PRACTICE EXAM 14: FAA IA KNOWLEDGE TEST SIMULATION

Practice Exam 14 — Questions 1 through 50

1. An IA has discovered that an aircraft has been operating with a modification that was documented only as a "minor alteration" in the logbook, but the work actually involved primary structure. The correct regulatory disposition is:

A. Accept the work based on the original logbook entry

B. Continue the inspection and note the historical concern

C. Require re-evaluation only if the modification is recent

D. Treat the improper classification as a non-conformity requiring resolution

2. Under 14 CFR § 43.13(b), each person performing maintenance must perform the work in a manner that ensures:

A. The completed work meets applicable airworthiness requirements

B. The work is profitable for the performing facility

C. The work results in a warranty for future operations

D. The work follows the aircraft owner's preferred methods

3. A mechanic has completed a major alteration using an STC. The STC's approved data package specifies specific aluminum alloy sheet 2024-T3. The installation used 7075-T6 instead. The installation:

A. Is acceptable if the material is structurally equivalent

B. Is acceptable under the mechanic's professional judgment

C. Is a non-conformity to approved data requiring resolution

D. Is acceptable because both alloys are commonly used

4. Under AC 43.13-1B Chapter 6, concentration-cell corrosion (also called crevice corrosion) occurs when:

A. Dissimilar metals contact an electrolyte

B. Different concentrations of electrolyte exist at different points

C. A paint film develops surface cracks

D. The metal is subjected to sustained tensile stress

5. An IA has inspected an aircraft and found the following: no unairworthy conditions, all records complete, all ADs complied with. The next step is to:

A. Provide the owner with a dated discrepancy list

B. Notify the Aircraft Registry of the inspection completion

C. Place the aircraft in a special flight permit category

D. Sign the annual inspection return-to-service entry

6. Under 14 CFR § 65.91(c)(4), an applicant for Inspection Authorization must have available equipment, facilities, and inspection data that is:

A. Current at the time of application

B. Provided free by the FAA to the applicant

C. Certified annually by the FSDO

D. Purchased exclusively from manufacturers

7. A mechanic performs a weld repair on a propeller blade leading edge. Under Part 43 Appendix A paragraph (b), this work is classified as:

A. Preventive maintenance under § 43.3(g)

B. Minor repair within A&P mechanic authority

C. Major repair requiring approved data and IA approval

D. Routine maintenance not requiring documentation

8. The IA performing an annual inspection must verify AD compliance under § 43.15. The verification covers:

A. All applicable ADs on aircraft, engine, propeller, and appliances

B. Only the most recent 12 months of AD issuance

C. Only airframe-specific ADs for the aircraft type

D. Only ADs with terminating action options available

9. Under § 91.409(d), a progressive inspection program requires:

A. Quarterly submission of inspection records to the FAA

B. An inspection procedures manual describing the program

C. Annual endorsement from the aircraft manufacturer

D. Certification from a Part 145 repair station

10. An aircraft has an empty weight of 1,495 pounds and empty moment of 112,125 in-lb. The empty CG is:

A. 74.0 inches

B. 74.5 inches

C. 75.0 inches

D. 75.5 inches

11. The FAA Dynamic Regulatory System provides:

A. Submission of Form 337 documentation electronically

B. Research of airworthiness directives applicable to aircraft

C. Registration of aircraft with the Aircraft Registry

D. Training programs for Inspection Authorization candidates

12. Under 14 CFR § 91.203(b), the airworthiness certificate must be displayed:

A. In the aircraft owner's personal records

B. On the exterior fuselage of the aircraft

C. In the instrument panel cover

D. At the cabin or cockpit entrance legible to passengers

13. An IA is inspecting a control cable for wear and finds broken strands at a pulley location. AC 43.13-1B Chapter 7 establishes this as:

A. An unairworthy condition requiring cable replacement

B. Acceptable if the number of strands is low

C. Requiring evaluation at the next inspection

D. Acceptable with lubricant application

14. Under 14 CFR § 65.93, a qualifying IA renewal activity is:

A. Holding a current airman medical certificate

B. Paying the annual IA renewal fee to the FAA

C. Performing annual inspections per 90-day period

D. Completing recurrent pilot flight training

15. A Special Flight Permit under § 21.197 may be issued for:

A. Flying an aircraft to a maintenance or repair base

B. Operating an aircraft in commercial passenger service

C. Training student pilots for commercial operations

D. Conducting demonstration flights for potential buyers

16. Under § 43.9(a)(1), the maintenance record entry must include a description of the work performed. The description must be:

A. A general summary of the work type

B. A reference to the owner's service request

C. Limited to a standard industry abbreviation

D. Specific enough to identify what was actually done

17. The IA's verification of an STC installation includes confirming:

A. The STC holder's current business license status

B. The aircraft's serial number within the Approved Model List

C. The installer's hourly rate for the installation

D. The STC's warranty coverage terms

18. Under 14 CFR § 43.11(a), the inspection certification statement for an airworthy annual inspection must state:

A. The aircraft is approved for commercial passenger service

B. The aircraft has been cleared by the manufacturer

C. The aircraft has been inspected and determined airworthy

D. The aircraft meets owner operational preferences

19. A recurring airworthiness directive was complied with at aircraft time 3,250 hours. The AD requires recurring compliance every 75 hours. The next compliance is due at aircraft time:

A. 3,325 hours

B. 3,350 hours

C. 3,375 hours

D. 3,400 hours

20. The regulatory basis for FAA authority to issue airworthiness directives is:

A. 14 CFR Part 21 aircraft certification

B. 14 CFR Part 43 maintenance provisions

C. 14 CFR Part 65 mechanic certification

D. 14 CFR Part 39 airworthiness directives

21. An IA is inspecting an aircraft and finds a sheet metal patch with fastener spacing of 1.5 diameters. AC 43.13-1B Chapter 4 establishes minimum pitch as 3 diameters. The repair:

A. Does not meet minimum fastener spacing requirements

B. Is acceptable if the fasteners are larger diameter

C. Is acceptable in the mechanic's professional judgment

D. Is acceptable if it is a temporary emergency repair

22. Under § 91.417(a)(2), records of major alterations on Form 337 must be:

A. Discarded after 10 years from completion

B. Submitted monthly to the FAA Aircraft Registry

C. Retained until the next annual inspection

D. Retained permanently and transferred at sale

23. The IA's determination that an aircraft conforms to approved type design is:

A. The entire airworthiness determination by itself

B. One element of a two-part airworthiness determination

C. The second element of the airworthiness determination

D. A documentary verification only without physical inspection

24. An IA is inspecting an aircraft's fuel system and finds evidence of a fuel leak at a tank connection. The correct disposition is:

A. Note the condition and schedule for next inspection

B. Apply fuel additive to address the condition

C. Document the leak and continue flight operations

D. Correct the fuel leak before return to service

25. Under 14 CFR § 91.207(d), an ELT inspection must be performed within the preceding:

A. 24 calendar months

B. 18 calendar months

C. 12 calendar months

D. 6 calendar months

26. The Form 337 Block 8 description of work for an STC-based alteration should include:

A. The STC number, revision level, and installation details

B. The owner's contact information and flight schedule

C. The aircraft's market value change from the alteration

D. The mechanic's hourly labor rate and invoice total

27. Under 14 CFR § 65.95(a)(1), the IA may approve major repairs and major alterations for return to service on aircraft NOT maintained under:

A. A progressive inspection program under § 91.409(d)

B. The standard 100-hour inspection under § 91.409(b)

C. An alternative inspection program approved by FAA

D. A continuous airworthiness program under Part 121 or 127

28. An IA is inspecting an aircraft's weight and balance record. The current empty CG is 72.8 inches, and the TCDS-approved empty CG range is 72.0 to 74.0 inches. The aircraft is:

A. Outside the approved empty CG envelope

B. Within the approved empty CG envelope

C. At the aft limit of approved envelope

D. At the forward limit of approved envelope

29. Under § 43.9(a)(3), the maintenance record entry must include the name of the person performing the work if different from:

A. The aircraft owner at the time of the work

B. The mechanic's IA certificate holder of record

C. The person approving the aircraft for return to service

D. The employee of the aircraft manufacturer

30. A mechanic is inspecting fabric covering and performs a punch test. The reading is below the AC 43.13-1B Chapter 2 minimum. The fabric:

A. Must be recovered before return to service

B. Is acceptable with additional doping applications

C. Is acceptable if the low reading is localized

D. Is acceptable based on visual inspection alone

31. Under 14 CFR § 43.7(b), approval for return to service following a major alteration on a Part 91 aircraft may be granted by:

A. Any certificated A&P mechanic

B. The aircraft owner with appropriate training

C. The holder of an Inspection Authorization

D. A Designated Engineering Representative

32. The IA's records review for an annual inspection includes verification of:

A. The owner's personal pilot training records

B. The airworthiness certificate, registration, and periodic inspections

C. The aircraft's monthly operational time records

D. The aircraft's fuel consumption rate documentation

33. Under AC 43.13-1B Chapter 6, stress corrosion cracking requires which combined conditions?

A. Corrosion environment and sustained tensile stress

B. High humidity and elevated temperature cycling

C. Dissimilar metal contact with moisture exposure

D. Paint chipping and vibration-induced fatigue

34. A mechanic is selecting hardware for an aircraft structural repair. The hardware must meet which specification?

A. Commercial hardware specifications

B. The mechanic's preferred brand and grade

C. The manufacturer's exclusive hardware only

D. Established industry specifications such as AN, MS, or NAS

35. Under § 65.91(c)(2), an IA applicant must have been actively engaged in maintaining civil aircraft for:

A. At least 5 years total experience

B. At least 2 years preceding the application

C. At least 3 years since certification

D. At least 10 years continuous work

36. An IA performs an annual inspection and finds the aircraft conforms to approved type design but has significant internal landing gear corrosion. The airworthiness determination:

A. Is approved because type design conformity is met

B. Is approved if the aircraft has been hangared

C. Is unairworthy because condition for safe operation is not met

D. Is approved pending the next scheduled inspection

37. Under § 43.5(b), the aircraft's weight and balance record must be revised after:

A. Maintenance that may appreciably change weight or balance

B. Every routine oil change regardless of weight impact

C. Any maintenance requiring Form 337 submission

D. Only major alterations approved by the FSDO

38. A mechanic installing a replacement part on an aircraft must verify that:

A. The part matches the original commercial pricing

B. The part's warranty period exceeds 12 months

C. The part is equivalent in dimensions to the original

D. The part is approved for the specific aircraft application

39. Under 14 CFR § 91.417(b)(1), records of ordinary maintenance must be retained until:

A. The aircraft is sold to a new registered owner

B. Superseded by other work or one year, whichever occurs first

C. The next annual inspection is completed

D. Five years from the original work completion

40. An IA inspecting a landing gear system finds wear exceeding manufacturer specifications. The condition affects:

A. The aircraft's certificate of registration validity

B. The pilot's medical certification status

C. The aircraft's condition for safe operation

D. The aircraft's insurance policy requirements

41. The IA's annual inspection entry must be made in the aircraft's:

A. Maintenance records as required by § 43.9 and § 43.11

B. Certificate of registration document

C. Flight manual supplement section

D. FAA Aircraft Registry permanent file

42. Under AC 43.13-1B Chapter 7, a broken strand at a pulley location is particularly consequential because:

A. The location is difficult to visually inspect

B. Pulleys transmit higher loads than straight cable runs

C. The area is more prone to corrosion than straight runs

D. Cyclic flexing at pulleys causes fatigue progression

43. A mechanic performing an alteration under a field approval must:

A. Coordinate with the aircraft manufacturer before work

B. Accomplish the work per the approved data in the Form 337

C. Submit a separate report to the Aircraft Registry

D. Obtain insurance verification before beginning

44. Under § 43.15(c), an annual or 100-hour inspection requires the aircraft engine to be run at:

A. The beginning of the inspection for warming

B. The midpoint of the inspection for verification

C. The end of the inspection for satisfactory performance

D. The mechanic's discretion based on weather

45. An IA is verifying that an STC is applicable to the specific aircraft. The verification confirms:

A. The aircraft's serial number within the Approved Model List

B. The STC holder's current licensing arrangements

C. The installer's relationship with the STC holder

D. The owner's payment of STC royalties

46. Under 14 CFR § 65.95(b), when an Inspection Authorization expires or is surrendered, the holder must:

A. Notify the local FSDO of the expiration date

B. Transfer the certificate to the aircraft owner

C. File the certificate with the Aircraft Registry

D. Return FAA Form 8310-5 to the Administrator

47. A Supplemental Type Certificate is issued by the FAA to:

A. The aircraft owner who requests the modification

B. The STC holder, typically the modification developer

C. The installing mechanic or repair facility

D. The aircraft manufacturer's certified dealer

48. An IA's verification that all applicable ADs have been complied with is required by:

A. 14 CFR § 91.403 operator responsibility

B. 14 CFR § 65.95 IA privileges and limitations

C. 14 CFR § 43.11 inspection record requirements

D. 14 CFR § 43.15 additional performance rules for inspections

49. An aircraft is undergoing an annual inspection, and the IA discovers that a required altimeter system test under § 91.411 lapsed 3 months ago. If the aircraft will operate IFR, the IA must:

A. Continue the annual inspection without addressing the lapse

B. Ground the aircraft until the next scheduled maintenance

C. Require § 91.411 testing before return to IFR operation

D. Ignore the lapse if the aircraft has operated safely

50. Under § 43.3(g), a certificated pilot may perform preventive maintenance on the pilot's own aircraft as listed in:

A. Part 43 Appendix A, paragraph (c)

B. Part 43 Appendix A, paragraph (a)

C. Part 43 Appendix B, paragraph (b)

D. Part 43 Appendix D, paragraph (c)

PRACTICE EXAM 14: ANSWER KEY AND EXPLANATIONS

1. D — Treat the improper classification as a non-conformity requiring resolution. Work involving primary structure is a major repair or alteration under Part 43 Appendix A, requiring Form 337 documentation and IA approval. Classification as "minor" in a logbook entry does not change the regulatory nature of the work; the improper classification must be resolved before airworthiness can be affirmed.

2. A — The completed work meets applicable airworthiness requirements. Section 43.13(b) requires each person performing maintenance to do the work in a manner that ensures the completed work meets applicable airworthiness requirements. Profitability, warranty, and owner preferences are not regulatory standards for maintenance performance.

3. C — Is a non-conformity to approved data requiring resolution. An STC data package specifies approved materials as part of the approved design. Substituting a different alloy is a non-conformity to approved data, regardless of structural equivalence or common usage. The deviation is a regulatory discrepancy requiring resolution.

4. B — Different concentrations of electrolyte exist at different points. AC 43.13-1B Chapter 6 describes concentration-cell (crevice) corrosion as occurring when different concentrations of electrolyte exist at different points on a metal surface — typically in crevices where stagnant fluid concentrates. Dissimilar metals cause galvanic corrosion, not concentration-cell; paint cracks and tensile stress involve different corrosion mechanisms.

5. D — Sign the annual inspection return-to-service entry. When an aircraft passes annual inspection with no unairworthy conditions, complete records, and full AD compliance, the IA signs the return-to-service entry per § 43.11(a). Discrepancy lists, Registry notification, and special flight permits are not the appropriate next steps for an airworthy determination.

6. A — Current at the time of application. Section 65.91(c)(4) requires the inspection data to be current, and the currency requirement is continuous — not a one-time requirement met at application. Data provided by the FAA, FSDO certification, and exclusive manufacturer sourcing are not the regulatory requirements.

7. C — Major repair requiring approved data and IA approval. Weld repair of propeller blade leading edge is specifically listed as a major repair under Part 43 Appendix A paragraph (b). Major repairs require approved data, Form 337 documentation, and IA approval for return to service.

8. A — All applicable ADs on aircraft, engine, propeller, and appliances. Section 43.15 requires the inspector to determine that all applicable ADs have been complied with, extending to the airframe, engine, propeller, and installed appliances. This is not limited to recent issuance, airframe-specific, or terminating-action ADs.

9. B — An inspection procedures manual describing the program. Section 91.409(d) requires a progressive inspection program to be documented in an inspection procedures manual describing the inspection scope, segmentation, and personnel qualifications. Quarterly submission, manufacturer endorsement, and Part 145 certification are not program requirements.

10. C — 75.0 inches. Empty CG is calculated as empty moment divided by empty weight: 112,125 ÷ 1,495 = 75.0 inches. This basic computation produces the empty CG for the weight and balance record.

11. B — Research of airworthiness directives applicable to aircraft. The FAA Dynamic Regulatory System (DRS) is the online portal for researching current and historical airworthiness directives. Form 337 submission, aircraft registration, and training programs are separate processes handled through different systems.

12. D — At the cabin or cockpit entrance legible to passengers. Section 91.203(b) specifies that the airworthiness certificate must be displayed at the cabin or cockpit entrance legible to passengers or crew. Owner records, exterior fuselage, and instrument panel covers are not the regulatory display positions.

13. A — An unairworthy condition requiring cable replacement. AC 43.13-1B Chapter 7 establishes that broken strands at pulleys and fairleads — where cables undergo cyclic flexing — are particularly consequential. A cable with broken strands at a pulley location is an unairworthy condition requiring replacement before return to service.

14. C — Performing annual inspections per 90-day period. Section 65.93 lists five alternative renewal activities, including performing annual inspections in rough proportion to the time the authorization has been held. Medical certificates, renewal fees, and flight training are not IA renewal activities.

15. A — Flying an aircraft to a maintenance or repair base. Section 21.197(a)(1) specifically identifies flying to a maintenance or repair base as a permitted purpose for a special flight permit. Commercial passenger service, student training, and for-profit demonstrations are not permitted purposes.

16. D — Specific enough to identify what was actually done. Section 43.9(a)(1) requires the maintenance record entry to describe the work performed with specificity allowing a future reader to understand what was done. Generic summaries, service request references, and standard abbreviations do not meet the regulatory standard.

17. B — The aircraft's serial number within the Approved Model List. The IA's STC verification confirms that the specific aircraft's make, model, and serial number fall within the STC's Approved Model List. Business licenses, labor rates, and warranty terms are not regulatory verification elements.

18. C — The aircraft has been inspected and determined airworthy. Section 43.11(a) requires the entry to state that the aircraft has been inspected in accordance with the applicable inspection and was determined to be in airworthy condition. This specific language is required — commercial authorization, manufacturer clearance, and owner preference statements are not the certification.

19. A — 3,325 hours. The next compliance is calculated by adding the recurring interval to the last compliance time: 3,250 + 75 = 3,325 hours. Simple addition of the recurring interval produces the next-due time for any recurring AD.

20. D — 14 CFR Part 39 airworthiness directives. Part 39 establishes the FAA's authority to issue airworthiness directives and the operator's obligation to comply. Parts 21, 43, and 65 address different regulatory domains.

21. A — Does not meet minimum fastener spacing requirements. AC 43.13-1B Chapter 4 establishes minimum fastener pitch as typically 3 fastener diameters. A spacing of 1.5 diameters fails to meet this minimum, creating stress concentration and reducing the structural integrity of the repair. Larger fasteners, mechanic judgment, and emergency status do not justify deviation from minimum spacing.

22. D — Retained permanently and transferred at sale. Section 91.417(a)(2) requires permanent retention and transfer of Form 337 records for major alterations. These are permanent records that travel with the aircraft; they are not discarded, annually resubmitted, or annual-inspection-dependent.

23. B — One element of a two-part airworthiness determination. The airworthiness determination has two elements: conformity to approved type design (the first element) and condition for safe operation (the second element). Both elements must be affirmatively met — neither alone determines airworthiness.

24. D — Correct the fuel leak before return to service. Fuel leaks are safety-critical findings that can lead to fire or fuel supply compromise. The leak must be corrected before return to service; deferral, fuel additives, and continued operation are not appropriate responses to active fuel leaks.

25. C — 12 calendar months. Section 91.207(d) requires ELT inspection within 12 calendar months. The inspection covers installation, battery condition, operation of controls, and signal transmission verification.

26. A — The STC number, revision level, and installation details. Form 337 Block 8 for STC-based alterations should include the STC number, applicable revision level, and specific installation

details. Owner contact, value changes, and labor rates are not regulatory requirements for Block 8 content.

27. D — A continuous airworthiness program under Part 121 or 127. Section 65.95(a)(1) specifically prohibits IA approval for aircraft under continuous airworthiness programs under Part 121 or 127. Progressive inspections, 100-hour inspections, and alternative programs under Part 91 are within IA scope.

28. B — Within the approved empty CG envelope. An empty CG of 72.8 inches falls within the TCDS-approved range of 72.0 to 74.0 inches. The measurement is within limits but not at either boundary, making it acceptable without corrective action.

29. C — The person approving the aircraft for return to service. Section 43.9(a)(3) requires the maintenance record to include the performer's name when different from the approving person. This creates the documentation link between performer and approver when they are different individuals.

30. A — Must be recovered before return to service. AC 43.13-1B Chapter 2 establishes that fabric with punch test readings below specified minimums has failed the integrity test and must be recovered before return to service. Additional doping, localized acceptance, and visual assessment are not regulatory alternatives.

31. C — The holder of an Inspection Authorization. Section 43.7(b) establishes that approval for return to service after major alterations on Part 91 aircraft is exclusive to the IA. A&P mechanics without IA privileges, owners, and DERs cannot approve major alterations for return to service.

32. B — The airworthiness certificate, registration, and periodic inspections. The IA's records review verifies the airworthiness certificate, registration, and currency of required periodic inspections (altimeter, transponder, ELT). Pilot training, operational time, and fuel consumption are not part of the regulatory records review.

33. A — Corrosion environment and sustained tensile stress. AC 43.13-1B Chapter 6 defines stress corrosion cracking as cracking under combined action of corrosion and sustained tensile stress. Both conditions must be present simultaneously — neither alone causes stress corrosion cracking. Humidity/temperature, dissimilar metals, and paint/vibration are different corrosion mechanisms.

34. D — Established industry specifications such as AN, MS, or NAS. Aircraft hardware must meet established industry specifications — AN (Army-Navy), MS (Military Standard), or NAS (National Aerospace Standards). Commercial hardware, mechanic preferences, and manufacturer-only restrictions alone are not acceptable regulatory specifications.

35. B — At least 2 years preceding the application. Section 65.91(c)(2) requires the applicant to have been actively engaged in maintaining civil aircraft for the two-year period preceding application. This requirement is separate from and in addition to the three-year A&P certification requirement.

36. C — Is unairworthy because condition for safe operation is not met. Significant internal landing gear corrosion affects condition for safe operation — the second element of the airworthiness definition. Both type design conformity AND condition for safe operation must be affirmatively met; satisfying only one element does not establish airworthiness.

37. A — Maintenance that may appreciably change weight or balance. Section 43.5(b) requires weight and balance revision when maintenance may appreciably change weight or balance. Routine oil changes that do not affect weight or balance, Form 337 submissions alone, and FSDO-approved alterations only are not the complete regulatory standard.

38. D — The part is approved for the specific aircraft application. A replacement part must be approved for the specific aircraft application. Approval may come through TCDS listing, STC, PMA approval for that application, or other regulatory pathway. Commercial pricing, warranty duration, and dimensional equivalence alone are not the regulatory requirement.

39. B — Superseded by other work or one year, whichever occurs first. Section 91.417(b)(1) establishes that ordinary maintenance records must be retained until the work is repeated or superseded by other work, or for one year, whichever occurs first. Sales, annual inspection completion, and five-year retention are not the default regulatory standards.

40. C — The aircraft's condition for safe operation. Landing gear wear exceeding manufacturer specifications affects the aircraft's mechanical integrity — a matter of condition for safe operation. It does not affect the registration certificate, pilot certification, or insurance policy directly.

41. A — Maintenance records as required by § 43.9 and § 43.11. The IA's annual inspection entry is made in the aircraft's maintenance records in accordance with the content requirements of § 43.9 and the inspection-specific requirements of § 43.11. The entry is not placed in the registration certificate, flight manual, or Aircraft Registry file.

42. D — Cyclic flexing at pulleys causes fatigue progression. Cables at pulleys experience cyclic flexing as the cable moves across the pulley during control input. This cyclic stress is the mechanism that makes broken strands at pulleys particularly consequential — suggesting ongoing fatigue damage that may progress to cable failure. Inspection difficulty, higher loads, and corrosion susceptibility are secondary factors.

43. B — Accomplish the work per the approved data in the Form 337. A field-approved alteration requires the work to be completed per the specific approved data identified in Block 3 of the Form 337. Manufacturer coordination, Registry reports, and insurance verification are not regulatory prerequisites for the work.

44. C — The end of the inspection for satisfactory performance. Section 43.15(c) specifically requires the engine to be run at the end of the inspection to determine satisfactory performance per manufacturer recommendations. Other timing does not satisfy the regulation.

45. A — The aircraft's serial number within the Approved Model List. The IA's STC applicability verification confirms that the specific aircraft is on the STC's Approved Model List. Licensing arrangements, installer relationships, and royalty payments are not regulatory verification elements.

46. D — Return FAA Form 8310-5 to the Administrator. Section 65.95(b) specifically requires the holder to return FAA Form 8310-5 to the Administrator when the authorization is surrendered, suspended, revoked, or expired. FSDO notification, owner transfer, and Registry filing are not the regulatory alternatives.

47. B — The STC holder, typically the modification developer. A Supplemental Type Certificate is issued by the FAA to the STC holder, who is typically the developer or manufacturer of the modification. Owners, installers, and dealers are not the STC holder.

48. D — 14 CFR § 43.15 additional performance rules for inspections. Section 43.15 requires the IA performing the inspection to determine that the aircraft meets all applicable airworthiness requirements, including any AD applicable to the aircraft. This is the direct regulatory basis for AD verification during inspection.

49. C — Require § 91.411 testing before return to IFR operation. Section 91.411 requires altimeter system testing within the preceding 24 calendar months for IFR operation. The 3-month lapse renders the aircraft ineligible for IFR operation until testing is complete. The aircraft may operate VFR if otherwise compliant.

50. A — Part 43 Appendix A, paragraph (c). Section 43.3(g) authorizes pilot-owner preventive maintenance limited to items in Part 43 Appendix A paragraph (c). Appendix A paragraphs (a) and (b) address major alterations and major repairs respectively; Appendix B addresses records.