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From: tarmstrong@governair.com
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 To: govt@eaa.org
 Subject: Comments to NPRM No. FAA-2001-11133, Certification of Pilots, Aircraft and Repairmen for the Operation of Light Sport Aircraft

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Comments: Proposed 65.107 states: "Additionally, to perform a major repair on a light-sport aircraft, you would be required to complete acceptable training appropriate to the repair performed."

This statement raises a few questions. Does training on particular "major repairs" count toward the 80-hour course requirement? Who could offer this instruction (schools, light-sport aircraft manufacturers, etc.)? Finally, how does an individual track "major repairs" that he/she can perform?

Comments: Proposed 21.191(i) states: "An aircraft would no longer be eligible for the experimental light-sport certificate if it is altered such that it no longer meets the definition of light-sport aircraft."

Light-sport aircraft are by definition some of the simplest designs, which makes them likely targets for modifications by owners. Could a method exist to re-certificate a modified aircraft without being in a very restrictive experimental category? For example, could someone with a repairman certificate (light-sport aircraft) with maintenance rating get his/her personal craft re-certified as Experimental - Amateur Built?

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