

Federal Aviation Administration
Aviation Rulemaking
Advisory Committee
Repairman Certificate Portability
Working Group
Final Report

Table of Contents

Contents

Executive Summary	3
Task.....	3
Summary of Work Performed.....	4
Recommendations	4
(1) Draft FAA Policy.....	4
(2) Alignment of Repairman and Organizational Ratings.....	5
(3) Draft Advisory Circular (AC) 65-24.....	5
(4) Amend 14 CFR Part 65.....	5
Cost Benefit Information.....	5
Conclusion	6
Appendix 1 – Preliminary Report	1
Executive Summary	2
Task.....	2
Summary of Work Performed.....	3
Regulatory and Guidance Material Review	4
Regulatory Review.....	4
Guidance Material Review	4
Background	5
Regulatory and Guidance Material Review	5
Regulatory Review.....	6
Guidance Material Review	6
Findings.....	6
(1) Origin of Repairmen.....	7
(2) Origin of the Repairman Certificate	7
(3) Inconsistent Issuance of Repairman Certificates.....	7
(4) Portability of Qualifications	7
(5) Permanent Issuance of the Certificate	8
Preliminary Recommendations	8
(1) Amend FAA Policy.....	8

(2) Align Repairman and Organizational Ratings	8
(3) Amend Advisory Circular 65-24	8
(4) Amend 14 CFR Part 65.....	9
Conclusion	10
Appendix 2 – Draft Order 8900.1, Volume 5, Chapter 5, Section 4.....	1
VOLUME 5 AIRMAN CERTIFICATION.....	1
5-1196 PROCEDURES. The applicant’s identification will be verified at the application and confirmed at certificate issuance.	5
5-1197 TASK OUTCOMES.....	10
Appendix 3 – Advisory Circular (AC) 65-24.....	2

Executive Summary

The Federal Aviation Administration (FAA) tasked the Aviation Rulemaking Advisory Committee (ARAC) to make recommendations on allowing a repairman certificate issued under § 65.101 of title 14, Code of Federal Regulations (CFR) to be portable from one employing certificate holder to another.

The ARAC assigned the task to the Repairman Certificate Portability Working Group.

To allow portability within the current regulations the Final Report updates the recommendations from [Appendix 1 – Preliminary Report](#) by—

- Assigning a permanent airman certificate number to repairman.
- Adding a repairman limitation to the 14 CFR part 65, subpart D mechanic certificate.
- Standardizing the aeronautical knowledge, risk management, and skill requirements to those developed for mechanics to recognize repairmen as limited mechanics.
- Completing draft rewrites of Advisory Circular (AC) 65-24 and Order 8900.1, Volume 5, Chapter 5, Section 4 to facilitate adoption.

Draft AC 65-24 provides guidance and direction to the applicant, not the employer. It recognizes the repairman as a limited mechanic with the aeronautical knowledge, risk management, and skills and standardized ratings to accommodate an employer’s capability and assigned tasks. To qualify, applicants will be able to obtain the aeronautical knowledge, risk management, and skills equivalent to a similarly situated mechanic. Using the Aviation Mechanic General, Airframe, and Powerplant Airmen Certification Standards (ACS) FAA-S-ACS-[1](#) will allow applicants to meet the qualifications and for employers to quickly assess and recommend individuals for a repairman certificate.

Draft Order 8900.1, Volume 5, Chapter 5, Section 4 has been amended to focus on the aviation safety inspector procedures without repeating the information contained in draft AC 65-24.

To realize the full benefits of a repairman certificate issued under 14 CFR § 65.101, the Working Group continues to recommend—

- A change to part 65 to allow the repairman to retain the certificate when it becomes ineffective between employers, rather than return it to the FAA as currently required by section 65.15(c).
- The replacement of the term “repairman” with the term “limited mechanic” to reflect the similarity in the aeronautical knowledge, risk management, and skills of a 14 CFR part 65 subpart D mechanic.

Task

- (1) Perform a comprehensive review of internal and external guidance material and regulations, that pertain to certificating a repairman under § 65.101, including—
 - (a) The pertinent sections of the part 65 preamble(s) to gain a thorough understanding of the intent of the limitation of a repairman working under an entity.
 - (b) FAA Guidance as necessary, *i.e.*, FAA Orders, Notices, Advisory Circulars, Job Aids and Data Collection Tools.
 - (c) Processes and requirements by which the FAA process the application and issue the Repairmen Certificate.

- (2) Develop recommendations:
 - (a) To increase the portability of repairmen certification issued under § 65.101 across employing certificate holders.
 - (b) That maintain, or improve, the current level of safety regarding repairmen training and certification under § 65.101.
 - (c) That clearly identify the need and the benefits of a portable repairman certificate while taking into consideration the costs and ramifications if any.
- (3) Provide qualitative and quantitative cost and benefits analysis and source documents for all recommendations that result in a change to either the CFR or FAA guidance.
- (4) Develop a preliminary and final report containing recommendations based on the analysis and recommendations. The reports should document both majority and dissenting positions on the recommendations and the rationale for each position. Disagreements should be documented, including the reason and rationale for each position.
- (5) The Working Group may be reinstated to assist the ARAC in responding to the FAA's questions or concerns after the recommendation report has been submitted.

Summary of Work Performed

The Working Group submitted its Preliminary Report to ARAC; ARAC delivered The Working Group Report with its recommendation to the agency.

Working from [Appendix 1 – Preliminary Report](#) the Working Group took the immediately available approach to making the repairman certificate more portable without changing the regulations.

The Final Recommendation provides draft changes to public and internal guidance to accomplish the most immediately available solution to the task assigned. The approach requires the reissuance of the certificate whenever the individual changes employers while accommodating the current language of the regulations. It also recommends assigning a permanent certificate number to repairmen and issuing certificates and ratings based upon the same aeronautical knowledge, risk management, and technical skills used for mechanic certificates by leveraging the Aviation Mechanic General, Airframe, and Powerplant Airman Certification Standards (FAA-S-ACS-1).

Recommendations

Since the agency has not acted upon the Preliminary Report's Recommendations, and the Working Group completed the task of amending the AC and Order to accommodate the current regulatory language, the Recommendations have been updated accordingly.

(1) Draft FAA Policy

[Appendix 2 – Draft Order 8900.1, Volume 5, Chapter 5, Section 4](#) contains the recommended changes that will ensure repairman certificates are issued consistently and readily reissued based upon established qualifications. To accomplish uniform application, the draft policy proposes the issuance of a permanent certificate number for repairmen as is standard practice for other airmen certificates.

When the FAA issues a repairman certificate under the recommended policy it will verify the individual's qualifications and capabilities. Those qualifications will be valid unless the individual's certificate is revoked or suspended.

The criteria for issuance of repairman certificates and ratings are consistent with Recommendation 2 allowing a rating to be reissued based on previously issued repairman certificates without additional justification provided the earlier certificate was not suspended or revoked and the rating is consistent with the new employers' recommendation.

(2) Alignment of Repairman and Organizational Ratings

Repairmen must be employed by an air carrier, commercial operator with a continuous airworthiness maintenance program, or repair station. The ratings and capabilities of those certificate holders are defined by regulations. Aligning a repairman's ratings with those of the certificated organization that employs them enhances consistency and standardization of qualifications. The Working Group's Advisory Circular and Order 8900.1 changes accomplishes this objective.

The agency's issuance of a repairman certificate is acknowledgement of the individual's aeronautical knowledge, risk management, and skills based on Airmen Certification Standards (ACS) FAA-S-ACS-1. When issued, the repairman's rating(s) would be consistent with the duties, responsibilities, and privileges established by the individual's competency to perform assigned tasks. The qualifications of the individual to perform assigned tasks will continue to be based upon the employer's required training program evaluation and application.

(3) Draft Advisory Circular (AC) 65-24

[Appendix 3 – Advisory Circular \(AC\) 65-24](#) aligns with part 65, subpart E and the associated regulations, e.g., parts 121, 135, and 145. It provides applicants with the guidance, requirements, and direction to establish consistency and repeatability in the qualifications for and issuance of repairmen certificates.

Utilizing FAA-S-ACS-1 ensures basic qualifications of repairmen align with being a limited mechanic, which provides the necessary consistency for portability. Limitations associated with the certificate can be issued when required to accommodate the ratings and capabilities of the employer.

(4) Amend 14 CFR Part 65

To truly accommodate portability of the repairman certificate, the Working Group continues to recommend a change 14 CFR part 65 that recognize repairmen certificates issued under section 65.101 as limited mechanic certificates, which need not be surrendered between employers. The certificate would become ineffective between employers but would not need to be returned to the agency.

When the agency makes the recommended amendment to part 65, the Working Group can be reinstated to provide the draft AC and Order that fully aligns with the new regulations.

Cost Benefit Information

The Working Group did not perform a regulatory cost-benefit analysis as it was not given the support to do so.

The costs associated with implementing the immediately available change to internal policy and the AC include—

- (1) Hours associated with the agency's review and implementation of the amended Order and AC.
- (2) Hours associated with training the agency workforce in the new procedures.

The cost to industry for initial certification remains the same.

The costs of obtaining a new rating for an existing certificate remain the same.

Costs associated with obtaining a repairman certificate for a new employer recommending the individual for a rating previously held will be substantially lower for both the agency and the industry as the verification would be simplified.

The Working Group notes the following benefits—

- (1) Reduction in agency review and certification of applicants.
- (2) Reduction in employer processing time for qualification validation and letters of recommendation. Time will be substantially reduced for previously certificated repairman for the same or similar rating.
- (3) Increase in safety through standard application of requirements associated with the verification of aeronautical knowledge, risk management, and technical skills for mechanics.
- (4) Portability enhances a technician’s career path through permanent certification validating the same aeronautical knowledge, risk management, and skills as a mechanic.

To enjoy the full benefit of the repairman certification process, the agency must remove the burden of returning an ineffective repairman certificate as is currently required. By amending 14 CFR part 65 as recommended above, the agency and the industry would realize substantial cost savings.

Conclusion

The Working Group continues to recommend the regulatory changes in the Preliminary Report to eliminate the need to return an ineffective certificate to the FAA between employers and the replacement of the term repairman with “limited mechanic”.

The Working Group’s recommended revisions to FAA Order 8900.1 and AC 65-24 better reflect the current regulatory requirements and the need for career development in aviation maintenance.

The Working Group has completed its task by providing this Final Report with definitive recommendations for the improvement of the repairman certification process.

Adoption of the Working Group’s recommendations would assure portability, clarify the authority and limitations consistent with the individual’s capability and assigned job, position, or tasks, and enhance workforce development and promotion in the aerospace maintenance field.

Appendix 1 – Preliminary Report

This Appendix contains the Working Group’s preliminary report that has been accepted by the FAA at the recommendation of the ARAC.

Federal Aviation Administration
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Preliminary Report

Table of Contents

Contents

Executive Summary	2
Task.....	2
Summary of Work Performed.....	3
Background	5
Regulatory and Guidance Material Review	5
Regulatory Review.....	6
Guidance Material Review	6
Findings.....	6
(1) Origin of Repairmen	7
(2) Origin of the Repairman Certificate	7
(3) Inconsistent Issuance of Repairman Certificates.....	7
(4) Portability of Qualifications	7
(5) Permanent Issuance of the Certificate	8
Preliminary Recommendations	8
(1) Amend FAA Policy.....	8
(2) Align Repairman and Organizational Ratings	8
(3) Amend Advisory Circular 65-24	8
(4) Amend 14 CFR Part 65.....	9
Conclusion	10

Executive Summary

The Federal Aviation Administration (FAA) assigned the Aviation Rulemaking Advisory Committee (ARAC) the task to make recommendations on the feasibility of allowing a repairman certificate issued under § 65.101 of title 14, Code of Federal Regulations (CFR) to be portable from one employing certificate holder to another.

Task

The Repairman Certificate Portability Working Group will provide advice and recommendations to ARAC on the most effective ways to allow a repairman certificate issued under § 65.101 to be more portable from one employing certificate holder to another. The Working Group will review all relevant materials to assist in achieving their objective.

The Work Group is tasked:

- (6) To perform a comprehensive review of internal and external guidance material and regulations, that pertain to certificating a repairman under § 65.101. This review will include reviewing—
 - (d) The pertinent sections of the part 65 preamble(s) to gain a thorough understanding of the intent of the limitation of a repairman working under an entity.
 - (e) FAA Guidance as necessary: i.e., FAA Orders, Notices, Advisory Circulars, Job Aids and Data Collection Tools.
 - (f) Processes and requirements by which the FAA process the application and issue the Repairmen Certificate.
- (7) Develop recommendations:
 - (d) That could increase the portability of repairmen certification issued under § 65.101 across employing certificate holders.
 - (e) That maintain, or improve, the current level of safety with regard to repairmen training and certification under § 65.101.
 - (f) That will clearly identify the need and the benefits of a portable repairman certificate while taking into consideration the costs and ramifications if any.
- (8) Provide qualitative and quantitative cost and benefits analysis and source documents for all recommendations that result in a change to either the CFR or FAA guidance.
- (9) Develop a preliminary and final report containing recommendations based on the analysis and recommendations. The reports should document both majority and dissenting positions on the recommendations and the rationale for each position. Disagreements should be documented, including the reason and rationale for each position.
- (10) The Working Group may be reinstated to assist the ARAC in responding to the FAA's questions or concerns after the recommendation report has been submitted.

Summary of Work Performed

Following the thorough historical review summarized in the **Regulatory and Guidance Material Review**, the Working Group evaluated three key issues:

- (1) Do current regulations support portability?
- (2) Does the agency guidance support or discourage portability?
- (3) Does the term repairman appropriately address the roles, responsibilities, and privileges of the certificate, and, in that light, does the term help or hurt technical workforce recruitment, retention, and career development?

The Working Group determined that:

- (1) 14 CFR part 65 currently prohibits portability of a repairmen's certificate.
- (2) The FAA guidance discourages the portability of qualifications.
- (3) The term repairman is misunderstood with inconsistent interpretation of the roles, responsibilities, privileges, and issuance of the certificates.

The Working Group has determined there are two approaches to "portability".

- Allowing the qualifications to be portable, an approach that would require the reissuance of the certificate whenever the individual changes employers.
- Permanent issuance of a certificate with appropriate limitations.

Both approaches were reviewed, discussed, and vetted and the conclusions of the Working Group are set forth in the **Background**

The Working Group held its first meeting on May 6, 2022. The FAA's Office of Rulemaking (ARM) provided a presentation on the role and expectations of the Working Group. The Working Group reviewed each element of the assigned task to ensure its discussions and work focused on its requirements so consensus could be reached. Following the May 2022 introductory meeting, the Working Group met monthly with every third meeting being a face-to-face meeting.

The Working Group researched and reviewed the historical records beginning in 1945 to the present to better understand the origins, intent, and scope of repairmen privileges. The need for a certificate to bridge the gap between the authority of an air carrier or a repair station and the individual certificated mechanic was addressed in 1945 by the Civil Aeronautics Board. It developed the limited mechanic certificate to allow for the inspection and supervision of propeller and instrument maintenance. In 1952, limited mechanic certificate was replaced with the repairman certificate, which was given the expanded privilege to "supervise or perform the inspection, maintenance, overhauling, or repair of aircraft, aircraft engines, propellers, or appliances in connection with the particular job for which he was employed and certificated."

Title 14 CFR part 65 subpart E remains substantially unchanged since its publication 70 years ago as 14 CFR part 24, subpart B. However, the FAA has significantly altered the application for and issuance of the repairman certificates through various guidance changes that have inconsistently attempted to limit the privileges and opportunities of those certificates. Additionally, without knowledge of the regulatory

history, the FAA workforce issues the certificate based on the misunderstanding that the repairman is a lesser certificate than a mechanic certificate. Rather, the repairman certificate is a limited mechanic certificate that needs to be held to the same technical standard as today’s mechanic’s certificate with respect to the task, function, or specialty performed. (See, Finding 3, **Inconsistent Issuance of Repairman Certificates.**)

The result of the first year’s work is captured in the **Preliminary Recommendations** section of this report.

Regulatory and Guidance Material Review

The Working Group performed an exhaustive historical review of the regulations and guidance materials governing repairmen. The history of limited mechanic and repairman certificates extends from the Civil Air Regulations (CARs) through to amendment 63 to 14 CFR part 65. The Working Group review included internal and external guidance material, from Civil Aeronautics Manuals 18 and 24 through the current Advisory Circular 65-24 and Order 8900.1.

Regulatory Review

Regulations governing individuals authorized to perform maintenance, preventive maintenance and alteration on civil aircraft were introduced in 1938 as part 24 to the CARs. The limited mechanic certificate was originally issued to address the limitations of the mechanic certificate for certificated repair stations and manufacturers with privileges to perform work on propellers or aircraft instruments. Mechanics have never had the privilege of performing “major repairs to or major alterations of propellers, and any repair to or alteration of an instrument.”

In a 1952 rulemaking (see, 17 FR 2978) the agency introduced the repairman certificate with privileges well beyond the original “limited mechanic ratings” for propeller and appliance work to include inspection, maintenance, overhauling, or repair of aircraft, aircraft engines, propellers, or appliances. Regulations governing repairmen have remained relatively unchanged from 1952 through recodification to the current amendment 65-63.

However, FAA guidance has amended the roles, responsibilities, privileges, limitations, and authorities of repairmen through policy changes without the benefit of rulemaking. As an example, paragraph D. 1) of FAA Order 8900.1 Volume 5 Chapter 5 Section 4 states: “In no instance should anyone issue a Repairman Certificate with an airframe and/or powerplant rating to circumvent the process of obtaining a Mechanic Certificate. If someone has issued a Repairman Certificate with airframe and/or powerplant ratings, request that the repairman surrender the certificate. Issue a Repairman Certificate with the appropriate privileges and limitations.” This policy is in direct conflict with the original regulatory language implementing repairmen. The Working Group also noted that with the exception of propeller and instrument maintenance, all repairman certificates contain airframe or powerplant authority.

Guidance Material Review

The Working Group reviewed Advisory Circular 65-24 and discovered it is not aligned with the certification of repairmen employed by repair stations. The requirement for certification of repairmen employed by repair stations was amended to promote workforce development, however the language of the AC retains legacy guidance.

The Working Group has reviewed FAA Order 8900.1 Volume 5 Chapter 5 Section 4, Certificate Part 65 Repairman/Added Privileges. The FAA Order, like the advisory circular retains the pre-2004 legacy language for the issuance of repairmen certificates.

In addition, the FAA Order fails to recognize a previously issued repairman certificate as a means of establishing qualifications for reissuance under a new but similar employment situation. Processing every application as new discourages use of previous qualifications and the development of new skills.

Findings section below.

Background

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The Working Group researched and reviewed the historical records beginning in 1945 to the present to better understand the origins, intent, and scope of repairmen privileges. The need for a certificate to bridge the gap between the authority of an air carrier or a repair station and the individual certificated mechanic was addressed in 1945 by the Civil Aeronautics Board. It developed the limited mechanic certificate to allow for the inspection and supervision of propeller and instrument maintenance. In 1952, limited mechanic certificate was replaced with the repairman certificate, which was given the expanded privilege to “supervise or perform the inspection, maintenance, overhauling, or repair of aircraft, aircraft engines, propellers, or appliances in connection with the particular job for which he was employed and certificated.”

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The result of the first year’s work is captured in the **Preliminary Recommendations** section of this report.

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However, FAA guidance has amended the roles, responsibilities, privileges, limitations, and authorities of repairmen through policy changes without the benefit of rulemaking. As an example, paragraph D. 1) of FAA Order 8900.1 Volume 5 Chapter 5 Section 4 states: “In no instance should anyone issue a Repairman Certificate with an airframe and/or powerplant rating to circumvent the process of obtaining a Mechanic Certificate. If someone has issued a Repairman Certificate with airframe and/or powerplant ratings, request that the repairman surrender the certificate. Issue a Repairman Certificate with the appropriate privileges and limitations.” This policy is in direct conflict with the original regulatory language implementing repairmen. The Working Group also noted that with the exception of propeller and instrument maintenance, all repairman certificates contain airframe or powerplant authority.

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The Working Group has reviewed FAA Order 8900.1 Volume 5 Chapter 5 Section 4, Certificate Part 65 Repairman/Added Privileges. The FAA Order, like the advisory circular retains the pre-2004 legacy language for the issuance of repairmen certificates.

In addition, the FAA Order fails to recognize a previously issued repairman certificate as a means of establishing qualifications for reissuance under a new but similar employment situation. Processing every application as new discourages use of previous qualifications and the development of new skills.

Findings

There are five dominant findings from the regulatory review that are the basis for the **Preliminary Recommendations**:

- (1) The origin of repairman classification.
- (2) The origin of the repairman certificate and regulations.
- (3) Portability of qualifications.

- (4) Inconsistency in the issuance of the privileges and limitations of a repairman certificate.
- (5) The permanent issuance of a certificate with appropriate limitations.

(1) Origin of Repairmen

The repairman concept was originally introduced in 1945 in the form of a limited mechanic certificate, a certificate issued to address the limitations of the mechanic certificate, which has always prohibited the holder from performing “major repairs to or major alterations of propellers, and any repair to or alteration of an instrument.”

The limited mechanic certificate was issued with propeller or aircraft appliance rating(s) to persons working under the authority of a repair station or manufacturer. (See, 10 FR 7790, June 27, 1945.)

(2) Origin of the Repairman Certificate

The 1952 rulemaking (see, 17 FR 2978, April 5, 1952) introduced privileges and limitations for a repairman with authority well beyond the original “limited mechanic ratings” for propeller and appliance work.

Since a repairman must have been employed by a certificated repair station, manufacturer, or appropriately certificated air carrier, when the regulation was promulgated in 1952, the repairman certificate was given the privilege to “supervise or perform the inspection, maintenance, overhauling, or repair of aircraft, aircraft engines, propellers, or appliances.” (See, 14 CFR § 24.130.)

(3) Inconsistent Issuance of Repairman Certificates

Today, FAA Order 8900.1 Volume 5 Chapter 5 Section 4 page 4 directs:

Repairmen do not have a rating other than ‘Repairman’. Rather, they have specific duties in the form of privileges or jobs listed under the ‘Limitations’ section of the Repairman Certificate, since each repairman is specially qualified to perform maintenance on aircraft or components thereof, appropriate to the job for which the repairman is employed.

Following a review of over 20,000 repairman certifications issued by the agency, the Working Group found little consistency. Repairmen certificates are issued with myriad ratings and/or limitations, forever placing the individual’s privileges under scrutiny, which precludes any reasonable attempt at portability.

(4) Portability of Qualifications

After the thorough review of the applicable statutes, regulations, and internal and external guidance it was determined that there are no prohibitions against the portability of qualifications. In fact, the agency has full discretion in determining qualifications through public guidance and directives to its Aviation Safety workforce. Once qualifications are established, there are no statutes, regulations, or guidance that would negate the applicant’s showing without formal legal action.

Unfortunately, the current guidance lacks instructions regarding the issuance of a repairman certificate for a previously qualified person, when requested by the former certificate holder and recommended by the new employer.

(5) Permanent Issuance of the Certificate

The thorough review of applicable statutes, regulations, and internal and external guidance revealed that the current regulations prohibit the permanent issuance of repairman certificates.

The regulation states, “Unless it is sooner surrendered, suspended, or revoked, a repairman certificate is effective until the holder is relieved from the duties for which the holder was employed and certificated.” (See, 14 CFR § 65.15(b).)

Preliminary Recommendations

The Working Group is continuing its review and adjustment to recommendations regarding the regulations and guidance material based upon the **Findings** and the following preliminary recommendations.

(1) Amend FAA Policy

Amend FAA Order 8900.1 (Volume 5, Chapter 5, Section 4) to ensure repairman certificates are issued consistently and can be reissued based upon established qualifications.

When the FAA issues the repairman certificate, it is approving the individual’s qualifications and capabilities. Those qualifications should be valid unless the individual’s certificate was revoked or suspended due to lack of qualifications.

Therefore, the Working Group’s recommends the agency establish criteria for issuance of repairman certificates and ratings consistent with recommendation 2 to **Align Repairman and Organizational Ratings**. This would allow a certification to be reissued based on a previously issued repairman certificate without additional justification provided the earlier certificate was not suspended or revoked and is consistent with the new employers’ recommendation and tasks.

(2) Align Repairman and Organizational Ratings

Repairman must be employed by either a repair station or an air carrier; the ratings of those certificate holders are defined by regulations. Aligning a repairman’s ratings with those of the certificated organization that employs them would enhance consistency and standardization of qualifications. The Working Group recommends repairman’s rating include aircraft, airframe, powerplant, propeller, radio, instrument, accessory, or limited services.

When issued, the repairman’s limitations would be consistent with the duties, responsibilities, and privileges established by the individual’s competency to perform assigned tasks consistent with the amendments to the agency’s guidance being developed by the Working Group.

(3) Amend Advisory Circular 65-24

The AC must align with the changes to part 65, subpart E and other associated regulations, e.g., part 145. Also, to provide consistency and repeatability in the qualifications for and issuance of repairmen certificates amendments to AC 65-24 must be made.

Generally, the FAA’s Aviation Mechanic General, Airframe, and Powerplant Airman Certification Standards (FAA-S-ACS-1) would be utilized to develop task specific qualifications for the repairman rating requested.

The Working Group believes that the qualifications for maintenance and alteration tasks and therefore repairman's qualifications should be consistent with a mechanic's with respect to performing maintenance or alteration on aircraft, airframe, powerplant, propeller, radio, instrument, accessory, or limited services tasks and functions. Further limitations associated with the certificate can be issued when necessary.

(4) Amend 14 CFR Part 65

If the agency must consider changes to 14 CFR part 65, the Working Group recommends the following amendments to accommodate the changes to the regulations and to the guidance material being developed by the Working Group.

(a) Limited Mechanic

In general, the Working Group recommends changing the type of certificate issued from repairman to limited mechanic. Since the concept of a certificate for individuals employed by another certificate holder was introduced in 1945 as a limited mechanic's certificate, the scope and authority has expanded. The issuance of today's repairman certificate creates unforeseen problems and fails to provide a career and workforce development path for aviation maintenance professionals.

The use of the term limited mechanic for an individual certificate authorized to perform restricted maintenance functions or tasks enables the issuance of explicit ratings more consistent with the current regulations and the desire to provide career advancement opportunities in the aviation industry. The term also reinforces the standard that all work must be performed in accordance with the regulations and their quality standard, regardless of the certificate held.

The limited mechanic certificate better reflects an aviation maintenance activity or career path. The term more correctly represents the privileges of individuals that wish to remain limited, e.g., light sport, while allowing other limited mechanics to progressively added qualifications. In addition, individuals that wish to qualify for a full mechanic certificate with airframe or powerplant ratings are provided a discernible career path.

While reviewing the issue of aircraft maintenance workforce development, the Working Group discovered a disconnect between 14 CFR parts 65 and 145. In amendment number: 145-27 dated 2004, the FAA revised the certification of repairmen to promote and encourage workforce development (see, Sec. 145.159). However, part 65 was never amended to reflect these changes. As a result, the Working Group recommended changes to part 65 subpart E that align with the revised language of Sec. 145.159 and the intent of amendment 145-27.

(b) Amend 14 CFR § 65.15 by deleting paragraph (b)

~~Unless it is sooner surrendered, suspended, or revoked, a repairman certificate is effective until the holder is relieved from the duties for which the holder was employed and certificated.~~

(c) Amend 14 CFR § 65.101(a)(2)

From: Be specially qualified to perform maintenance on aircraft or components thereof, appropriate to the job for which he is employed;

To: Be specifically qualified to perform, supervise, or approve for return to service, the maintenance and/or alteration of aircraft, aircraft engines, propellers, or appliance;

(d) Delete 14 CFR § 65.101(a)(3)

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

(e) Amend 14 CFR § 65.101(a)(4)

From: Be recommended for certification by his employer, to the satisfaction of the Administrator, as able to satisfactorily maintain aircraft or components, appropriate to the job for which he is employed;

To: Be recommended for certification by the employer, to the satisfaction of the Administrator, as able to satisfactorily perform, supervise or approve for return to service maintenance and/or alteration of aircraft, aircraft engines, propellers, or appliance under the employer's certificate;

(f) Amend 14 CFR § 65.103(a)

From: A certificated repairman may perform or supervise the maintenance, preventive maintenance, or alteration of aircraft or aircraft components appropriate to the job for which the repairman was employed and certificated, but only in connection with duties for the certificate holder by whom the repairman was employed and recommended.

To: A certificated limited mechanic may perform, supervise or approve for return to service the maintenance or alteration of aircraft, aircraft engines, propellers, or appliance for which a rating has been issued and within the limitations of the certificate while employed by a certificated repair station, commercial operator, or air carrier.

Conclusion

The Working Group will continue its task and provide a final report with definitive recommendations for the improvement of the repairman certification process, assure portability, and clarify the authority and limitations consistent with the individual's capability and assigned job, position, or tasks, to enhance workforce development and promotion in the aerospace maintenance field.

To complete its task and issue a final report with definitive recommendations, the Working Group is spending its second year reviewing the agency's guidance material, e.g., FAA Order 8900.1 and AC 65-24. The Working Group will make recommended edits to better reflect the current regulatory requirements and the need for career development in aviation maintenance as set forth in **Recommendations (1) Amend FAA Policy, (2) Align Repairman and Organizational Ratings**, and (3) Amend Advisory Circular 65-24.

Appendix 2 – Draft Order 8900.1, Volume 5, Chapter 5, Section 4

This Appendix contains the Working Group’s draft rewrite of Order 8900.1, Volume 5, Chapter 5, Section 4.

VOLUME 5 AIRMAN CERTIFICATION
CHAPTER 5 TITLE 14 CFR PART 65—AIRMEN OTHER THAN FLIGHT
CREWMEMBERS

Section 4 Certificate Part 65 Repairman/Added Privileges

Source Basis:

- Title 18 United States Code ([18 U.S.C.](#))
 - Section [31](#) – Definitions of “Aircraft”, Aviation Quality”, “Destructive Substance”, “In Flight”, “In Service”, “Part”, and “Space Vehicle”.
 - Section [38](#) – Fraud involving Aircraft or space vehicle parts in interstate or foreign commerce
- Title 49 of the United States Code ([49 U.S.C.](#))
 - Section [40102\(a\)\(8\)](#) – Definition of airmen-- (8) “airman” means an individual—
 - (A) in command, or as pilot, mechanic, or member of the crew, who navigates aircraft when under way;
 - (B) except to the extent the Administrator of the Federal Aviation Administration may provide otherwise for individuals employed outside the United States, who is directly in charge of inspecting, maintaining, overhauling, or repairing aircraft, aircraft engines, propellers, or appliances; or
 - (C) who serves as an aircraft dispatcher or air traffic control-tower operator.
 - Section [44703\(a\)](#) – Airman certificates -- The Administrator of the Federal Aviation Administration shall issue an airman certificate to an individual when the Administrator finds, after investigation, that the individual is qualified for, and physically able to perform the duties related to, the position to be authorized by the certificate.
 - Section [44710](#) – Revocations of airman certificates for controlled substance violations
 - Section [44726](#) – Denial and revocation of certificate for counterfeit parts violations
- 14 CFR part 43—Maintenance, Preventive Maintenance, Rebuilding and Alteration
 - Section 43.3(c)—Persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations
 - Section 43.3(e)—Persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations
 - Section 43.3(f)—Persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations
 - Section 43.7(c)—Approval for return to service after maintenance, preventive maintenance, rebuilding, or alteration

- Section 43.7(e) —Approval for return to service after maintenance, preventive maintenance, rebuilding, or alteration
- 14 CFR part 65, subpart [A](#)—General
 - FAA Form 8610-3, Airman Certificate and/or Rating Application – Repairman
 - Section 65.1—Applicability.
 - Section 65.3—Certification of foreign airmen other than flight crewmembers.
 - Section 65.11—Application and issue.
 - Section 65.12—Offenses involving alcohol or drugs.
 - Section 65.13—Temporary certificate.
 - Section 65.15—Duration of certificates.
 - Section 65.16—Change of name: Replacement of lost or destroyed certificate.
 - Section 65.20—Applications, certificates, logbooks, reports, and records: Falsification, reproduction, or alteration.
 - Section 65.21—Change of address.
- 14 CFR part 65, subpart [E](#)
 - Section 65.101—Eligibility Requirements: General.
 - Section 65.103—Repairman Certificate: Privileges and Limitations.
- 14 CFR part 121
 - Section 121.1(b)—Applicability
 - Section 121.123—Servicing maintenance facilities
 - Section 121.367(b)—Maintenance, preventive maintenance, and alterations programs
 - Section 121.371—Required inspection personnel
 - Section 121.374(m)—CAMP for two-engine ETOPS training requirements
 - Section 121.375—Maintenance and preventive maintenance training program
 - Section 121.709—Airworthiness release or aircraft log entry
- 14 CFR part 135
 - Section 135.1(a)(2)—Applicability
 - Section 135.425—Maintenance, preventive maintenance, and alteration programs
 - Section 135.429—Required inspection personnel
 - Section 135.443—Airworthiness release or aircraft maintenance log entry
- 14 CFR part 145
 - Section 145.151—Personnel requirements.

- Section 145.[153](#)—Supervisory personnel requirements.
- Section 145.[157](#)—Personnel authorized to approve an article for return to service.
- Section 145.[159](#)—Recommendation of a person for certification as a repairman.
- Airmen Certification Standards (ACS) FAA-S-ACS-[1](#)
 - General Section I
 - Airframe, Section II
 - Powerplant, Section III

5-1191 REPORTING SYSTEM(S). Use Safety Assurance System (SAS) Activity Recording (AR) and use the following activity codes, as appropriate:

A. Maintenance: 3507, 3510.

B. Avionics: 5510, 5511.

5-1192 OBJECTIVE. This Section describes procedures for processing Repairman Certificates and adding ratings in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 65, § 65.[101](#). The issuance of the certificate or authorization certifies that the applicant possesses the aeronautical knowledge, general risk management, and skills required for the rating.

The air carrier or commercial operator with a continuous airworthiness maintenance program (CAMP) or repair station employer is required to continually train and qualify the repairman to perform their assigned tasks.

5-1193 GENERAL. AC 65-24 explains when and why the agency created the repairman certificate and recognized the holder of a repairman certificate as an airman other than a flight crew member. The repairman certificate originally addressed the limitation on a mechanic from performing major repairs and alterations of propellers and any repair or alteration on an instrument. It was also used to certificate technicians performing limited tasks without needing to issue a mechanic's certificate when the individual was employed by an air carrier, commercial operator, or repair station.

The agency encourages the development of technical careers in aviation maintenance through successive expansion of a repairman's knowledge, general risk management, and skills. The agency believes using the information in the FAA-S-ACS-[1](#) as a method to show increased competence that may follow the individual throughout an aviation career.

The information that must be completed and submitted by the applicant is contained in AC 65-24, Certification of a Repairman (General), latest version.

A. Eligibility. The AC provides the information on the eligibility of the individual and the documentation that must be submitted by the applicant and an employer to meet the requirements of 14 CFR part 65, § 65.[101](#). As related in the AC—

- Once a mechanic or repairman certificate has been issued, [14](#) CFR part [65](#), § 65.101(a)([5](#)) has been satisfied for any subsequent employer and the appropriate rating may be reissued for another employer based upon the original issuance.

- A repairman employed by a repair station with managerial control, or its satellite(s), or its additional fixed locations may serve in any location in the employer's quality system in accordance with [14 CFR part 145](#), §§ 145.107(b), 145.209 and 145.211.
- A repairman employed by an air carrier operating under the provision of parts [121](#) or [135](#) may serve in any location in the operator's system.
- A repairman employed and certificated by more than one repair station or by more than one air carrier or commercial operator, where the employers are distinctly different business entities, with unrelated certificate numbers, will need a letter endorsing the qualifications of the repairman from each repair station or operator.
- The employer must recommend that the applicant's documented qualifications are appropriate to the specific job (i.e., duties, responsibilities, and authorities).

B. Required Documentation. With each request for a repairman certificate or for additional ratings, an applicant must submit the following:

- 1) One copy of Federal Aviation Administration (FAA) Form 8610 [3](#), Airman Certificate and/or Rating Application – Repairman.
- 2) A letter of recommendation from the air carrier, commercial operator or repair station employer stating that the individual is employed by the company and verifying that the applicant meets the requirements of 14 CFR part 65, § 65.101.

5-1194 COORDINATION REQUIREMENTS. This task may require coordination between Maintenance and Avionics ASIs.

5-1195 REFERENCES, FORMS, AND JOB AIDS.

A. References (current editions):

- Advisory Circular (AC) 65-24, Certification of a Repairman (General).
- Volume 1, Chapter 3, Section [1](#), Safety Assurance System: Responsibilities of Aviation Safety Inspectors.
- Volume 5, Chapter 5, Section 4, Certificate Part 65 Repairman/Added Privileges – Job Aid
- Volume 10, Safety Assurance System Policy, and Procedures.
- Volume 14, Chapter 1, Section [2](#), Flight Standards Service Compliance Action Decision Procedure.
- Volume 14, Chapter 1, Section [3](#), Providing Compliance Program Explanation and Pilot's Bill of Rights Written Notification.

B. Forms:

- FAA Form 8610-[3](#), Airman Certificate and/or Rating Application.
- FAA Form 8060-4, Temporary Airman Certificate.

C. Job Aids:

- Figure 5-252, Sample Temporary Airman Certificate (Repairman).
- Figure 5-253, Instructions for Completing a Temporary Airman Certificate.
- Job Task Analysis (JTA) 3.1.23, Issue a Repairman Certificate or Added Privilege.

5-1196 PROCEDURES. The applicant's identification will be verified at the application and confirmed at certificate issuance.

A. Verify Information and Eligibility. Upon receipt, begin reviewing the completed FAA Form 8610-3, Airman Certificate and/or Rating Application – Repairman.

B. If the application is from a current certificate holder, review the agency's database for information on file that need not be duplicated. If the applicant is already a mechanic that has shown the aeronautical knowledge, general risk management, and skills, the information need only be reviewed for currency and the employer's letter of recommendation. If the application for an additional rating is requested, follow the entire verification process. If the application is for a rating previously held by the individual but from a different employer, the review need not be duplicated, but the applicant's current certification in

C. The review will ensure the form is completed in accordance with its instructions and the information provided in AC 65-24, latest version.

- 1) Starting with the TOP Section is the application for—
 - A. ORIGINAL ISSUE. An original application for—
 - A § 65.101 REPAIRMAN, or
 - ADDED RATING/PRIVILEGES - An application for an additional rating/privilege?
 - B. OTHER: In which case, the application need include only that information necessary to substantiate the requested change of—
 - Address?
 - Name?
 - Sex?
 - Citizenship?
 - Nationality?
 - Date of birth?
 - Other change?
- 2) Section I. APPLICANT INFORMATION (page 1 of 2)
 - A. Is the name filled in correctly?
 - B. Is the date of birth filled in correctly?
 - C. Is the place of birth filled in correctly?

- D. Is the height filled in correctly?
- E. Is the weight filled in correctly?
- F. Is the hair color spelled out correctly from bald, black, blonde, brown, gray, red or white?
- G. Is the eye color filled in correctly from the following: black, blue, brown, gray, green, or hazel?
- H. Is the sex marked either Male or Female?
- I. Is the Citizenship/Nationality box marked as either U.S. Citizen or “Other” with a country entered?

Are there any dual citizenship countries in the REMARKS section?

To claim Dual Citizenship, the applicant must present appropriate citizenship documentation for each country listed in the application.

- J1. Is a complete residential address entered, including street number, city, state, and ZIP code? If a foreign address, is the country entered?

If the box for attached directions is marked, or a residential address is not entered, but rather a rural route, a boat, or some other situation that requires the use of a P.O. Box, rural route, or personal mailbox, ensure a map or written directions to the physical address, 911 address, or Global Positioning System (GPS) coordinates is attached to the application or entered in the Remarks block. A map or written directions are not required for Army Post Office (APO)/Fleet Post Office (FPO)/Diplomatic Post Office (DPO) type addresses.

- J2. Is a different mailing address entered?

The mailing address will be printed on the permanent airman certificate.

A post office box, rural route, personal mailbox, commercial, or other mail drop can be used but mailing instructions must be on a separate attachment or in the remarks section of the form.

- K. Does the applicant have FAA Airman Certificate? If yes, is the certificate type and number entered?

When the individual already holds an airman’s certificate, check the Multi-System Access Tool for Air Personnel (MSAT-A). The superseded certificate must be rendered unusable at the time the application is approved and the new temporary certificate (FAA Form 8060-4) is issued.

If the applicant holds a mechanic certificate, an annotation in the limitation section on the mechanic’s certificate will be used to issue the repairman ratings for propellers and/or instruments when recommended by an employer as being qualified.

If the application is for an additional rating, review the new information for the appropriate qualifications for the recommended rating.

If the application is for a previously issued rating, and the application is properly completed, verify L and N and Section V before issuing the same rating for a different employer.

L. Has the applicant ever had a certificate suspended or revoked? Verify the airman's status through the airmen's registry. If yes, what kind and how long ago? (Refer to §§ 65.11(c) and (d)(2) for appropriate action).

M. Did the applicant mark yes or no to the question on reading, writing, speaking, and understanding the English language. If no, appropriate limitations will be necessary under 14 CFR part 65, § 65.101(a)(6) or the applicant will need an exemption from this requirement, refer to 14 CFR part 11, § 11.63.

N. Was the applicant convicted of drugs or substance charges? Note the date of final conviction for appropriate action under 49 U.S.C. §§ 44710 and 44726 and 14 CFR part 65, § 65.12.

3) APPLICANT INFORMATION – top of page 2 of 2: If the applicant has submitted the application on two separate pieces of paper, not double-sided, verify that the applicant's name, date of birth, and certificate number (if applicable), are on the top of page 2 as indicated in the instructions for completing the form. For original applicants, mark "PENDING" at the top of page 2.

D. Section II Application Basis

- 1) Ensure Block A is checked "Repairman"
- 2) Ensure Block A1 is requesting a rating that corresponds with the authority under the employing air carrier or commercial operator, or the repair station rating(s) under part 145 as outlined in AC 65-24.
- 3) Ensure there is an employer recommendation letter attached.
 - Is the employer–
 - An air carrier under 14 CFR parts 121 or 135 with a CAMP?
 - An air agency under 14 CFR part 145?
 - Verify that the employer's letter of recommendation contains a statement recommending the applicant for the rating(s) sought and verifies that the applicant is capable of performing the work on aircraft or components appropriate to the rating(s) sought (see, 14 CFR § 65.101(a)(2)).

E. Verify Section III Record of Experience or Training

Review Section III to verify the information is complete and a minimum of 18 months of experience or the appropriate training is evident by the entries, dates, and attachments.

Amendment 65-27 (47 FR 13316, Mar. 29, 1982) introduced formal training as a logical alternative to the 18 months of practical experience required for repairmen eligibility. The FAA acknowledged that certificated air agencies, commercial operators, and air carriers are best able to establish the type and amount of formal training that will qualify the repairmen for the rating sought.

Training provided to applicants by the employing air carrier or repair station under their programs is formal training acceptable to the FAA (see, 14 CFR §§ 121.[375](#), 135.[433](#), and 145.[163](#)). Formal training acceptable to the FAA is outlined in Appendix 1 to AC 65-24.

F. Section IV Applicant's Certificate at the time of application

Verify that the signature is in place and the date the application is made in the proper format. (This date *does not* have to match the date in Section V (unless, of course, the application and issuance of the temporary certificate are on the same day)).

G. Section V Applicant's Certification at the time the temporary is issued

Remember to check the applicant information on the top of page 2 of 2 if the form was submitted on two separate printed pages.

The applicant will be asked to sign this Section on the day the temporary is issued so any changes between the date of the application and the issuance of the temporary certificate can be noted in the Remarks. Ensure the date is in the correct format and the applicant's signature is affixed.

A. If the applicant checks YES, § 65.11([c](#)) and/or ([d](#)) will apply. The order of suspension or revocation in the airmen registry must be reviewed to determine whether the application may proceed or if it must be denied. If it must be denied the reason for denial must cite the order of suspension or revocation.

B. If the applicant has been convicted of any of the federal or state crimes cited, section 65.12 will apply. If the applicant marked YES, documents related to the conviction must be reviewed to determine whether the application may proceed or if it must be denied. A certificate cannot be issued for at least one year from the date of the conviction.

H. Remarks

This block can be used by either the applicant or the FAA to annotate attachments, dual citizenship, mailing, or other information related to the application.

The ASI will use this block to include the reasons that the applicant cannot obtain the repairman's certificate if the application is denied.

I. Attachments

The applicant or the FAA must mark appropriate box(s) indicating the employer's recommendation letter was attached to the application.

The ASI will mark that a copy of the Temporary Certificate has been attached.

“Other” should be checked when attachments *are not* listed in this block. The “Other” attachments are to be annotated in Remarks.

J. Applicant Identification (ID) (Government Issued Photo ID)

Confirm the type(s) of government issued photo identification completed by the applicant on the application matches that presented at the time the temporary certificate is issued.

Only government issued photo ID are acceptable, (e.g., a state-issued driver's license, passport, or U.S. military identification) that includes the applicant's current name. Applicants claiming Dual

Citizenship must present appropriate documentation for each country listed in the application's Remarks.

Changes or corrections to the form that ensure it matches the ID presented can be annotated in Remarks.

The applicant does not have to include a telephone or email address, but if it is provided, the block should be marked "NONE".

K. Section VI FAA Examiner's Report

This Section is signed and dated only *after* the application has been reviewed, all areas completed, and the determination of whether to issue or deny the certificate has been made and documented.

(1) The issuance of a repairman's certificate is based upon an employer's recommendation that the applicant has been evaluated to determine capability to perform the tasks outlined in the applicable sections of the Aviation Mechanic General, Airframe and Powerplant, Airmen Certification Standards FAA-S-ACS-1—

- General Section I
- Airframe, Section II
- Powerplant, Section III

Any person that meets the basic qualifications of 14 CFR part 65, § 65.101 will be issued a repairman's certificate regardless of the employer's assigned duties and responsibilities. After the certificate is issued, the employer will assign duties, responsibilities, and authorities based upon its quality system, maintenance program, and training requirements.

The reviewing ASI places their printed name and signature or digital signature in this area, applies the date as indicated, and the office identifier in the FAA District Office Block.

(2) Approved (Temporary Certificated Issued).

When the applicant meets all the requirements for certification, mark the application as approved.

Complete FAA Form 8060-4 in duplicate, one must be typewritten. The FAA Form 8060-4 provided to AFB-720 must be typed or it will be rejected; therefore, the ASI will need to have the typewritten FAA Form 8060-4 at the time of issuance for the repairman to sign.

The inspector's approval date must be the same date as shown on the temporary certificate, using the 8-digit format Month/Day/Year (MM/DD/YYYY) for both dates.

- The term "PENDING" on FAA Form 8060-4 is a valid certificate number when the applicant does not already hold a Repairman Certificate. If adding ratings and limitations, enter the effective certificate number.
- Do not use Social Security Numbers (SSN) for the certificate number.
- The applicant and ASI sign both copies of FAA Form 8060-4, and the applicant gets one completed form.

(3) Disapproved Application

Section 65.11 entitles qualified individuals to receive a certificate, the reasons for denial must state any deficiencies in the applicant's ability to meet applicable sections in part 65, subparts A and E (see Source Basis).

Denying an application for a repairman certificate can be appealed under Title 49 Code of Federal Regulations (49 CFR), part 821, Section 821.24. After entering the regulatory cites and reasons the applicant did not meet the requirements of each section of part 65, subparts A and E in the REMARKS section.

L. Conduct Debriefing. Brief the applicant or certificate holder on the results. Discuss any deficiencies and potential corrective actions. Explain the next actions that will be taken by the agency, *i.e.*, the certification file will be sent to AFB-720 and a permanent certificate will be delivered by mail to the address provided by the applicant, and other FAA actions. The ASI can find instructions for conducting briefings in Volume 1, Chapter 3, Section 1.

M. FAA FILE REVIEW (For FAA Office Use Only)

FAA Signature (Print Name and Sign)

Date (MM/DD/YYYY)

FAA Office

5-1197 TASK OUTCOMES.

A. Create the Certification File and transmit it to AFB-720. The file must include:

- The original FAA Form 8610-3, with all necessary signatures.
- The letter of recommendation from the applicant's employer.
- A copy of the FAA Form 8060-4 issued to the repairman.

B. Issuance of Permanent Certificate.

If the ASI is contacted near or after the 120 days timeline for the issuance of the permanent certificate, the agency will check MSAT. If the Certificate File has been misplaced, use the guidance in Lost Certification Files.

C. Update and Check the Records. Update the applicable SAS Vitals and Enhanced Flight Standards Automation System (eFSAS) enhanced Vital Information Database (eVID) Environmental Files for the repair station or air carrier to ensure the number of the repairman is accurately annotated.

D. Compliance and Enforcement Action. If safety issues and/or regulatory noncompliance are identified during the certification process, follow the process contained in Volume 14, Chapter 1, Section 2 to determine the appropriate FAA compliance or enforcement action.

E. Complete the Task. Follow Volume 10 guidance for completion of SAS AR or DCT.

5-1198 FUTURE ACTIVITIES. Follow Volume 10 to plan future risk-based surveillance in SAS.

A. Records Review. Review air carrier, commercial operator, or repair station rosters to ensure the repairman certificate holder's ratings remain consistent with the assigned duties, responsibilities, and authorities.

B. Surrendered Certificates. When a certificate holder surrenders its certificate to the FSO in accordance with § 65.15(c), it will be processed to AFB-720 with a brief statement relating to the circumstances of why the certificate is no longer effective. When multiple certificates are being surrendered, each must be processed independently; lists will be rejected by AFB-720.

The ASI will render the certificate unusable by punching *at least* a one-fourth inch diameter hole through the holographic FAA emblem in the lower right-hand corner of the certificate. The certificate may then be returned to the repairman.

C. Change of Address, Name, Gender, or Nationality.

1) Change of Address. When the holder of a Repairman Certificate issued under part 65 notifies the FSO in writing of any change in permanent mailing address, direct the airman to https://www.faa.gov/licenses_certificates/airmen_certification/update_address.

2) Change of Name/Nationality/DOB/Gender. When the certificate holder notifies the FAA in writing of any change in name, nationality, date of birth, gender. The inspector will identify and notate the required documentation presented in the "Remarks" block of FAA Form 8610-3. The latest required documentation can be found at the following website: https://www.faa.gov/licenses_certificates/airmen_certification/name_change/.

D. Lost Certification Files.

To be issued a permanent airman certificate, the file must be received by AFB-720. If the certification file was not received by AFB-720 within the time that the temporary certificate is valid, the ASI must obtain or recreate the application document.

Copies of the original signed documents are acceptable.

If any signature is missing from the copies, the applicant will need to complete a new application. The ASI will enter "REPLACEMENT FILE" in red ink, in the top margin of page 1 of FAA Form 8610-3.

In the REMARKS block, the ASI will enter the original application date, and the date the new temporary certificate, if any, is issued. This ensures that, should the original file be found, the reconstructed file is appropriately identified.

If the temporary certificate has expired or will expire, a new temporary with a new expiration date is to be issued and attached to the reproduced Certification File.

Figure 5-252. Sample FAA FORM 8060-4

I. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION TEMPORARY AIRMAN CERTIFICATE						II. CERTIFICATE NO.	
III. THIS CERTIFICATE THAT							
DATE OF BIRTH		HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY VI.
D. has been found to be properly qualified and is hereby authorized in accordance with the conditions of issuance on the reverse of this certificate to exercise the privileges of <p style="text-align: center;">REPAIRMAN</p>							
E. RATES AND LIMITATIONS							
F. THIS IS <input checked="" type="checkbox"/> AN ORIGINAL ISSUANCE <input type="checkbox"/> A REISSUANCE OF THIS GRADE OF CERTIFICATE							
G. DATE OF SUPERSEDED AIRMAN CERTIFICATE							
BY DIRECTION OF THE ADMINISTRATOR				EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO.			
H. DATE OF ISSUANCE		I. SIGNATURE OF EXAMINER OR INSPECTOR		DATE DESIGNATION EXPIRES			

FAA Form 8060-4 (4/79) USE PREVIOUS EDITION AFS Electronic Form System - 42 F

XIV. CONDITIONS OF ISSUANCE

This is an interim certificate issued subject to the approval of the Federal Aviation Administration pending the issuance of a certificate of greater duration. It becomes void--

1. Upon the receipt of a certificate of greater duration to replace it;
2. Upon a finding by the FAA that an error has been made in its issuance;
3. Upon a finding by the FAA that it was issued illegally or as the result of fraud or misrepresentation;
4. Upon the refusal or failure by the holder to accomplish a flight check by a Flight Standards Inspector if so requested; and
5. In any case, at the expiration of 120 days from date of issuance.

AFS Electronic Form System - 1/02

Figure 5-253. Instructions for Completing a Temporary Airman Certificate

To issue FAA Form 8060-4, Temporary Airman Certificate, fill out the form as indicated below:

- A. Item III, if the applicant does not hold an airman certificate and it is an original issuance of a repairman certificate, enter the word “PENDING” which will be a valid “number” until permanent certificate is issued at which time a unique 9-digit certificate number will be assigned.

If the applicant already has an airmen certificate, enter the number of the existing certificate.
- B. In Item iv, enter the airman’s name exactly as it appears on the application.
- C. In Item v, enter the airman’s address as it appears on the application
- D. In the blocks below item v., enter the airman’s personal identification information as it appears on the application, or any notes taken during the review process.
- E. In Item IX, enter the word “REPAIRMAN.”
- F. In Item XII, enter the applicable ratings and limitations from AC 65-24 Appendix 1 based upon the employer’s ratings and evaluation of Section III. RECORD OF EXPERIENCE OR TRAINING.
- G. In Item XIII, enter the repair station or air carrier certificate number.
- H. Check the box for an original issuance or the box for a reissuance of certificate, whichever is applicable.
- I. When a rating is added or an exchange is made, ensure the superseded certificate date is shown.
- J. In Item X, ensure the date of issuance is the same as the inspector’s approval date in the “FAA Inspector’s Report.”
- K. In Item X, print the inspector’s, have the inspector sign the document, with the region identifier and FAA office identification.

Forward all information regarding the certification file through the responsible Flight Standards office to:

**FAA
Airmen Certification Branch, AFB-720
P.O. Box 25082
Oklahoma City, OK 73125-0082**

RESERVED. Paragraphs 5-1199 through 5-1215.

Appendix 3 – Advisory Circular (AC) 65-24

This Appendix contains the Working Group’s draft rewrite of Advisory Circular (AC) 65-24, Certification of Repairman (General).



U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular

Subject: Certification of a Repairman (General) **Date:** TBA **AC No:** 65-24A
Initiated by: AFS-300

PURPOSE. This advisory circular (AC) updates the process individuals may use to show they have the qualifications for issuance of a repairman certificate under [14 CFR part 65, subpart E](#).

It also updates how an employer recommends a qualified individual for the issuance of a repairman certificate.

1. **PRINCIPLE CHANGES.** This change aligns the guidance to Title [14](#) of the Code of Federal Regulations ([14 CFR](#)), part [65](#), subpart [E](#) to encourage the use of repairman certificates as a method of career development.
2. **PAGE CONTROL CHART**

Remove Pages	Dated	Insert Pages	Dated
1 thru 6	02/01/83	1 thru 6	9/11/07
All	9/11/07	All	TBA

ORIGINAL SIGNED BY

NAME for

NAME

Director, Flight Standards Service

Advisory Circular

Subject: Certification of a Repairman (General)

Date: **TBA**
Initiated by: AFS-300

AC No: 65-24A

1. PURPOSE

This advisory circular (AC) provides information to the aviation public on the procedures for certification of a repairman under [14](#) Code of Federal Regulations (CFR) part [65](#), subpart [E](#). By following this AC a mobile and diverse workforce can be developed based upon a commonly recognized standard.

a. The AC explains the process by which individuals may establish the qualifications for issuance of a repairman certificate under [14](#) CFR part [65](#), subpart [E](#) that will be recognized throughout the individual's career. It also explains how each employer can recommend the individual for the issuance of a repairman certificate and/or additional ratings based upon the Airmen Certification Standards (ACS) FAA-S-ACS-[1](#).

b. This AC provides an acceptable means of complying with the regulations; however, it is not the only means of compliance. This AC is not mandatory and does not constitute a regulation. When this AC uses mandatory language (e.g., "must" or "may not") it is paraphrasing a regulatory requirement or prohibition. When this AC uses permissive language (e.g., "should" or "may") it describes an acceptable means, but not the only means, of complying.

2. REFERENCES (current editions)

a. Title 18 United States Code ([18](#) U.S.C.)

- Section [31](#) – Definitions of "Aircraft", "Aviation Quality", "Destructive Substance", "In Flight", "In Service", "Part", and "Space Vehicle".
- Section [38](#) – Fraud involving Aircraft or space vehicle parts in interstate or foreign commerce

b. Title 49 of the United States Code ([49](#) U.S.C.)

- Section [40102\(a\)\(8\)](#) – Definition of airmen – (8) "airman" means an individual –
(A) in command, or as pilot, mechanic, or member of the crew, who navigates aircraft when under way;
(B) except to the extent the Administrator of the Federal Aviation Administration may provide otherwise for individuals employed outside the United States, who is directly in charge of inspecting, maintaining, overhauling, or repairing aircraft, aircraft engines, propellers, or appliances; or
(C) who serves as an aircraft dispatcher or air traffic control-tower operator.
- Section [44703\(a\)](#) – Airman certificates – The Administrator of the Federal Aviation Administration shall issue an airman certificate to an individual when the

Administrator finds, after investigation, that the individual is qualified for, and physically able to perform the duties related to, the position to be authorized by the certificate.

- Section [44710](#) – Revocations of airman certificates for controlled substance violations
- Section [44726](#) – Denial and revocation of certificate for counterfeit parts violations

(a) Denial of Certificate.—

(1) In general.—Except as provided in paragraph (2) of this subsection and subsection (e)(2), the Administrator of the Federal Aviation Administration may not issue a certificate under this chapter to any person—

- (A) convicted in a court of law of a violation of a law of the United States relating to the installation, production, repair, or sale of a counterfeit or fraudulently-represented aviation part or material;
- (B) whose certificate is revoked under subsection (b); or
- (C) subject to a controlling or ownership interest of an individual described in subparagraph (A) or (B).

(2) Exception.—Notwithstanding paragraph (1), the Administrator may issue a certificate under this chapter to a person described in paragraph (1) if issuance of the certificate will facilitate law enforcement efforts.

(b) Revocation of Certificate.—

(1) In general.—Except as provided in subsections (f) and (g), the Administrator shall issue an order revoking a certificate issued under this chapter if the Administrator finds that the holder of the certificate or an individual who has a controlling or ownership interest in the holder—

- (A) was convicted in a court of law of a violation of a law of the United States relating to the installation, production, repair, or sale of a counterfeit or fraudulently-represented aviation part or material; or
- (B) knowingly, and with the intent to defraud, carried out or facilitated an activity punishable under a law described in paragraph (1)(A).

(2) No authority to review violation.—In carrying out paragraph (1), the Administrator may not review whether a person violated a law described in paragraph (1)(A).

c. Title [14](#) of the Code of Federal Regulations ([14](#) CFR) part 43—Maintenance, Preventive Maintenance, Rebuilding and Alteration

- Section [43.3\(e\)](#)—Persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations
- Section [43.3\(e\)](#)—Persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations
- Section [43.3\(f\)](#)—Persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations
- Section [43.7\(e\)](#)—Approval for return to service after maintenance, preventive maintenance, rebuilding, or alteration

- Section 43.7(e) —Approval for return to service after maintenance, preventive maintenance, rebuilding, or alteration
- d. Title 14 of the Code of Federal Regulations (14 CFR) part 65—Certification: Airmen Other Than Flight Crewmembers
- FAA Form 8610-3, Airman Certificate and/or Rating Application – Repairman
 - 14 CFR part 65, Subpart A—General
 - Section 65.1—Applicability.
 - Section 65.3—Certification of foreign airmen other than flight crewmembers.
 - Section 65.11—Application and issue.
 - Section 65.12—Offenses involving alcohol or drugs.
 - Section 65.13—Temporary certificate.
 - Section 65.15—Duration of certificates.
 - Section 65.16—Change of name: Replacement of lost or destroyed certificate.
 - Section 65.20—Applications, certificates, logbooks, reports, and records: Falsification, reproduction, or alteration.
 - Section 65.21—Change of address.
 - 14 CFR part 65, Subpart E—Repairmen
 - Section 65.101—Eligibility requirements: General.
 - Section 65.103—Repairman certificate: Privileges and limitations.
 - Section 65.105—Display of certificate.
- e. Title 14 of the Code of Federal Regulations (14 CFR) part 121
- Section 121.1(b)—Applicability
 - Section 121.123—Servicing maintenance facilities
 - Section 121.367(b)—Maintenance, preventive maintenance, and alterations programs.
 - Section 121.371—Required inspection personnel
 - Section 121.374(m)—CAMP for two-engine ETOPS training requirements
 - Section 121.375—Maintenance and preventive maintenance training program
 - Section 121.709—Airworthiness release or aircraft log entry
- f. Title 14 of the Code of Federal Regulations (14 CFR) part 135
- Section 135.1(a)(2)—Applicability
 - Section 135.429—Required inspection personnel
 - Section 135.433—Maintenance and preventive maintenance training program.

Subject: Certification of a Repairman (General) AC No: 65-24A

Page 3

- Section 135.[443](#)—Airworthiness release or aircraft maintenance log entry.
- g. Title [14](#) of the Code of Federal Regulations ([14](#) CFR) part 145
 - Section 145.[151](#)—Personnel requirements.
 - Section 145.[153](#)—Supervisory personnel requirements.
 - Section 145.[157](#)—Personnel authorized to approve an article for return to service.
 - Section 145.[159](#)—Recommendation of a person for certification as a repairman.
 - Section 145.[163](#)—Training requirements.
- h. Airmen Certification Standards (ACS) FAA-S-ACS-[1](#)
 - General Section I
 - Airframe, Section II
 - Powerplant, Section III
- i. Title 49 Code of Federal Regulations ([49](#) CFR) Subpart C—Special Rules Applicable to Proceedings Under 49 U.S.C. 44703, part [821](#), Section 821.[24](#).

3. BACKGROUND

The certification of individuals with the privilege to perform maintenance, preventive maintenance, and preventive maintenance was promulgated in 1920 with the introduction of the mechanic certificate. In 1940 the Civil Aeronautical Board recognized the limitation of that certificate's limitation that prevents the individual from performing any work on instruments and any major repair and alteration on propellers.

In 1947 the limited mechanic certificate was established to bridge the gap between the privileges of air carrier, commercial operator, and repair station and those of mechanics. The FAA introduced the modern title of repairman for the limited mechanic certificate in 1952 which aligned the individual's rating with the employer and provided an alternative to obtaining a mechanic certificate under [14](#) CFR part [65](#), subpart [D](#).

To support career development and to recognize approved training programs, the FAA eliminated the requirement that only those people at or above the level of shop foreman or department head may be recommended as a repairman. Development of technical careers in aviation maintenance should use standardized aeronautical knowledge, risk management, and skills. Following the method for certifying repairman in this AC allows the FAA to recognize levels of professional expertise based upon those developed for mechanics.

Applicants with the aeronautical knowledge, risk management, and skills outlined in this AC can be recognized by issuance of a repairman certificate with appropriate ratings upon an employer's recommendation.

4. GENERAL

A repairman certificate is one of five certifications for airmen other than flight crewmembers under [14](#) CFR part [65](#).

a. A mechanic's certificate is also an airman other than a flight crew member; however, [14 CFR, part 65, § 65.81](#) prohibits that certificate holder from performing major repairs or alterations on propellers or any repair or alteration of an instrument. Therefore, the holder of a mechanic's certificate must obtain a repairman certificate with a propeller or instrument rating, as appropriate, to supervise that type of work. Since a mechanic has demonstrated the aeronautical knowledge, risk management, and skills necessary to obtain the airframe and/or powerplant rating, the agency may issue that repairman's certificate with propeller or instrument ratings based upon the recommendation by an employer.

b. Once issued, the qualifications for obtaining each rating remain valid unless the subject of suspending or revoking the certificate by the agency. However, the certificate is ineffective, and its privileges may not be exercised between each air carrier, commercial operator, or repair station employer.

5. QUALIFICATIONS

a. To meet [§ 65.101](#) applicants are to show the aeronautical knowledge, risk management and skill element tasks outlined in the applicable portions of the Airmen Certification Standards (ACS) [FAA-S-ACS-1](#) outlined in [APPENDIX 1—RATINGS AND LIMITATIONS THROUGH ACS QUALIFICATIONS](#) associated with a requested rating through—

- Formal training, or
- Having eighteen months (or more) of experience associated with the methods, techniques, practices, tools, tooling, equipment, and test apparatus.

b. The employer is to evaluate the applicant to determine the capability to perform the aeronautical knowledge, risk management, and skill elements tasks outlined in the sections and paragraphs the ACS referenced in [APPENDIX 1—RATINGS AND LIMITATIONS THROUGH ACS QUALIFICATIONS](#) applicable to the rating sought.

c. Certificated airmen assigned supervisory duties and responsibilities must be appropriately rated; the appropriateness of the certificate is based on the privilege of the repairman or mechanic certificate issued by the agency under [14 CFR part 65, subpart D or E](#), (NPRM 77 FR [30054](#) at 30070, May 21, 2012). Supervisors must also be capable of performing the work being overseen.

d. Certificated airmen assigned approval for return to service authority must be rated as a repairman or mechanic. Since the approval for return to service is issued by the air carrier, commercial operator, or repair station, agnostic to the article, the appropriate certificate is repairman or mechanic no matter the rating.

6. ELIGIBILITY

a. Persons holding mechanic's certificates are eligible for a repairman certificate with propeller and/or instrument limitations upon completion of [FAA Form 8610-3](#), Airman Certificate and/or Rating Application – Repairman and the recommendation from an air carrier or repair station employer.

b. [14 CFR part 65, § 65.101\(a\)\(3\)](#) requires all applicants to be employed by a certificated repair station, air carrier, or commercial operator.

- Once a mechanic or repairman certificate has been issued, [14 CFR part 65, § 65.101\(a\)\(5\)](#) has been satisfied for any subsequent employer and the appropriate rating may be reissued for another employer based upon the original issuance.
 - A repairman employed by a repair station with managerial control, or its satellite(s), or its additional fixed locations may serve in any location in the employer's quality system in accordance with [14 CFR part 145, §§ 145.107\(b\), 145.209 and 145.211](#).
 - A repairman employed by an air carrier operating under the provision of parts [121](#) or [135](#) may serve in any location in the operator's system.
 - A repairman employed and certificated by more than one repair station or by more than one operator, where the employers are distinctly different business entities, with unrelated certificate numbers, will need a letter endorsing the qualifications of the repairman from each repair station or operator.
 - The employer must recommend that the applicant's documented qualifications are appropriate to the specific job (i.e., duties, responsibilities, and authorities).
- c. [14 CFR part 65, § 65.101\(a\)\(1\)](#) requires the applicant to be at least 18 years of age.
- The applicant will be asked to provide a government issued photo ID that includes an official photograph of the applicant, the applicant's signature, and the applicant's residential address, if different from the mailing address. (See, Form 8610-3 page 2 – Block 6 FAA Examiner's Report.)
 - The person must be at least 18 years of age before the repairman certificate can be issued, however, an applicant can be otherwise qualified before that age is reached.
- d. [14 CFR part 65, § 65.101\(a\)\(5\)](#) requires the applicant to have general aeronautical knowledge of aviation products and associated maintenance functions. Establishing knowledge, risk management, and skills required to perform the tasks outlined in APPENDIX 1—RATINGS AND LIMITATIONS THROUGH ACS QUALIFICATIONS for the rating sought is a standardized method of establishing compliance.
- The knowledge may be gained in numerous ways, including:
- At least 18 months of practical experience in the procedure, practices, inspection methods, materials, tools, machine tools, and equipment generally used in maintenance tasks and duties (see, [14 CFR part 65, § 65.101\(a\)\(5\)\(i\)](#)).
 - Formal training that is acceptable to the Administrator (see, [14 CFR part 65, § 65.101\(a\)\(5\)\(ii\)](#)). The FAA has determined that the certificated repair station, commercial operator, or air carrier are best qualified to establish the formal training which will qualify the repairmen they employ, therefore:
 - The requirement to determine the abilities of technical personnel under [§ 145.151\(d\)](#) and any assessments or education provided under the [§ 145.163](#) approved training program is considered formal training.
 - The training provided by the air carrier or commercial operator under its program required by [§ 121.375](#) and [135.433](#) is considered formal for the purposes of qualifying the individual to perform the tasks or duties assigned.

- Training provided by a design or production approval holder, the Federal Aviation Administration (FAA), an FAA-certificated aviation maintenance technician school, industry organizations, standard setting organizations, or an accredited college or university.
- e. 14 CFR part 65, § 65.101(a)(2)) requires the applicant be recommended for the rating(s) by an air carrier, commercial operator, or repair station. The recommendation is the employer's verification that the applicant is qualified to perform the tasks and duties for which the individual is employed (65.101(a)(4)) and for the rating being requested. The employer cannot recommend an individual for a rating that is outside the air carrier, commercial operator, or repair station authority or capabilities.
- f. 14 CFR part 65, § 65.101(a)(6) requires the applicant to be able to read, write, speak, and understand the English language.

Although it is not required, a repairman certificate may be issued to an individual working for an air carrier or commercial operator with a CAMP, or repair station employer outside the United States. If an applicant is employed outside the United States and does not meet the English comprehension requirements, the individual's certificate will be endorsed as "Valid only outside the United States."

7. APPLICATION PROCEDURE

For each rating desired, an applicant submits to the local Flight Standards Office (FSO)—

- a. An original of FAA Form 8610-3, Airman Certificate and/or Rating Application, with the appropriate items completed in Section I through V as directed in the *Instructions for Completing FAA Form 8610-3*.
 - All fields must be completed for the certificate being sought, for example under Section II APPLICATION BASIS, complete A. § 65.101 REPAIRMAN, but B., and C. may be left blank.
 - If the form is being filled in by hand, dark blue or black ink must be used.
 - The dates need to be completed in MM/DD/YYYY format.
 - If the FAA Form 8610-3 is on two separate pages, (i.e., not printed double-sided), ensure your name, date of birth, and certificate number (if applicable) is annotated on the second page.
- b. When requesting a change to an address, name, gender, citizenship, nationality, date of birth, or other change to a current certificate mark the OTHER box and enter the type of change requested.
- c. When requesting a new or added rating in the top section check—
 - Either ORIGINAL ISSUANCE or ADDED RATING/PRIVILEGES. For those already holding a repairman certificate, the proper checkmark would be "added rating/privileges".
 - For applicants holding a mechanic certificate that are requesting the privileges associated with propellers and instruments, mark "original issuance" for the repairman certificate.
 - Mark § 65.101 REPAIRMAN for the certificate type.

Subject: Certification of a Repairman (General) AC No: 65-24A

Page 7

d. Section II. APPLICATION BASIS—

- Mark A. for § 65.101 REPAIRMAN
- For A.1. use APPENDIX 1—RATINGS AND LIMITATIONS THROUGH ACS QUALIFICATIONS to determine the ratings that you are qualified to obtain with the knowledge and skills in the ACS noted in the corresponding columns. After determining the privileges or ratings held by the employer, see A.2., enter the rating requested that corresponds with the ratings or privileges of the employer that will be writing the letter of recommendation.
- For A.2. obtain a letter of recommendation from the air carrier, commercial operator, or repair station that corresponds with the ratings or privileges held by that employer. The letter of recommendation should clearly state that the applicant can perform work on aircraft or components appropriate to the rating(s) sought, see APPENDIX 3 – EMPLOYER RECOMMENDATION LETTER for a sample letter.

e. Section III RECORD OF EXPERIENCE OR TRAINING

The records of experience and training will be used to determine qualifications associated with general aviation maintenance knowledge, skills, and abilities required by 65.101(a)(5) (see, general sections of the ACS in APPENDIX 1—RATINGS AND LIMITATIONS THROUGH ACS QUALIFICATIONS) and the specific qualifications aligned with the rating requested as required by 65.101(a)(2) (see, rating specific sections of the ACS in APPENDIX 1—RATINGS AND LIMITATIONS THROUGH ACS QUALIFICATIONS).

Applicants that are showing 18 months of practical experience will complete III.4. with the type of work performed related to the rating requested and for which the employer will recommend the applicant.

Applicants that have received appropriate training or have had their qualifications confirmed through the employer's training program, may provide the information and training records establishing the employer evaluated and confirmed the qualifications outlines in APPENDIX 1—RATINGS AND LIMITATIONS THROUGH ACS QUALIFICATIONS for the rating or privileges held by the employer and requested by the applicant.

f. Section IV APPLICANT'S CERTIFICATION (page 1 of FAA Form 8610-3)

The applicant is certifying that—

- (1) The information on FAA Form 8610-3 is complete, accurate, and will be used by the FAA when determining the applicant's qualification to receive the certificate.
- (2) The Pilot's Bill of Rights Written Notification of Investigation on page iii of FAA Form 8610-3 has been received. The written notification informs applicants of their right to due process if an investigation by the FAA is initiated.
- (3) The Privacy Act statement on page ii of the FAA Form 8610-3 has been read and understood. The applicant is informed that certain information will be in the public domain if a certificate is issued by the agency, and the ability to withhold some private information from being publicly available.

g. Section V APPLICANT'S CERTIFICATION (page 2 of FAA Form 8610-3)

Subject: Certification of a Repairman (General) AC No: 65-24A

Page 8

If a temporary certificate is to be issued, do not complete this section until requested to do so by the FAA representative. An applicant's eligibility to obtain the certificate may change between the time of application and issuance of the temporary certificate.

h. Remarks

This block can be used to annotate "Other" attachments, dual citizenship, mailing, or other information related to the application.

i. Attachments

Mark that the letter of recommendation is attached, and, if applicable, the "Other" attachments that are noted in the Remarks Section.

j. Applicant Identification (ID) (Government Issued Photo ID)

At the time of application, the applicant will complete the area with the information required (e.g., form ID, state or country, ID number, expiration date). Only government issued photo identification, e.g., a state-issued driver's license, passport, or U.S. military identification, that includes the applicant's name and that matches the name in Section IA will be accepted. The ID must also be the same that will be presented for confirmation to the FAA if a certificate is issued.

The applicant's telephone or email address may be included, unless the applicant does not have a telephone number or email address, or chooses not to provide this information, if that is the case, enter "NONE" in the block.

Applicants claiming Dual Citizenship must provide the information required (e.g., form of ID, state or country, ID number, expiration date) for each country listed in the application REMARKS area.

Changes or corrections to the form that ensure it matches the ID presented can be annotated in the REMARKS block at the time of review by the agency.

- k. The applicant and its employer are advised to keep an exact copy of all signed documentation submitted.
- l. Use of FAA electronic portals or safety assurance systems will take collaboration between the employer and the repairman certificate applicant. If the employer has access to the FAA's electronic submittal system, the application form will need to be scanned for electronic transfer.

8. APPLICATION DENIAL

Since § 65.11 entitles qualified individuals to receive a certificate, the reasons for denying the application must state any deficiencies in the applicant's ability to meet applicable sections in part 65, subparts A and E (*see*, ELIGIBILITY and APPLICATION PROCEDURE).

When an application for a repairman certificate is denied, the application and letter of recommendation is to be returned to the applicant along with a letter explaining the sections or paragraphs of the regulations that were not met.

The denial may be appealed under Title 49 Code of Federal Regulations (49 CFR), part 821. § 821.24.

9. ISSUANCE OF TEMPORARY CERTIFICATE

If the agency determines the applicant meets the applicable requirements in 14 CFR part 65, subpart E, it will issue a temporary certificate with appropriate ratings and limitations (if any).

The reverse side of FAA Form 8060-4 contains conditions of issuance and further states it is an interim certificate, subject to approval of the FAA pending issue of a certificate of greater duration. As such, the FAA considers the use of the word “PENDING” acceptable during this interim period equivalent to a digital numbered certificate for the purpose of the recordkeeping requirements found in 14 CFR.

The image shows the reverse side of FAA Form 8060-4, titled "TEMPORARY AIRMAN CERTIFICATE". The form is divided into several sections. At the top, it identifies the Federal Aviation Administration and the Department of Transportation. The main body of the form contains fields for the applicant's name, address, and contact information. Below this, there are sections for "RATINGS AND LIMITATIONS" and "EXPIRES". The "EXPIRES" section is marked with "120 DAYS". The bottom section is titled "BY DIRECTION OF THE ADMINISTRATOR" and includes fields for the administrator's name and signature. To the right of the form, there is a section titled "XIV. CONDITIONS OF ISSUANCE" which lists five conditions: 1. Upon the receipt of a certificate of greater duration to replace it; 2. Upon a finding by the FAA that an error has been made in its issuance; 3. Upon a finding by the FAA that it was issued illegally or as the result of fraud or misrepresentation; 4. Upon the refusal or failure by the holder to accomplish a flight check by a Flight Standards Inspector if so requested; and 5. In any case, at the expiration of 120 days from date of issuance.

The temporary certificate is only valid for 120 days; a permanent certificate should be mailed to the repairman’s residential or mailing address before that time.

If a permanent certificate has not been received before the 120 days lapse, the certification file may have been misplaced within the agency. The repairman should query its FSO and its employer as the time of expiration nears to ensure the certification file has been received by AFB-720.

If a permanent certificate is not received within 120 days, follow the instructions for a LOST, STOLEN, OR MISSING CERTIFICATE.

10. REPAIRMAN PRIVILEGES

The holder of a repairman certificate is an airman other than a flight crew member. The repairman certificate provides an individual the authority to perform, supervise (or be directly in charge of), or approve for return to service the work performed by a certificated repair station, or the holder of an air carrier or commercial operating certificate with the authority to perform maintenance, preventive maintenance, or alteration.

11. LOST, STOLEN, OR MISSING CERTIFICATE

Section 65.105 requires the holder of a repairman certificate to keep it within the immediate area where the privileges are exercised. Therefore, it is important that when a permanent certificate has not been received or when the permanent certificate has been lost, stolen, or otherwise is missing, a replacement is requested as soon as possible.

Section 65.16 explains the process for replacing a lost or destroyed certificate, even a temporary one.

If the permanent certificate was not received within 120 days, and the applicant has retained the original signed documentation, that information may be provided without the need to submit any payment—

- Directly to the local FSO, if the employer has access to a FAA electronic submittal portal the query should take place through that communication channel; or
- Online: <https://amsrvs.registry.faa.gov/amsrvs/>, or
- By a Form 8060-56—Application for Replacement of Lost, Destroyed, or Paper Airman Certificate form.

If a permanent certificate has been lost, stolen, or missing, a replacement must be ordered as soon as possible—

- Online: <https://amsrvs.registry.faa.gov/amsrvs/>, or
- By a Form 8060-56—Application for Replacement of Lost, Destroyed, or Paper Airman Certificate form.
- By a signed, written request with a check or money order for \$2 (U.S. funds), made payable to FAA, to Federal Aviation Administration, Airmen Certification Branch, P.O. Box 25082, Oklahoma City, OK, 73125-0082 stating your:
 - name
 - date and place of birth
 - certificate number
 - the reason you need a replacement

After the agency's review and approval, the certificate number, date of issue, and appropriate ratings will be transcribed in the appropriate spaces on another temporary certificate.

12. CHANGES TO CERTIFICATE HOLDER AND CERTIFICATE

(a) Change of Address

Repairmen are required to update their mailing address within 30 days of obtaining a new address. The FAA certificate does not show the new address, so an updated certificate will not be issued.

A residential address must be furnished, and post office boxes are not acceptable. A post office box can be used as the mailing address, but a residential address must also be provided. If the residence address is generic, e.g., General Delivery, Rural Route, or Star Route, directions, or a map for locating the residence must be included.

(b) Changes in Name, Nationality, Citizenship, or Gender

To report a change in your name, nationality, citizenship, or gender, complete the application form by following the APPLICATION PROCEDURE instructions.

(c) Changes in Ratings

Complete the APPLICATION PROCEDURE for an additional rating and attach the superseded certificate.

13. INEFFECTIVE CERTIFICATES

Under § 65.15, when a repairman is relieved from, or no longer employed by the air carrier or commercial operator, or repair station that recommended the individual for the certificate, the repairman certificate is no longer effective, and it must be returned to the FAA.

14. SUSPENDED, REVOKED, OR SURRENDERED CERTIFICATES

If a repairman certificate is suspended or revoked, it must be returned to the FAA.

If the holder of a repairman's certificate wishes to voluntarily surrender it, the certificate must be returned to the FAA.

15. CERTIFICATE NUMBER

A repairman certificate number is permanent. When an individual obtains employment from different air carriers, commercial operators, or repair stations, the application and any subsequent issuance will reflect the permanent certificate number.

16. APPENDIX 1—RATINGS AND LIMITATIONS THROUGH ACS QUALIFICATIONS

The table creates the connection between the rating requested by the applicant to the standard knowledge, risk management, and skill tasks associated with a limited mechanic, *i.e.*, repairman certificate. Showing the ability to accomplish the standard tasks allows the agency to issue a repairman certificate with the appropriate ratings.

The rating/limitation column in the table can be used to complete Block A-1 FAA Form 8610-3. The rating sought would depend upon both the repairman applicant’s capabilities, and the employer’s authority or rating. A repairman cannot obtain a rating if the employer does not have the rating or authority. That should not stop the individual from obtaining the knowledge, risk management, and skills beyond any individual employer’s capability. The ACS can also be used to gain the experience required to obtain a mechanic certificate.

The repairman applicant and the employer would collaborate to complete FAA Form 8610-3 with the information and recommendation letter appropriate to the ratings requested. The standard knowledge, risk management, and skill tasks associated with rating are set forth in the “Airman Certificate Standards” column. Once the knowledge, risk management, and skill is attained by an applicant, the employer can verify the individual’s capability through its approved training program. The verification would be the basis for the recommendation letter and align with the tasks or duties assigned by the employer.

The ratings in the following table align the repairman’s aeronautical knowledge on the regulations, risk management, and skills to the national standard in Aviation Mechanic General, Airframe, and Powerplant Airman Certification Standards (ACS) FAA-S-ACS-1 tasks. The aeronautical knowledge, risk management, and skill elements listed in the ACS column support portability and a common rating for all applicants.

When the table lists an area (General, Airframe, and/or Powerplant) and an alphabet code(s) for example: General (A – L), it includes the general subject areas in A, B, C, D, E, F, G, H, I, J, K, and L applicable to the rating sought.

The requirement for ACS aeronautical knowledge, risk management, and associated skills, will depend upon the employer’s specific authorities or ratings, for example, a repair station rated with Powerplant—reciprocating engines would require its repairman have aeronautical knowledge, risk management, and skills (M) AM.III.M.K1, AM.III.M.K2, etc., associated with the scope of work being provided by the employer.

Rating Limitation	18 months practical experience or training in the maintenance, preventive maintenance, and alteration of...	Airman Certification Standards (as applicable to specific tasks)
Aircraft	Aircraft, including the powerplant, propeller, and installations.	I. General (A – L) II. Airframe (A – O) III. Powerplant (A or B, C – M)
Airframe Ratings		
Airframe <i>Small aircraft</i>	Small aircraft.	I. General (A – L) II. Airframe (A – N)

Rating Limitation	18 months practical experience or training in the maintenance, preventive maintenance, and alteration of...	Airman Certification Standards (as applicable to specific tasks)
Airframe <i>Large aircraft</i>	Large aircraft.	I. General (A – L) II. Airframe (A – N)
Powerplant Rating		
Limited Powerplant <i>Reciprocating engines</i>	Reciprocating engines.	I. General (A – I.) III. Powerplant (A, C – J, L, & M)
Limited Powerplant <i>Turbine engines</i>	Turbine engines.	I. General (A – L) III. Powerplant (B – M)
Limited Powerplant <i>Electric</i>	Electric propulsion systems.	I. General (A – L) III. Powerplant (C – G, and M)
Propeller Rating		
Propeller Rating	Propellers.	I. General (B, D, E, G, H, I, K, & L.) II. Powerplant M
Radio Rating		
Radio	Communication, navigation, surveillance, and radar equipment.	I. General E & K II. Airframe I & K
Instrument Rating		
Instrument	Instruments.	I. General I II. Airframe H
Accessory Rating		
Accessory	Accessories.	II. Airframe D - K
Aircraft Ratings		
Aircraft: <i>Welding</i>	Welding on products and/or components.	II. Airframe A
Aircraft: <i>Machining</i>	Machining on products and/or components.	I. General (B, H, & I)
Aircraft: <i>NDI/NDT</i>	Performing NDT inspections on products and/or components.	I. General K
Aircraft: <i>Approval for Return to Service</i>	Approving work performed by the certificate holder for return to service approval.	I. General (I)

17. APPENDIX 2—SAMPLE FORM 8610-3



**FAA Form 8610-3, Airman Certificate and/or Rating Application – Repairman
(14 CFR Part 65),
Supplemental Information**

The supplemental information for this form includes the following:

- Page i..... Paperwork Reduction Act Burden Statement
- Page ii..... Privacy Act Statement
- Page iii..... Pilot's Bill of Rights Written Notification of Investigation
- Page iv..... Instructions for Completing FAA Form 8610-3
- Page v..... Instructions for Completing FAA Form 8610-3, continued.

Detach these supplemental information and instruction parts before submitting the attached form. Printing double-sided is preferable. If the form is not printed in the double-sided format, complete the "Applicant Information" section on the top of page 2.

An electronic, fillable, printable version of FAA Form 8610-3 is available at www.faa.gov. When printing, print pages 6 through 7, if you choose to print only the form.

Integrated Airman Certification and Rating Application (IACRA) is a web-based certification/rating application that guides the user through the FAA's airman application process. IACRA helps ensure applicants meet regulatory and policy requirements through the use of extensive data validation. It also uses electronic signatures to protect the information's integrity, eliminates paper forms, and prints temporary certificates. IACRA can be accessed here: <https://iacra.faa.gov>.

OMB CONTROL NUMBER: 2120-0022
EXPIRATION DATE: 12/31/2025

Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0022. Public reporting for this collection of information is estimated to be approximately 20 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information.

All responses to this collection of information are required to obtain or retain a benefit under 14 CFR part 65. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.



FAA Form 8610-3, Airman Certificate and/or Rating Application – Repairman
(14 CFR Part 65),
Supplemental Information

PRIVACY ACT STATEMENT

Privacy Act Statement (5 U.S.C. § 552a, as amended):

Authority: The information collected on the FAA Form 8610-3 – Airman Certificate and/or Rating Application – Repairman (14 CFR Part 65), is in accordance with 49 U.S.C. §§ 106(g), 40113, 44702, 44703, 44709, 44710, 44711(a)(2) and 14 CFR Parts 65.

Purpose: The information collected will be used to identify and evaluate your qualifications and eligibility for the issuance of a repairman certificate and/or added rating.

Routine Uses: The information collected on this form is included in a Privacy Act System of Records DOT/FAA 947, Aviation Records on Individuals, and is subject to the routine uses published in the Federal Register (75 FR 68849-52 - Nov. 9, 2010) including:

- Providing basic airman certification and qualification information to the public upon request; examples of basic information include:
 - The type of certificates and rating held;
 - The date, class, and restrictions of the latest physical airman's certificate number;
 - The status of the airman's certificate (i.e., whether it is current or has been amended, modified, suspended or revoked for any reason);
 - The airman's home address, unless requested by the airman to be withheld from public disclosure per 49 U.S.C. 44703(c);
 - Information relating to an individual's physical status or condition used to determine statistically the validity of FAA medical standards; and
 - Information relating to an individual's eligibility for medical certification, requests for exemption from medical requirements, and requests for review of certificate denials.
- Using contact information to inform airmen of meetings and seminars conducted by the FAA regarding aviation safety.
- Disclosing information to the National Transportation Safety Board (NTSB) in connection with its investigation responsibilities.
- Providing information about airmen to Federal, State, local and tribal law enforcement agencies when engaged in an official investigation in which an airman is involved.
- Providing information about enforcement actions, or orders issued thereunder, to government agencies, the aviation industry, and the public upon request.
- Making records of delinquent civil penalties owed to the FAA available to the U.S. Department of the Treasury (Treasury) and the U.S. Department of Justice (DOJ) for collection pursuant to 31 U.S.C. 3711(g).
- Making records of effective orders against the certificates of airmen available to their employers if the airmen use the affected certificates to perform job responsibilities for those employers.
- Making airman records available to users of FAA's Safety Performance Analysis System (SPAS), including the Department of Defense Commercial Airlift Division's Air Carrier Analysis Support System (ACAS) for its use in identifying safety hazards and risk areas, targeting inspection efforts for certificate holders of greatest risk, and monitoring the effectiveness of targeted oversight actions.
- Making records of an individual's positive drug test result, alcohol test result of 0.04 or greater breath alcohol concentration, or refusal to submit to testing required under a DOT-required testing program, available to third parties, including employers and prospective employers of such individuals. Such records also contain the names and titles of individuals who, in their commercial capacity, administer the drug and alcohol testing programs of aviation entities.
- Providing information about airmen through the airmen registry certification system to the Department of Health and Human Services, Office of the Child Support Enforcement, and the Federal Parent Locator Service that locates non-custodial parents who owe child support. Records in this system are used to identify airmen to the child support agencies nationwide in enforcing child support obligations, establishing paternity, establishing and modifying support orders and location of obligors. Records named within the section on Categories of Records will be retrieved using Connect: Direct through the Social Security Administration's secure environment.
- Making personally identifiable information about airmen available to other Federal agencies for the purpose of verifying the accuracy and completeness of medical information provided to FAA in connection with applications for airmen medical certification.
- Making records of past airman medical certification history data available to Aviation Medical Examiners (AMEs) on a routine basis so that AMEs may render the best medical certification decision.
- Making airman, aircraft, and operator record elements available to users of FAA's Skywatch system, including the Department of Defense (DoD), the Department of Homeland Security (DHS), the Department of Justice (DOJ) and other authorized government users, for their use in managing, tracking and reporting aviation related security events.
- Providing information about airmen to Federal, State, local, and Tribal law enforcement, national security or homeland security agencies whenever such agencies are engaged in the performance of threat assessments affecting the safety of transportation or national security.

The Department has also published 15 general routine uses applicable to all DOT Privacy Act systems of records. These routine uses are published in the Federal Register at 64 FR 55522 - October 15, 2009, 77 FR 42796 - July 20, 2012, and 75 FR 82132 - December 29, 2010 and under "Privacy Act System of Records Notices" (available at <https://www.transportation.gov/individuals/ivac/privacy-act-system-records-notices>).

Disclosure: Submission of all requested data is voluntary; however, failure to provide all the required information would result in the FAA's inability to issue a certificate and/or rating.



**FAA Form 8610-3, Airman Certificate and/or Rating Application – Repairman
(14 CFR Part 65),
Supplemental Information**

Your signature on FAA Form 8610-3 acknowledges that you received the Pilot's Bill of Rights Written Notification of Investigation at the time of your application.

PILOT'S BILL OF RIGHTS WRITTEN NOTIFICATION OF INVESTIGATION

The information you submit on the attached FAA form 8610-3, Airman Certificate and/or Rating Application - Repairman (14 CFR Part 65), will be used by the Administrator of the Federal Aviation Administration as part of the basis for issuing an airman certificate, rating, or inspection authorization to you under Title 49, United States Code (U.S.C.) section 44703(a), if the Administrator finds, after investigation, that you are qualified for, and physically able to perform the duties related to the certificate, rating, or inspection authorization for which you are applying. Therefore, in accordance with the Pilot's Bill of Rights, the Administrator is providing you with this written notification of investigation of your qualifications for an airman certificate, rating, or inspection authorization:

- The nature of the Administrator's investigation, which is precipitated by your submission of this application, is to determine whether you meet the qualifications for the airman certificate, rating, or inspection authorization you are applying for under Title 14, Code of Federal Regulations (CFR) part 65.
- Any response to an inquiry by a representative of the Administrator by you in connection with this investigation of your qualifications for an airman certificate, rating or, inspection authorization may be used as evidence against you.
- A copy of your airman application file for this date this application was made is available to you upon your written request addressed to:

Federal Aviation Administration
Airman Certification Branch
P.O. Box 25082
Oklahoma City, OK 73125-0082

If you make a written request for your airman application file, please provide the following information in your request:

- Full legal name
- Date of birth or airman certificate number
- Date of the application



FAA Form 8610-3, Airman Certificate and/or Rating Application – Repairman
(14 CFR Part 65),
Supplemental Information

Instructions for Completing FAA Form 8610-3	
<p>GENERAL INFORMATION</p> <ul style="list-style-type: none"> An electronic, fillable, printable version of FAA Form 8610-3 is available at www.faa.gov. Make all entries using permanent dark blue or black ink, or a typewriter or printer. All signatures must be original, with the name printed or typewritten below or beside the signature. Unless otherwise specified, enter all dates using eight-digit numeric characters, MM/DD/YYYY (e.g., 03/29/2019). Read all supplemental information provided with this form including the Paperwork Reduction Act Burden statement, the Privacy Act statement, the Pilot's Bill of Rights Written Notification of Investigation, and the Instructions for Completing FAA Form 8610-3. Remove and retain the supplemental information before submitting the application. <p>IMPORTANT NOTE: The applicant's signature on FAA Form 8610-3 confirms the applicant has received the <u>Privacy Act</u> statement and the <u>Pilot's Bill of Rights Written Notification of Investigation</u> at the time application was made.</p> <p>All applications must have the application TOP Section, Section I. APPLICANT INFORMATION and Section IV. APPLICANT'S CERTIFICATION completed. See the instructions below to determine the additional sections/blocks to be completed depending on the certificate requested and the basis for certification.</p>	
<p>TOP Section</p> <p>Original Issuance, Added Rating/Privileges, Other. Mark appropriate box for either the original issuance of a certificate type, or an added rating. Mark the "Added Rating/Privileges" box only if you are adding ratings or privileges/limitations to an existing Repairman certificate. Mark "Other" if you are making application due to a change of address, name, gender, citizenship, nationality, date of birth, or other change, and enter the type of change requested.</p> <p>Certificate Type and Ratings. Mark the appropriate box for the type of Repairman certificate and/or rating(s) being applied for. You may only apply for one type of repairman certificate per application.</p> <p>Section I. APPLICANT INFORMATION</p> <p>A. Name. Enter your full legal name. Use commas to separate names, i.e. Last, First, Middle. If your full legal name is more than 47 characters including the suffix and spaces, use no more than one middle name for record purposes. Do not change your name on subsequent applications unless it is done in accordance with 14 CFR § 65.16. If you have a middle initial only, enter the initial. If you do not have a middle name or middle initial, enter "NMN" (no middle name). Indicate if you are a Jr., II, or III, etc.</p> <p>B. Date of Birth. Enter your date of birth in the MM/DD/YYYY format.</p> <p>C. Place of Birth. If you were born in the USA, enter the city and state where you were born. If the city is unknown, enter the county and state. If you were born outside the USA, enter the name of the city and country, or province and country, of where you were born.</p> <p>D. Height. Enter your height in inches. Example: 5'8" is entered as 68 in. No fractions, use whole inches only.</p> <p>E. Weight. Enter your weight in pounds. No fractions, use whole pounds only.</p> <p>F. Hair Color. Spell out the color of your hair. Choose from the following: bald, black, blonde, brown, gray, red or white. If you wear a wig or toupee, enter the color of your hair under the wig or toupee.</p> <p>G. Eye Color. Spell out the color of your eyes. Choose from the following: black, blue, brown, gray, green, or hazel.</p> <p>H. Sex. Mark either Male or Female.</p>	<p>I. Citizenship/Nationality. Mark the box for USA if you are a U.S. Citizen or legally naturalized U.S. Citizen. Otherwise, mark "Other" and enter the country where you are a legal citizen. Only show one citizenship reference in Block I. Annotate dual citizenship countries in the REMARKS section.</p> <p>Note: To claim Dual Citizenship, you must present appropriate citizenship documentation for each country upon application.</p> <p>J1. Physical Location/Address. Enter your complete residential address including street number, city, state, and ZIP code. This block cannot be left blank. If you have a foreign address, the country must be stated. If a residential address does not exist, such as when the applicant resides on a rural route, a boat, or some other manner that requires the use of a P.O. Box, rural route, or personal mailbox, a map or written directions to your physical address, 911 address, or Global Positioning System (GPS) coordinates must be attached to the application or entered in the Remarks block. Mark box for attached directions, if applicable. A map or written directions are not required for Army Post Office (APO)/Fleet Post Office (FPO)/Diplomatic Post Office (DPO) type addresses.</p> <p>J2. Mailing Address. Enter your mailing address, if different from block J1. This address will be printed on the permanent airman certificate. You may leave the block blank if the "Same as J1" box is marked. A post office box, rural route, personal mailbox, commercial, or other mail drop can be used as your preferred mailing address. To have your airman certificate mailed to an address other than what is listed in blocks J1 or J2, provide mailing instructions on a separate attachment or in the remarks section of the form.</p> <p>K. Other FAA Airman Certificate? Mark yes or no. If yes, state the certificate type and number. Types of certificates include: pilot, mechanic, repairman, etc. A student pilot certificate is a pilot certificate.</p> <p>L. Have you ever had a certificate suspended or revoked? Mark yes or no. If "YES" is marked, refer to §§ 65.11 (c) and (d).</p> <p>M. Do you read, write, speak and understand the English language. Mark yes or no. Refer to § 65.101(a)(6).</p> <p>N. Drugs or substance conviction? Mark yes or no. Only mark yes if you have actually been convicted. If yes is marked, include the date of final conviction. Refer to § 65.12 and § 91.19(a).</p>

FAA Form 8610-3 (02-23)

Detach this supplemental information before using the form below
iv



FAA Form 8610-3, Airman Certificate and/or Rating Application – Repairman
(14 CFR Part 65),
Supplemental Information

Instructions for Completing FAA Form 8610-3, continued.	
<p>II. APPLICATION BASIS</p> <p>A. § 65.101 Repairman. Mark this box if you are applying for a § 65.101 Repairman certificate. Enter your experience and/or training in Section III related to the privileges/limitations applied for.</p> <p>A1. Specify Repairman Privileges/Limitations Requested. Indicate the privileges/limitations for which you are applying.</p> <p>A2. Mark the box to indicate you have attached the required letter of recommendation from your employer.</p> <p>B. § 65.104 EXPERIMENTAL AIRCRAFT BUILDER REPAIRMAN. Mark this box when applying for a § 65.104 Experimental Aircraft Builder repairman certificate.</p> <p>Note: The information entered in B1-B4 should match what is stated on the aircraft's airworthiness certificate.</p> <p>B1. Make. Insert the make of the aircraft (this is the builder's name as it appears on the aircraft data plate).</p> <p>B2. Model. Insert the model of the aircraft.</p> <p>B3. Serial Number. Insert the serial number of the aircraft.</p> <p>B4. Certification Date. Insert the certification date of the aircraft.</p> <p>C. § 65.107 LIGHT-SPORT AIRCRAFT REPAIRMAN. Mark this box when applying for a § 65.107 Light-Sport Aircraft repairman certificate. Complete blocks C1 through C8, as appropriate.</p> <p>Note: An applicant may apply for additional ratings, classes, or aircraft using a separate application for each addition. Mark the "Added Rating/Privileges" box in the form's top section, and complete all other required blocks. All ratings, classes, and aircraft will be included under the same certificate number.</p> <p>C1. LSA Class. Enter the class of LSA requested. Selection of the Gyroplane class is only applicable to an Inspection rating. Multiple classes may be requested on a single application.</p> <p>C2. LSA Training Course Provider. Enter the name of the LSA course provider, as stated on certificate of completion.</p> <p>C3. LSA Course Name. Enter the name of the LSA training course.</p> <p>C4. LSA Course Number. Enter the LSA course number.</p> <p>C5. LSA Course Completion Date. Enter the date you completed the LSA training course, as shown on the course certificate of completion.</p> <p>C6. Course Hours. Enter the training hours of the LSA course.</p> <p>Note: If multiple LSA courses were completed, enter additional course information for blocks C2 – C5 in the Remarks block or on a separate attachment.</p> <p>C7. N Number. Only for Inspection rating: Enter the aircraft registration number of the aircraft to be inspected.</p> <p>C8. Serial Number. Only for Inspection rating: Enter the serial number of the aircraft to be inspected.</p>	<p>III. RECORD OF EXPERIENCE OR TRAINING. This section applies to § 65.101 repairman applicants only.</p> <p>Note: Applicants should provide dates of experience in the eight-digit (MM/DD/YYYY) numeric format if necessary to count the days to ensure eligibility based on 18 months of practical experience. These dates can be handwritten in columns 1 and 2, or annotated in the Remarks block.</p> <p>Columns 1 through 4. Enter the work experience or training related to the certificate, privileges, and limitations being applied for. Mark the box if you have attached a separate sheet annotating additional experience or training information.</p> <p>1. Date From. Enter your employment/training start date in a six-digit (MM/YYYY) numeric format.</p> <p>2. Date To. Enter your employment/training end date in a six-digit (MM/YYYY) numeric format.</p> <p>3. Employer/Trainer Name and Location. Enter the name of your employer or the name of entity conducting training, and the city and state of the employer and/or training entity.</p> <p>4. Type of Work Performed/Training Received. Enter the type of work performed with the employer, or describe the training received, related to the privileges and limitations requested.</p> <p>IV. APPLICANTS CERTIFICATION. You must complete this section at the time you make application.</p> <p>Applicants Signature. Sign your name.</p> <p>Date. Enter the date you signed the form, using the MM/DD/YYYY format. PAGE 2</p> <p>APPLICANT INFORMATION. When the application is printed on 2 separate pages (i.e. not printed double-sided), enter your name, date of birth, and your certificate number relating to this application. Leave the certificate number blank if this is an application for original issuance.</p> <p>Note: This ensures page 2 of the application is placed with the correct applicant on page 1 if the pages become separated.</p> <p>V. APPLICANTS CERTIFICATION. Only complete this section at the time of issuance of a temporary certificate.</p> <p>A. Certificate suspended or revoked? Mark yes or no. If "YES" is marked, refer to § 65.11(c) and (d).</p> <p>B. Drug or Substance Conviction? Mark yes or no. Only mark yes if you have actually been convicted. If yes is marked, include the date of final conviction. Refer to § 65.12 and § 91.19(a).</p> <p>Applicants Signature. Sign your name.</p> <p>Date. Enter the date you signed the form, using the MM/DD/YYYY format.</p> <p>REMARKS. You may annotate attachments, dual citizenship, mailing, or other information related to the application, in this block. This block is also used by the FAA for annotating additional information.</p> <p>ATTACHMENTS. Mark appropriate box(es) indicating attachments to the application. Select "Other" when attachments are not listed in this block, and annotate the attachment(s) in the Remarks block.</p> <p>APPLICANT IDENTIFICATION (ID). This is completed by the person verifying your identity at the time of application and confirmed at certificate issuance. Changes or corrections can be annotated in the Remarks block. If the applicant does not have a telephone number or email address, or chooses not to provide this information, enter "NONE" in the block.</p>


FAA Form 8610-3 (02-23)

Detach this supplemental information before using the form below

v

OMB Control Number: 2120-0022
Expiration Date: 12/31/2025

TYPE OR PRINT ALL ENTRIES IN DARK INK

 Airman Certificate and/or Rating Application – Repairman (14 CFR Part 65)			
<input type="checkbox"/> ORIGINAL ISSUANCE <input type="checkbox"/> ADDED RATING/PRIVILEGES <input type="checkbox"/> OTHER _____		<input type="checkbox"/> § 65.101 REPAIRMAN <input type="checkbox"/> § 65.104 EXPERIMENTAL AIRCRAFT BUILDER REPAIRMAN <input type="checkbox"/> § 65.107 LIGHT-SPORT AIRCRAFT REPAIRMAN <input type="checkbox"/> Inspection Rating <input type="checkbox"/> Maintenance Rating	
I. APPLICANT INFORMATION			
A. Name (Last, First, Middle)		B. Date of Birth (MM/DD/YYYY)	C. Place of Birth (City and State) or (City and Country)
D. Height (inches)	E. Weight (pounds)	F. Hair Color (spell out)	G. Eye Color (spell out)
H. Sex: <input type="checkbox"/> Male <input type="checkbox"/> Female		I. Citizenship / Nationality: <input type="checkbox"/> USA <input type="checkbox"/> Other: _____	
J1. Physical Location/Address (Required) <input type="checkbox"/> Directions are attached.		J2. Mailing Address (will show on certificate) <input type="checkbox"/> Same as J1.	
K. Do you now hold or have you ever held an FAA airman certificate? <input type="checkbox"/> No <input type="checkbox"/> Yes, Certificate type and number: _____		L. Have you ever had an FAA airman certificate suspended or revoked? <input type="checkbox"/> No <input type="checkbox"/> Yes	
M. Do you read, write, speak, and understand the English language? <input type="checkbox"/> No <input type="checkbox"/> Yes		N. Have you ever been convicted for violation of any Federal or State statutes relating to narcotic drugs, marijuana, depressant or stimulant drugs or substances? Refer to § 65.12 and §91.19(a). <input type="checkbox"/> No <input type="checkbox"/> Yes, Date of Final Conviction (MM/DD/YYYY): _____	
II. APPLICATION BASIS Complete Section III, Record of Experience, when application basis is A below. Continue additional information on a separate sheet if necessary.			
A1. Specify Repairman Privileges/Limitations Requested:			
<input type="checkbox"/> A. § 65.101 REPAIRMAN <input type="checkbox"/> B. § 65.104 EXPERIMENTAL AIRCRAFT BUILDER REPAIRMAN <input type="checkbox"/> C. § 65.107 LIGHT-SPORT AIRCRAFT REPAIRMAN			
A2. <input type="checkbox"/> I have attached a letter from my employer recommending me for the privileges/limitations sought, and certifying that I meet the requirements of the requested privileges/limitations.			
B1. Make	B2. Model	B3. Serial Number	B4. Certification Date
C1. LSA Class: <input type="checkbox"/> Airplane <input type="checkbox"/> Glider <input type="checkbox"/> Lighter-Than-Air <input type="checkbox"/> Powered Parachute <input type="checkbox"/> Weight-Shift-Control <input type="checkbox"/> Gyroplane (Insp. Rating Only)			
C2. LSA Training Course Provider		C3. Course Name	
C4. Course Number:		C5. Course Completion Date:	C6. Course Hours:
For Inspection Rating Only: C7. N Number:		C8. Serial Number:	
III. RECORD OF EXPERIENCE OR TRAINING Continue additional information on a separate sheet if necessary. <input type="checkbox"/> Mark this box if separate sheet attached for additional information.			
1. DATE FROM (MM/YYYY)	2. DATE TO (MM/YYYY)	3. EMPLOYER/TRAINER NAME & LOCATION (Name, City, State)	4. TYPE OF WORK PERFORMED/TRAINING RECEIVED
IV. APPLICANT'S CERTIFICATION This area is completed by the applicant at the time application is made.			
I certify that all statements and answers provided by me on this application form are complete and true to the best of my knowledge and I agree that they are to be considered as part of the basis for issuance of any FAA certificate to me. I have received the <u>Pilot's Bill of Rights Written Notification of Investigation</u> that accompanies this form. I have also read and understand the <u>Privacy Act statement</u> that accompanies this form.			
Applicant's Signature			Date (MM/DD/YYYY)

FAA Form 8610-3 (2-23)

Page 1 of 2

APPLICANT INFORMATION (Required if application is printed on 2 pages)

Name (as shown on page 1 of application):	Date of Birth (MM/DD/YYYY):	Certificate Number (if any):
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V. APPLICANT'S CERTIFICATION This area is completed by the applicant at the time of issuance of the temporary airman certificate (FAA Form 8060-4).

A. Have you ever had an FAA airman certificate suspended or revoked? <input type="checkbox"/> NO <input type="checkbox"/> YES	
B. Have you ever been convicted for violation of any Federal or state statutes relating to narcotic drugs, marijuana, or depressant or stimulant drugs or substances? <input type="checkbox"/> NO <input type="checkbox"/> YES, Date of Final Conviction: _____	
I certify that all statements and answers provided by me on this application form are complete and true to the best of my knowledge and I agree that they are to be considered as a part of the basis for issuance of any FAA certificate to me. I have received the <u>Pilot's Bill of Rights Written Notification of Investigation</u> that accompanies this form. I have also read and understand the <u>Privacy Act statement</u> that accompanies this form.	
Applicant's Signature	Date (MM/DD/YYYY)

VI. FAA EXAMINER'S REPORT

I have examined this applicant's papers, and I have indicated the result as: APPROVED (Temporary Certificate Issue-#) DISAPPROVED

FAA Signature (Print Name and Sign)	Date (MM/DD/YYYY)	FAA Office/Designation No.
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REMARKS

ATTACHMENTS

<input type="checkbox"/> Letter <input type="checkbox"/> Temporary Certificate <input type="checkbox"/> Other <i>See Remarks block</i>	APPLICANT IDENTIFICATION (ID) (Government Issued Photo ID) <table border="1"> <tr> <td>Form of ID</td> <td>State or Country</td> </tr> <tr> <td>ID Number</td> <td>Expiration Date</td> </tr> <tr> <td>Telephone No</td> <td>Email Address</td> </tr> </table>	Form of ID	State or Country	ID Number	Expiration Date	Telephone No	Email Address
Form of ID	State or Country						
ID Number	Expiration Date						
Telephone No	Email Address						

FAA FILE REVIEW (For FAA Office Use Only)

FAA Signature (Print Name and Sign)	Date (MM/DD/YYYY)	FAA Office
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FAA Form 8610-3 (02-23) Page 2 of 2

18. APPENDIX 3 – EMPLOYER RECOMMENDATION LETTER

To satisfy the requirement of § 65.101(a)(4), the repairman application must “[b]e recommended for certification by his employer, to the satisfaction of the Administrator, as able to satisfactorily maintain aircraft or components, appropriate to the job for which he is employed.” The air carrier, commercial operator, or repair station recommendation verifies that the applicant is qualified under § 65.101(a)(2) by showing the aeronautical knowledge, risk management, and associated skills outlined in this AC for the rating requested.

Air carriers and commercial operators have the authority under § 43.3(l) to perform work on their own aircraft and components. If the carrier *is* performing such work, it must have certificated persons with the duty, responsibility, and authority to be directly in charge of maintenance, perform required inspection item inspections, and issue airworthiness releases or aircraft log entries. Otherwise, it may recommend persons for repairman certificates to diversify its workforce and develop career paths for employees.

Repair stations have authority to perform maintenance under § 43.3(e) within the ratings and limitations of the part 145 certificate. It may recommend individuals based upon those ratings and limitations.

The applicant’s capability to perform assigned tasks will be determined after the certificate is issued through the employer’s training program requirements.

Certificate holder
Street address
City, State ZIP
COUNTRY

Name of Aviation Safety Inspector – Principal Maintenance
Federal Aviation Administration
Flight Standards Certificate Holding Office (DESIGNATOR IF KNOWN)
Street Address
City, State ZIP

RE: Recommendation for Repairman Certificate

This recommends NAME OF APPLICANT for a repairman’s certificate under 14 CFR section 65.101 with the RATINGS set forth on the application. NAME OF REPAIRMAN APPLICANT has demonstrated the ability to satisfactorily maintain civil aviation products and/or articles as required by 65.101(a)(2) to obtain the rating requested.

FOR REPAIR STATIONS: The requested ratings correspond with those held by the repair station on CERTIFICATE NUMBER.

FOR AIR CARRIERS AND COMMERCIAL OPERATORS: The requested ratings correspond with the work performed under the authority of AIR CARRIER/COMMERCIAL OPERATOR CERTIFICATE NUMBER.

Sincerely,
[Signature]
NAME
TITLE
E: ENTER EMAIL
M: ENTER MOBILE NUMBER