer have an expiration date. The course(s) will continue to be acceptable unless a safety concern or regulatory noncompliance is identified.

Training Course Title	**FAA Assigned Course Number**
Light-Sport Repairman Maintenance Airplane	LSRMA 032512
Light-Sport Repairman Maintenance Helicopter – Gyroplane	LSRMRCG 032511

As a training course provider, you are expected to maintain a high level of knowledge on the training needs of the light-sport maintenance community and update your training course(s) to ensure they include appropriate course content as required by 14 CFR § 65.107(c) or (d). Revisions to a course must be submitted for FAA acceptance prior to delivering training on the revised content. The training you provide in accordance with 14 CFR § 65.107 may be subject to FAA surveillance to ensure you deliver the accepted course(s) as required by 14 CFR § 65.107(e).

This letter provides evidence that you have FAA-accepted course(s). Please retain this acceptance letter until the course is withdrawn or is otherwise rescinded or superseded. Additional requirements and recommendations for delivering your training courses are provided in the Attachment to this letter.

Congratulations and thank you for your interest in aviation training. If you have additional questions, please contact our office at 9-AWA-AFS-300-Correspondence@faa.gov, Attention: Light-Sport Repairman Coordinator, AFS-320, Airmen Section.

Sincerely,
[*AFS-320 Group Manager's Name*]
FAA, Aircraft Maintenance Division, Airmen and Special Projects Group

Attachment [*Attach Figure E-4, Sample Letter Attachment*]

Figure E-6. Sample Letter of Glider Course Required Revision with Expiration Date

[*Enter Date of Letter*] March 7, 2026

[*Enter Course Provider Contact Name and Address*]
Light-Sport Provider
170 Boulder St.
Barrow, CA 99999
(555) 555-5555

Dear [*Enter Training Provider Name*]:

The final rule of the Modernization of Special Airworthiness Certification (MOSAIC) became effective October 22, 2025. This rule does not distinguish powered and unpowered gliders as different classes of aircraft within the glider category. As a result, the FAA determined that repairman glider training courses must cover both powered and unpowered gliders.

A review of your Light-Sport Repairman Glider training courses reveals that the courses do not include training on powered gliders. The inspection rating training course must include content on the inspection of powered gliders. The maintenance rating training course must include powered glider content in accordance with the Mechanic Airman Certification Standards (ACS) through applicable powerplant subject areas.

Title 14 of the Code of Federal Regulations (14 CFR) § 65.107(g), as provided in the MOSAIC final rule, allows you to offer your currently FAA-accepted glider repairman training courses until July 24, 2026, at which time the FAA acceptance of both courses will expire. If you choose to deliver glider training courses after July 24, 2026, you must add powered glider content and submit each course for FAA acceptance.

Your current Glider Repairman training courses may be offered until July 24, 2026, and will expire on that date.

Training Course Title	**FAA Assigned Course Number**
Repairman Inspection Glider	LSRIGL 072501
Repairman Maintenance Glider	LSRMGL 072501

As a training course provider, you are expected to maintain a high level of knowledge on the training needs of the light-sport maintenance community and update your training course(s) to ensure they include appropriate course content as required by 14 CFR § 65.107(c) or (d). Revisions to a course must be submitted for FAA acceptance prior to delivering training on the revised content. The training you provide in accordance with 14 CFR § 65.107 may be subject to FAA surveillance to ensure you deliver the accepted course(s) as required by 14 CFR § 65.107(e).

This letter provides evidence that you have FAA-accepted glider training courses until July 24, 2026. Please retain this acceptance letter until the course expires or is withdrawn,

rescinded, or superseded. Additional requirements and recommendations for delivering your training courses are provided in the Attachment to this letter.

If you have additional questions, please contact our office at 9-AWA-AFS-300-Correspondence@faa.gov, Attention: Light-Sport Repairman Coordinator, AFS-320, Airmen Section.

Sincerely,
[*AFS-320 Group Manager's Name*]
FAA, Aircraft Maintenance Division, Airmen and Special Projects Group

Attachment [*Attach Figure E-4, Sample Letter Attachment*]

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 8000.84C, Light-Sport Repairman Training Course Acceptance and Continued Operational Safety

To: Directive Management Officer, AFB-120 Directives Mailbox
(9-AWA-AFB-120-Directives@faa.gov)

(Please mark all appropriate line items)

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

☐ Recommend paragraph _____ on page _____ be changed as follows:
(attached separate sheet if necessary)

☐ In a future change to this order, 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: _____

Telephone Number: _____ Routing Symbol: _____