

section 43.15, requiring that each person performing an inspection under 14 CFR part 91 on a rotorcraft shall inspect these additional components in accordance with the maintenance manual or Instructions for Continued Airworthiness of the manufacturer concerned:

1. The drive shaft or similar systems
2. The main rotor transmission gear box for obvious defects
3. The main rotor and center section (or the equivalent area)
4. The auxiliary rotor

The operator of a turbine-powered helicopter can elect to have it inspected under 14 CFR part 91, section 91.409:

1. Annual inspection
2. 100-hour inspection, when being used for compensation or hire.
3. A progressive inspection, when authorized by the FAA.
4. An inspection program listed under 14 CFR part 91, section 91.409 (f), when selected by the owner/operator and the selection is recorded in the aircraft maintenance records (14 CFR part 91, section 91.409(e)).

When performing any of the above inspections, the additional performance rules under 14 CFR part 43, section 43.15, for rotorcraft must be complied with.

Light Sport Aircraft and Aircraft Certificated as Experimental

Light sport aircraft and aircraft that are certificated in the experimental category are issued a Special Airworthiness Certificate by the FAA. Operating limitations are issued to these aircraft as a part of the Special Airworthiness Certificate that specify the required inspections and inspection intervals for the aircraft.

Typically, the operating limitations issued to these aircraft require that a condition inspection be performed once every 12 months. If the aircraft is used for compensation or hire (e.g., towing a glider, flight training), then it must also be inspected each 100 hours. A condition inspection is equivalent to the scope and detail of an annual inspection, the requirements of which are outlined in 14 CFR part 43, Appendix D.

An A&P or an appropriately rated repair station can perform the condition inspection on any of these aircraft. The FAA issues repairman certificates to individuals who are the builder of an amateur-built aircraft, which authorizes performance of the condition inspection. Additionally, repairman certificates can be issued to individuals for conducting inspections on light sport aircraft. There are two ratings available for light sport repairman certificate, each with different privileges as described in 14 CFR part 65, section 65.107, but both ratings authorize the repairman to conduct the annual condition inspection.

The operating limitations issued to the aircraft also require that the condition inspection be recorded in the aircraft maintenance records. The following or similarly worded statement is used:

“I certify that this aircraft has been inspected on [insert date] per the [insert either: scope and detail of 14 CFR part 43, Appendix D; or manufacturer’s inspection procedures] and was found to be in a condition for safe operation.” The entry will include the aircraft’s total time-in-service (cycles if appropriate), and the name, signature, certificate number, and type of certificate held by the person performing the inspection.