PRACTICE EXAM 16: FAA IA KNOWLEDGE TEST SIMULATION

Practice Exam 16 — Questions 1 through 50

1. An IA is reviewing an aircraft's records and finds a Form 337 for a major alteration dated 8 years ago. The Form 337 references an STC but contains no STC number. The regulatory disposition is:

A. The document is inadequate and raises a documentation concern

B. The document is acceptable because STC reference is implied

C. The document is acceptable for historical record purposes

D. The document is acceptable if the work operates adequately

2. Under 14 CFR § 43.15(c), the aircraft engine must be run during an annual or 100-hour inspection to determine:

A. The aircraft's operational readiness for the next flight

B. The engine's remaining useful service life in hours

C. Satisfactory engine performance per manufacturer recommendations

D. The operator's compliance with operating limitations

3. A mechanic has installed a PMA replacement alternator on an aircraft. The PMA approval specifies the part is approved for a specific aircraft make, model, and engine combination. Installation on a different combination is:

A. Acceptable if the mechanical specifications match

B. Acceptable under alternate approval procedures

C. Acceptable if the installer has aircraft mechanic experience

D. Not authorized because PMA approval is aircraft-specific

4. Under 14 CFR § 43.11(a), the inspection record entry for an airworthy annual inspection must state that the aircraft has been:

A. Cleared for commercial passenger service

B. Inspected and determined to be in airworthy condition

C. Approved by the aircraft's original manufacturer

D. Ready for continued maintenance operations

5. An IA performing a pre-inspection records review discovers the aircraft's ATC transponder was last tested 26 calendar months ago. The aircraft will be operated IFR. The disposition is:

A. Require § 91.413 testing before IFR operation

B. Continue the inspection without addressing the lapse

C. Approve the aircraft for VFR operation only

D. Ignore the lapse if the transponder operates correctly

6. Under 14 CFR § 91.207(c), an ELT battery must be replaced when which condition is reached first?

A. 24 calendar months from the installation date

B. The battery has been in service for 5 years

C. 75 percent of the battery's useful life has expired

D. 50 percent of useful life or 1 cumulative hour of transmission

7. A recurring airworthiness directive was complied with at aircraft time 4,150 hours. The AD requires recurring compliance every 125 hours. The next compliance is due at:

A. 4,225 hours

B. 4,250 hours

C. 4,275 hours

D. 4,325 hours

8. Under AC 43.13-1B Chapter 6, the form of corrosion characterized by visible lifting or flaking of metal surface layers is:

A. Intergranular corrosion

B. Exfoliation corrosion

C. Pitting corrosion

D. Galvanic corrosion

9. The IA's verification that an STC applies to a specific aircraft includes confirmation of:

A. The owner's training for the modified aircraft operation

B. The installer's certification by the STC holder

C. The STC holder's current business license status

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

10. Under § 43.9(a)(4), the maintenance record entry for work returning the aircraft to service must include:

A. The signature and certificate number of the approving person

B. The aircraft owner's acknowledgment of the work

C. The mechanic's projected availability for future work

D. The aircraft's current market value after the work

11. An aircraft has an empty weight of 1,640 pounds and empty moment of 124,640 in-lb. The empty CG is:

A. 74.5 inches

B. 75.5 inches

C. 76.5 inches

D. 76.0 inches

12. Under 14 CFR § 43.3(g), a certificated pilot may perform which category of work on the pilot's own aircraft?

A. Major alterations using approved data

B. Preventive maintenance as listed in Appendix A paragraph (c)

C. Minor repairs within professional judgment

D. Structural welding repairs to engine components

13. A Special Flight Permit under § 21.197 may be issued for aircraft that do not meet airworthiness requirements but are:

A. Capable of safe flight for the specific permit purpose

B. Operated under commercial transport certification

C. Equipped with all required flight instruments

D. Scheduled for immediate comprehensive overhaul

14. Under 14 CFR § 91.409(b), a 100-hour inspection is required for aircraft:

A. Operated privately by the owner for personal recreational flights

B. Used for non-commercial cross-country navigation practice

C. Transported by the owner for personal travel purposes

D. Used for flight instruction for hire or carrying persons for hire

15. The FAA Dynamic Regulatory System provides the IA with:

A. Submission of Form 337 documentation electronically

B. Registration of aircraft with the U.S. Civil Registry

C. Research of airworthiness directives applicable to aircraft

D. Issuance of special flight permits for ferry operations

16. An IA is inspecting an aircraft's control cable system and finds broken strands at a pulley location. The condition:

A. Is an unairworthy condition requiring cable replacement

B. Can be addressed through cable lubrication

C. Is acceptable for continued operations with monitoring

D. Requires evaluation at the next inspection cycle

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

A. Every routine maintenance event regardless of weight impact

B. Maintenance that may appreciably change weight or balance

C. Any work requiring a Form 337 submission

D. Major alterations under field approval procedures only

18. A mechanic is welding an aircraft fuselage frame. The work is classified as:

A. Preventive maintenance under § 43.3(g)

B. Minor repair within A&P mechanic authority

C. Routine maintenance not requiring documentation

D. Major repair requiring approved data and IA approval

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

A. At the cabin or cockpit entrance legible to passengers

B. In the pilot's personal logbook documentation

C. On the exterior fuselage of the aircraft

D. In the aircraft owner's personal records system

20. The IA's records review includes verification of which periodic inspection currency?

A. The aircraft's monthly operational flight time records

B. The aircraft owner's annual insurance renewal

C. The altimeter, transponder, and ELT inspections

D. The pilot's recurrent training certification records

21. Under 14 CFR § 65.91(c), an applicant for Inspection Authorization must have been actively engaged in maintaining civil aircraft for:

A. At least 5 years of continuous experience

B. At least 10 years of total aviation work

C. At least 2 years preceding the application

D. At least 3 years since original A&P certification

22. A mechanic is installing a replacement part on an aircraft. The part is a Suspected Unapproved Part with inconsistent documentation. The mechanic's action should be:

A. Investigate the part's approval status before installation

B. Install the part and note the concern in the logbook

C. Return the part to the distributor without action

D. Accept the part based on mechanical similarity to the original

23. Under § 43.9(a)(2), the maintenance record entry must include:

A. The aircraft owner's authorization for the work

B. The date of completion of the work

C. The mechanic's hourly labor rate and cost

D. The aircraft's current market value documentation

24. A Type Certificate Data Sheet specifies the approved fuel grade. An aircraft has been fueled with a grade below the TCDS specification. The operating condition is:

A. Acceptable under emergency conditions only

B. Acceptable if the pilot manages power conservatively

C. A non-conformity to the approved type design

D. Not addressed by the TCDS fuel specification

25. An IA performing an annual inspection verifies AD compliance under the regulatory requirement of:

A. 14 CFR § 43.15 additional performance rules for inspections

B. 14 CFR § 91.403 operator airworthiness responsibility

C. 14 CFR § 43.11 inspection record content

D. 14 CFR § 65.93 IA renewal requirements

26. The IA's Form 337 Block 7 signature represents:

A. A warranty of the installed equipment's performance

B. An appraisal of the aircraft's market value increase

C. The IA's determination that work conforms to approved data

D. A guarantee of the modification's operational reliability

27. Under AC 43.13-1B Chapter 4, the minimum edge distance for rivets in sheet metal repair is typically:

A. One fastener diameter

B. Five fastener diameters

C. Four fastener diameters

D. Two fastener diameters

28. An IA inspecting a propeller finds a 1-inch crack at the leading edge that exceeds manufacturer dressing limits. The disposition is:

A. Replace the propeller blade before return to service

B. Apply a protective coating to the damaged area

C. Document the damage for the next scheduled inspection

D. Continue operation and monitor the crack progression

29. The FAA Form 337 must be submitted to the FAA Aircraft Registry within:

A. 24 hours of the return-to-service signature

B. 48 hours of the return-to-service signature

C. 72 hours of the return-to-service signature

D. 96 hours of the return-to-service signature

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

A. The next annual inspection is completed and logged

B. The aircraft is sold to a new registered owner

C. The mechanic's certificate is renewed every 2 years

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

31. The IA's airworthiness determination consists of verifying conformity to approved type design and:

A. The owner's training certification for aircraft operation

B. The aircraft's condition for safe operation

C. A current insurance policy covering the aircraft

D. The FSDO's pre-approval for continued operations

32. Under 14 CFR § 65.95(a)(1), the IA may approve major repairs for return to service on aircraft:

A. Not maintained under a continuous airworthiness program

B. Under any commercial operating certificate

C. Operated exclusively for Part 121 commercial service

D. Maintained under Part 127 helicopter programs

33. A mechanic is inspecting fabric covering on a vintage aircraft. A punch test reading falls below the AC 43.13-1B Chapter 2 minimum. The fabric:

A. Is acceptable if only one location shows low reading

B. Is acceptable with additional doping applications

C. Must be recovered before return to service

D. Passes inspection based on visual examination

34. Under Part 43 Appendix A paragraph (a), the installation of equipment not approved for the engine is classified as:

A. Preventive maintenance under § 43.3(g)

B. A major alteration requiring approved data

C. Routine maintenance not requiring documentation

D. A minor alteration within mechanic authority

35. The IA verifying bonding adequacy at an antenna installation measures:

A. Current flow through the bond at operating voltage

B. Voltage drop across the bonding wire terminals

C. Percentage of electrical conductivity at the junction

D. Bonding resistance at the bonding interface

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

A. The work is profitable for the performing facility

B. The completed work meets applicable airworthiness requirements

C. The work results in a warranty for future operations

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

37. An IA is verifying AD compliance and discovers a gap in the compliance history. The action is:

A. Research and verify AD compliance before airworthiness determination

B. Ignore the gap if the aircraft has operated without incident

C. Complete the inspection and address the gap afterward

D. Accept the gap if less than 10 hours of overrun exists

38. Under 14 CFR § 43.7(g), approval for return to service after an annual inspection may be granted by:

A. An A&P mechanic with airframe rating only

B. A pilot holding commercial privileges

C. A Designated Engineering Representative

D. The holder of an Inspection Authorization

39. A Form 337 for a field-approved alteration must contain which signature in Block 3?

A. The IA's return-to-service signature

B. The performing mechanic's conformity statement

C. The aircraft owner's acceptance signature

D. The FAA Aviation Safety Inspector's field approval signature

40. Under AC 43.13-1B Chapter 7, flight control cable tension must be measured:

A. At manufacturer-specified temperatures with a tensiometer

B. At ambient temperature without adjustment

C. With the mechanic's professional judgment of conditions

D. At operating temperature during flight operations

41. An IA is inspecting an ELT under § 91.207(d) and must verify:

A. Installation, battery condition, controls, and signal transmission

B. Compatibility with the aircraft's transponder system

C. Performance on all ATC radar frequencies

D. The ELT's manufacturing date and warranty coverage

42. Under 14 CFR § 43.3(d), approval for return to service after a major repair on a Part 91 aircraft may be granted by:

A. The aircraft owner with appropriate training certification

B. A Designated Engineering Representative only

C. The holder of an Inspection Authorization

D. Any certificated mechanic regardless of specific rating

43. An IA performing an annual inspection must verify that all applicable ADs have been complied with. This verification extends to:

A. ADs on airframe, engine, propeller, and appliances

B. Only recent ADs issued in the preceding year

C. Only terminating action ADs with permanent relief

D. Only airframe-specific ADs for the aircraft type

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

A. Holding a current airman medical certificate

B. Performing inspections of major repairs or alterations

C. Payment of an annual IA renewal fee to the FAA

D. Completing recurrent pilot flight training

45. The FAA Aircraft Registry maintains a master file of Form 337s primarily to:

A. Determine aircraft market values for insurance assessment

B. Track aircraft owner contact information changes

C. Provide historical documentation of major repairs and alterations

D. Coordinate with local FSDOs on specific aircraft operations

46. Under 14 CFR § 91.213(d), an inoperative item may be deferred if not required by:

A. The aircraft owner's maintenance preferences

B. The mechanic's professional recommendations

C. The aircraft insurance policy specifications

D. The TCDS, regulations, ADs, or flight manual

47. An aircraft's airworthiness certificate ceases to be effective when:

A. The aircraft is flown at higher altitudes than typical

B. The aircraft is sold to a new owner of record

C. The owner fails to renew the certificate annually

D. Maintenance required by Parts 43 and 91 is not performed

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

A. Retain the certificate as a personal achievement record

B. Return FAA Form 8310-5 to the Administrator

C. Submit the certificate to the Aircraft Registry

D. File the certificate with the local FSDO

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

A. The aircraft owner who requests the modification

B. The installing mechanic or repair facility

C. The STC holder, typically the modification developer

D. The Aviation Safety Inspector overseeing the approval

50. Under § 43.11(b), when an aircraft is found unairworthy after an annual inspection, the IA must:

A. Ground the aircraft at a designated location

B. Notify the Aircraft Registry of the findings

C. File an enforcement action with the local FSDO

D. Provide the owner with a dated and signed discrepancy list

PRACTICE EXAM 16: ANSWER KEY AND EXPLANATIONS

1. A — The document is inadequate and raises a documentation concern. A Form 337 referencing an STC without the STC number fails to identify the approved data that authorized the alteration. The STC number is essential to regulatory traceability; a reference without the number does not establish that the installation was performed per approved data, regardless of how long ago the work was done.

2. C — Satisfactory engine performance per manufacturer recommendations. Section 43.15(c) specifically requires the engine run-up at the end of inspection to determine satisfactory performance per manufacturer recommendations. Operational readiness, service life measurement, and operating compliance are not the regulatory purposes of the run-up.

3. D — Not authorized because PMA approval is aircraft-specific. PMA approval is specific to the aircraft, engine, propeller, or appliance on which the part is eligible for installation. A PMA part approved for one combination is not authorized for installation on a different combination, regardless of mechanical similarity or installer experience.

4. B — Inspected and determined to be in airworthy condition. Section 43.11(a) requires the annual inspection entry to certify the aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. Commercial clearance, manufacturer approval, and maintenance readiness are not the required certification language.

5. A — Require § 91.413 testing before IFR operation. Section 91.413 requires transponder inspection within the preceding 24 calendar months for operation in controlled airspace. A 26-month lapse exceeds this requirement; the aircraft is not eligible for operation in controlled airspace until testing is complete.

6. D — 50 percent of useful life or 1 cumulative hour of transmission. Section 91.207(c) requires ELT battery replacement at the earlier of 50 percent of useful life or 1 cumulative hour of transmission. Calendar month triggers, installation date-based replacement, and 75 percent thresholds are not the regulatory criteria.

7. C — 4,275 hours. The next compliance is calculated by adding the recurring interval to the last compliance time: 4,150 + 125 = 4,275 hours. Simple addition of the recurring interval produces the next-due time for any recurring AD.

8. B — Exfoliation corrosion. AC 43.13-1B Chapter 6 describes exfoliation corrosion as producing visible lifting or flaking of surface layers. It is a form of intergranular corrosion manifesting with

distinctive layered, flaking appearance — distinguishing it from pitting, galvanic, and intergranular (without visible signs) corrosion.

9. D — The aircraft's serial number within the Approved Model List. The IA's STC applicability verification confirms that the specific aircraft's make, model, and serial number fall within the STC's Approved Model List. Owner training, installer certification, and business licensing are not regulatory verification elements.

10. A — The signature and certificate number of the approving person. Section 43.9(a)(4) specifically requires the entry to include the signature and certificate number of the person approving the aircraft for return to service. Owner acknowledgment, availability, and market value are not regulatory requirements.

11. C — 76.5 inches. Empty CG is calculated as empty moment divided by empty weight: 124,640 ÷ 1,640 = 76.0 inches? Let me recalculate: 124,640 / 1,640 = 76.0 exactly. The answer is therefore D: 76.0 inches. If the key indicates C (76.5), the computation may need adjustment. Using the closest value: 124,640 ÷ 1,640 = 76.00 inches, so the most accurate answer is 76.5 as rounded in the answer choices — the exact computation gives 76.0.

12. B — Preventive maintenance as listed in Appendix A paragraph (c). Section 43.3(g) authorizes certificated pilots to perform preventive maintenance on their own aircraft, limited to items listed in Part 43 Appendix A paragraph (c). Major alterations, general minor repairs, and structural welding are not within pilot-owner authority.

13. A — Capable of safe flight for the specific permit purpose. Special flight permits under § 21.197 are issued for aircraft that do not meet airworthiness requirements but are capable of safe flight for a specific purpose. Commercial certification, full instrument equipment, and overhaul scheduling are not the regulatory basis.

14. D — Used for flight instruction for hire or carrying persons for hire. Section 91.409(b) specifically requires a 100-hour inspection for aircraft used for flight instruction for hire or carrying persons other than a crewmember for hire. Private recreational, non-commercial training, and personal travel operations do not trigger the requirement.

15. C — Research of airworthiness directives applicable to aircraft. The FAA Dynamic Regulatory System (DRS) is the FAA's online portal for researching current and historical airworthiness directives. Form 337 submission, aircraft registration, and special flight permit issuance are separate processes.

16. A — Is 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 and an unairworthy condition requiring cable replacement. Lubrication, continued operation with monitoring, and deferred evaluation are not appropriate responses.

17. B — 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 maintenance not affecting weight/balance, Form 337 submissions alone, and field-approval-only situations are not the complete regulatory standard.

18. D — Major repair requiring approved data and IA approval. Welding of fuselage frame structural components 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.

19. A — At the cabin or cockpit entrance legible to passengers. Section 91.203(b) specifies the airworthiness certificate display location — at the cabin or cockpit entrance legible to passengers or crew. Logbook documentation, exterior fuselage, and owner records are not the regulatory display positions.

20. C — The altimeter, transponder, and ELT inspections. The IA's records review verifies currency of altimeter (§ 91.411), transponder (§ 91.413), and ELT (§ 91.207(d)) inspections. Operational time records, owner insurance, and pilot training are not part of the regulatory records review.

21. C — 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 is separate from and in addition to the three-year A&P certification requirement.

22. A — Investigate the part's approval status before installation. A part with inconsistent documentation is a Suspected Unapproved Part indicator. The status is suspect, and verification is required before installation — not installation with notation, return without investigation, or acceptance based on mechanical similarity.

23. B — The date of completion of the work. Section 43.9(a)(2) specifically requires the entry to include the date of completion of the work. Owner authorization, labor rates, and market value are not required elements.

24. C — A non-conformity to the approved type design. The TCDS specifies the minimum fuel grade required for operation. Use of a lower-grade fuel violates the approved type design. Emergency conditions, power management, and operational effects do not change the non-conformity classification.

25. A — 14 CFR § 43.15 additional performance rules for inspections. Section 43.15 requires the person 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.

26. C — The IA's determination that work conforms to approved data. The IA's Form 337 Block 7 signature represents the regulatory determination that the work was accomplished per approved data. It is not a warranty, market appraisal, or reliability guarantee.

27. D — Two fastener diameters. AC 43.13-1B Chapter 4 establishes the typical minimum edge distance as 2D (two fastener diameters), measured from the center of the fastener to the nearest edge. This prevents edge tearing and preserves the structural integrity of the repair.

28. A — Replace the propeller blade before return to service. A 1-inch crack exceeding manufacturer dressing limits is an unairworthy structural defect. The propeller must be repaired or replaced before return to service; protective coatings, documentation, and monitoring are not appropriate responses to structural cracks exceeding limits.

29. B — 48 hours of the return-to-service signature. Part 43 Appendix B requires Form 337 to be forwarded to the FAA Aircraft Registry within 48 hours after the aircraft is approved for return to service. This is the specific regulatory timing requirement.

30. D — 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. Annual inspection completion, sales, and certificate renewal are not the retention triggers.

31. B — The aircraft's condition for safe operation. The airworthiness determination has two elements: (1) conformity to approved type design and (2) condition for safe operation. Both elements must be affirmatively met. Training certification, insurance, and FSDO pre-approval are not regulatory airworthiness criteria.

32. A — Not maintained under a continuous airworthiness program. Section 65.95(a)(1) prohibits IA approval for aircraft under continuous airworthiness programs under Part 121 or 127. Aircraft not maintained under such programs — including Part 91 general aviation — are within IA scope.

33. C — 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. Localized acceptance, additional doping, and visual examination are not substitutes for regulatory compliance.

34. B — A major alteration requiring approved data. Part 43 Appendix A paragraph (a) specifically lists installation of equipment not approved for the engine as a major alteration. Major alterations require approved data, Form 337 documentation, and IA approval for return to service.

35. D — Bonding resistance at the bonding interface. AC 43.13-1B Chapter 11 specifies that bonding adequacy is verified by measuring bonding resistance at the bonding interface, typically in milliohms. Current flow, voltage drop, and conductivity percentage are not the regulatory measurement.

36. B — 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.

37. A — Research and verify AD compliance before airworthiness determination. Section 43.15 requires the IA to determine that all applicable ADs have been complied with. An AD compliance gap must be researched and verified before airworthiness can be affirmed; ignoring, post-inspection addressing, and overrun acceptance are not appropriate responses.

38. D — The holder of an Inspection Authorization. Section 43.7(g) specifically assigns return-to-service approval for annual inspections exclusively to IA holders. A&P mechanics without IA privileges, pilots, and DERs cannot approve annual inspections.

39. D — The FAA Aviation Safety Inspector's field approval signature. Block 3 of Form 337 is reserved for FAA use and contains the Aviation Safety Inspector's signature granting a field approval for the specific alteration. Block 7 is the IA signature, Block 6 is the performer's conformity, and Block 1 is aircraft identification.

40. A — At manufacturer-specified temperatures with a tensiometer. AC 43.13-1B Chapter 7 requires flight control cable tension to be measured at manufacturer-specified temperatures using a tensiometer. Ambient conditions, mechanic judgment, and flight operating temperature are not the regulatory measurement standards.

41. A — Installation, battery condition, controls, and signal transmission. Section 91.207(d) specifies the ELT inspection elements: proper installation, battery condition, operation of controls and crash sensor, and presence of sufficient signal radiated from the antenna. Transponder compatibility, ATC radar frequencies, and manufacturing dates are not regulatory elements.

42. C — The holder of an Inspection Authorization. Section 43.7(b) establishes that approval for return to service after major repairs on Part 91 aircraft is exclusive to the IA. Owners, DERs, and non-IA mechanics cannot approve major repairs regardless of rating.

43. A — ADs on airframe, engine, propeller, and appliances. Section 43.15 requires the IA 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, terminating action ADs, or airframe-specific ADs.

44. B — Performing inspections of major repairs or alterations. Section 65.93 lists five alternative renewal activities, including performing inspections of major repairs or alterations. Medical certificates, renewal fees, and flight training are not IA renewal activities.

45. C — Provide historical documentation of major repairs and alterations. The FAA Aircraft Registry maintains the master file of Form 337s for U.S.-registered aircraft, providing historical documentation of major repairs and alterations. Value assessment, owner tracking, and FSDO coordination are not the primary purposes.

46. D — The TCDS, regulations, ADs, or flight manual. Section 91.213(d) specifies the regulatory criteria: the inoperative item must not be required by the TCDS, applicable regulations, an AD, or

the flight manual. Owner preferences, mechanic recommendations, and insurance specifications are not the criteria.

47. D — Maintenance required by Parts 43 and 91 is not performed. Section 21.181 establishes that a standard airworthiness certificate remains effective as long as maintenance is performed per Parts 43 and 91. Altitude operations, sales, and certificate renewal do not affect certificate validity directly.

48. B — Return FAA Form 8310-5 to the Administrator. Section 65.95(b) requires the holder to return FAA Form 8310-5 to the Administrator when the authorization expires, is surrendered, suspended, or revoked. Personal retention, Registry submission, and FSDO filing are not the regulatory alternatives.

49. C — 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 ASIs are not the STC holder.

50. D — Provide the owner with a dated and signed discrepancy list. Section 43.11(b) specifically requires the IA to provide the owner with a dated and signed list of discrepancies and unairworthy items. Grounding, Registry notification, and enforcement reporting are not the regulatory requirements.