



Overview of AMT for Non-Builders

What's included in the new maintenance training for non-builders — and is it worth doing?

We've had a number of members ask two key questions:

1. What's actually in the new maintenance training?

2. Is it worth me doing?

Here's a clear breakdown.

1. What the maintenance training includes

The program has two components: • **Online theory** • **Three-day hands-on practical training**

Online Theory Component

The theory consists of six modules. Each topic includes an exam with an 80% pass requirement.

Module 1 – MPC If you have already completed the MPC, we will have your details on file. Once verified, you will be exempt from this module.

Module 2 – Aircraft Maintenance Practices & Materials Covers 15 topics including:

- Torque wrenches
- Fastening and locking devices
- Safety wiring
- Corrosion
- Basic servicing and periodic maintenance
- Fabric covering and composite structure inspections ...and more.

Module 3 – Aerodynamics & Controls Focus on flight controls and CAR 42G.

Module 4 – Electrical & Instrument Systems General inspection and maintenance practices.

Module 5 – Airframe Core Subjects – Auxiliary Systems Landing gear (fixed), wheels and tyres, brakes, fuel system components.

Module 6 – Piston Engine Systems General inspection and maintenance practices, engine condition monitoring, and propellers.

Hands-On Practical Component (3 Days)

Once the theory is completed and passed, you'll attend a three-day practical course covering real-world maintenance skills. Competency checks include:

- **Lockwire & split pins** – multiple techniques



- **Torque wrenches** – correct setup and use
- **Engine compartment** – oil draining, spark plug removal, and more
- **Undercarriage** – jacking, wheel removal, and related tasks
- **Aircraft documentation** – completing maintenance schedules, releases, and required forms

After successfully completing both components, you will receive a **Certificate of Attainment**.

2. Is it worth doing?

Only you can make that call. Consider:

- Do you fully understand every system on the aircraft you built?
- Are there areas of maintenance where you'd like more confidence or deeper knowledge?
- Are the topics above areas you'd benefit from strengthening?

As we often say: **knowledge is power**. The more you know, the better your aircraft will be maintained — and the safer it will be.

Cost Considerations

If you're weighing up the value, here are typical annual costs if you rely on a LAME:

Maintenance Option	Approx. Annual Cost
LAME completes your 100-hourly	\$4,000–\$6,000
You work with a LAME during the inspection	~\$4,000
You carry out the maintenance with LAME oversight	~\$1,500

Completing the **AMT Course** enables you to perform your own maintenance within the privileges of your certificate — saving you these recurring costs year after year.