

PRACTICE EXAM 17: FAA IA KNOWLEDGE TEST SIMULATION

Practice Exam 17 — Questions 1 through 50

1. An IA is reviewing an aircraft's Form 337 records. A Form 337 for a major alteration dated 3 years ago references an STC but does not include the STC number or revision level. The document:

- A. Is acceptable because STC reference is implied in the description
- B. Is inadequate and raises a regulatory documentation concern
- C. Is acceptable for historical record purposes only
- D. Is acceptable if the work has operated without incident

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

- A. At least 1 year preceding the application
- B. At least 3 years preceding the application
- C. At least 5 years of continuous work experience
- D. At least 2 years preceding the application

3. A mechanic is inspecting an aircraft's fuel system and finds evidence of water contamination in the tank sumps. The appropriate action is:

- A. Drain the water and continue sumping until fuel is water-free
- B. Apply fuel additive to address the contamination level

- C. Note the condition and continue operations under monitoring
- D. Document the condition for the next inspection schedule

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

- A. The aircraft is approved for commercial passenger operations
- B. The aircraft has been cleared by the manufacturer's technical support
- C. The aircraft has been inspected and determined airworthy
- D. The aircraft meets the owner's operational preferences

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

- A. The installer's current certification by the STC holder
- B. The aircraft's operational history with the modification installed
- C. The aircraft owner's training for the modified aircraft operation
- D. The aircraft's serial number within the Approved Model List

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

- A. Preventive maintenance as listed in Appendix A paragraph (c)
- B. Minor repairs within the mechanic's judgment of scope
- C. Major alterations using properly approved data sources
- D. Structural repairs to primary flight control surfaces

7. A recurring airworthiness directive has been complied with at aircraft total time 5,850 hours. The AD requires recurring compliance every 100 hours. The next compliance is due at aircraft total time:

- A. 5,925 hours
- B. 5,950 hours
- C. 5,975 hours
- D. 6,000 hours

8. Under AC 43.13-1B Chapter 7, the minimum acceptable cable tension must be measured at:

- A. Ambient temperature without temperature correction
- B. Any convenient temperature for inspection efficiency
- C. Manufacturer-specified temperatures with tensiometer
- D. Operating temperature during actual flight conditions

9. An IA is inspecting an aircraft's propeller and finds a 1.2-inch crack at the leading edge exceeding manufacturer dressing limits. The appropriate action is:

- A. Replace the propeller blade before return to service
- B. Apply a protective coating over the crack
- C. Monitor the crack at the next inspection
- D. Document the crack without immediate action

10. 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 mechanic with appropriate rating
- B. The aircraft owner with the appropriate training

- C. A Designated Engineering Representative authorized by FAA
- D. The holder of an Inspection Authorization

11. The IA performing an annual inspection must verify compliance with all applicable airworthiness directives. This regulatory obligation derives from:

- A. 14 CFR § 43.15 additional performance rules for inspections
- B. 14 CFR § 65.91 IA eligibility requirements
- C. 14 CFR § 43.9 maintenance record requirements
- D. 14 CFR § 91.403 operator airworthiness responsibility

12. 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 owner of record
- C. Superseded by other work or one year, whichever occurs first
- D. Five years from the original work completion date

13. An IA is inspecting a control cable and finds broken strands at a pulley location. The condition represents:

- A. An acceptable condition requiring cable lubrication only
- B. An unairworthy condition requiring cable replacement
- C. A minor discrepancy acceptable until next inspection
- D. A condition to be documented without corrective action

14. Under 14 CFR § 43.9(a)(4), the maintenance record entry for work returning the aircraft to service must include:

- A. The aircraft owner's acceptance of the work performed
- B. The mechanic's hourly labor rate for the specific work
- C. The aircraft's current market value after the work
- D. The signature and certificate number of the approving person

15. An IA inspecting an aircraft's landing gear strut finds evidence of internal corrosion reducing structural integrity. The condition affects:

- A. The aircraft's condition for safe operation
- B. The aircraft's certificate of registration validity
- C. The pilot's medical certification currency status
- D. The aircraft's commercial operator certificate status

16. Under AC 43.13-1B Chapter 6, the form of corrosion characterized by thread-like patterns beneath the paint film is:

- A. Exfoliation corrosion
- B. Pitting corrosion
- C. Filiform corrosion
- D. Galvanic corrosion

17. An aircraft has an empty weight of 2,085 pounds and an empty moment of 158,460 in-lb. The empty CG is:

- A. 74.0 inches

- B. 75.0 inches
- C. 76.5 inches
- D. 76.0 inches

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

- A. 12 calendar months
- B. 18 calendar months
- C. 6 calendar months
- D. 24 calendar months

19. A mechanic is installing a PMA replacement part on an aircraft. The PMA approval document specifies the part is approved for a specific aircraft make and model. Installation on a different model is:

- A. Acceptable if the mechanical specifications appear equivalent
- B. Not authorized because PMA approval is application-specific
- C. Acceptable under alternate FAA approval procedures
- D. Acceptable if the mechanic has comparable installation experience

20. 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's original manufacturer

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

- A. The owner's personal pilot training records
- B. The aircraft's fuel consumption rate documentation
- C. The aircraft owner's insurance policy coverage
- D. The airworthiness certificate and periodic inspections

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

- A. The TCDS, regulations, ADs, or flight manual
- B. The aircraft owner's maintenance preferences
- C. The mechanic's professional recommendations
- D. The aircraft's insurance policy specifications

23. A Form 337 Block 8 description of work should be written at what level of specificity?

- A. As brief as possible to fit in the available space
- B. At a general summary level using standard abbreviations
- C. Such that a future mechanic can understand and verify what was done
- D. Limited to identifying the approved data reference used

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

- A. Holding a current airman medical certificate
- B. Performing annual inspections per 90-day period held
- C. Completing recurrent pilot flight training programs
- D. Payment of an annual IA renewal fee to the FAA

25. An IA is verifying AD compliance and discovers a recurring AD is overdue. The aircraft's regulatory status is:

- A. Airworthy if the overrun is less than 10 hours
- B. Airworthy pending scheduled compliance work
- C. Airworthy if the AD is not an emergency type
- D. Unairworthy under § 39.9 until AD compliance is accomplished

26. Under 14 CFR § 65.95(b), when an Inspection Authorization 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

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

- A. 24 hours of the return-to-service signature
- B. 72 hours of the return-to-service signature
- C. 48 hours of the return-to-service signature
- D. 96 hours of the return-to-service signature

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

- A. Every routine oil change and maintenance event
- B. Any maintenance requiring a Form 337 submission
- C. Major alterations approved by the local FSDO only

D. Maintenance that may appreciably change weight or balance

29. An aircraft's airworthiness certificate remains effective as long as maintenance is performed per Parts 43 and 91 and:

A. The aircraft has been flown a minimum of 50 hours annually

B. The aircraft remains registered in the United States

C. The owner has renewed the certificate every 12 months

D. The aircraft has not been sold to a new owner

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

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

B. A warranty of the installed equipment's performance

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

D. A guarantee of the modification's operational reliability

31. Under 14 CFR § 43.15(c), the aircraft engine must be run at what point in the inspection?

A. At the beginning before pre-inspection records review

B. At the midpoint for intermediate verification

C. At the end of the inspection for performance verification

D. As determined by the mechanic's professional judgment

32. A Supplemental Type Certificate includes an Approved Model List that specifies:

A. Applicable aircraft by make, model, and serial number

- B. The dealer network authorized to sell the modification
- C. The warranty coverage period for the modification
- D. The pricing structure for STC licensing

33. An IA is inspecting a flight control cable with a tension measurement of 33 pounds. The manufacturer specifies 35 ± 5 pounds. The cable is:

- A. At the maximum acceptable tolerance level
- B. Above the upper tolerance limit
- C. Exceeding the maximum tolerance range
- D. Within the acceptable tolerance range

34. A mechanic is performing a weld repair on an aircraft control surface hinge bracket. The work is classified as:

- A. Preventive maintenance under § 43.3(g)
- B. Major repair requiring approved data and IA approval
- C. Minor repair within A&P mechanic authority
- D. Routine maintenance not requiring documentation

35. Under AC 43.13-1B Chapter 11, the primary function of bonding at an antenna installation is to:

- A. Ensure RF performance and lightning protection
- B. Simplify the installation procedure for the antenna
- C. Reduce the aircraft's electrical power consumption
- D. Prevent corrosion of the mounting hardware

36. The IA performing an annual inspection finds a placard required by the TCDS is missing from the cockpit. The condition represents:

- A. An acceptable cosmetic issue during the inspection cycle
- B. A minor discrepancy correctable at next maintenance
- C. A non-conformity to approved type design requiring correction
- D. An acceptable condition under the § 91.213(d) deferral provisions

37. Under Part 43 Appendix A paragraph (b), which work is classified as a major repair?

- A. Replacement of a tire and tube assembly
- B. Adjustment of a cabin door latch mechanism
- C. Installation of an approved replacement filter
- D. Weld repair of an engine mount attachment

38. A Special Flight Permit under § 21.197 is issued by:

- A. The aircraft's original manufacturer's service division
- B. The FAA through the local Flight Standards District Office
- C. The local Aviation Safety Inspector without FSDO involvement
- D. The aircraft's insurance carrier as a safety measure

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

- A. On the aircraft's exterior fuselage in a prominent location
- B. In the mechanic's maintenance records for the aircraft
- C. At the cabin or cockpit entrance legible to passengers

D. In the pilot's personal logbook documentation system

40. 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

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

A. One times the fastener diameter

B. Two times the fastener diameter

C. Three times the fastener diameter

D. Five times the fastener diameter

42. The IA performing a pre-inspection records review identifies a gap in the AD compliance history. The correct action is:

A. Continue the annual inspection and address the gap afterward

B. Ignore the gap if the aircraft has operated normally

C. Accept the gap if the aircraft has been hangared recently

D. Research and verify AD compliance before airworthiness determination

43. Under § 43.13(a), a mechanic performing maintenance must use methods, techniques, and practices:

A. In the manual or acceptable to the Administrator

- B. Based on the mechanic's personal training experience
- C. Specified by the aircraft owner's preferences
- D. From the local FSDO's regional guidance materials

44. The FAA-CT-8080-8D Computer Testing Supplement provides the IA Knowledge Test applicant with:

- A. A complete database of all current FAA regulations
- B. A directory of Inspection Authorization holders nationwide
- C. Reference materials for regulations, ADs, and TCDS questions
- D. Specific aircraft maintenance history and records

45. Under 14 CFR § 43.11(b), when an aircraft is found unairworthy at annual inspection, the IA must:

- A. Ground the aircraft at a specific designated location
- B. File an enforcement action with the local FSDO
- C. Notify the Aircraft Registry of the unairworthy finding
- D. Provide the owner with a dated and signed discrepancy list

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

- A. A current insurance policy covering the aircraft
- B. The aircraft's condition for safe operation
- C. The FSDO's pre-approval for continued operations
- D. The aircraft owner's commercial pilot qualifications

47. Under 14 CFR § 91.409(a), an aircraft operated under Part 91 must have had an annual inspection within the preceding:

- A. 12 calendar months
- B. 18 calendar months
- C. 6 calendar months
- D. 24 calendar months

48. An IA is approving a major alteration performed under an STC. The STC data package is at Revision C, but the installation was completed under Revision B. The IA's action is:

- A. Require immediate upgrade to Revision C
- B. Accept the installation as completed under Revision B
- C. Verify whether Revision C affects the existing installation
- D. File a new Form 337 referencing Revision C

49. Under § 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. A 100-hour inspection program under § 91.409(b)
- C. An alternative inspection program approved by FAA
- D. A continuous airworthiness program under Part 121 or 127

50. The IA's records review discovers that an aircraft has an altimeter system inspection that lapsed 4 months ago. The aircraft will be operated IFR. The disposition is:

- A. Proceed with routine operations and address the lapse later
- B. Require § 91.411 testing before return to IFR operation
- C. Ignore the lapse if the instrument appears operational
- D. Approve the aircraft for VFR operations only

PRACTICE EXAM 17: ANSWER KEY AND EXPLANATIONS

1. B — Is inadequate and raises a regulatory documentation concern. A Form 337 referencing an STC without the STC number and revision level fails to identify the approved data that authorized the alteration. The STC number and revision are essential to regulatory traceability; their absence prevents verification that the installation was performed per approved data.
2. D — 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.
3. A — Drain the water and continue sumping until fuel is water-free. Water contamination in fuel tank sumps is addressed by draining the water and continuing to sump until fuel is water-free. This standard procedure directly addresses the contamination; additives, monitoring, and documentation are not substitutes for removing water from the fuel system.
4. C — The aircraft has been inspected and determined airworthy. 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 authorization, and owner preferences are not the required certification language.
5. D — 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. Installer certification, operational history, and owner training are not regulatory verification elements.
6. A — 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). Minor repairs, major alterations, and structural repairs are not within pilot-owner authority.
7. B — 5,950 hours. The next compliance is calculated by adding the recurring interval to the last compliance time: $5,850 + 100 = 5,950$ hours. Simple addition of the recurring interval produces the next-due time for any recurring AD.
8. C — Manufacturer-specified temperatures with tensiometer. AC 43.13-1B Chapter 7 requires flight control cable tension to be measured at manufacturer-specified temperatures using a tensiometer. Ambient conditions, convenient temperatures, and flight operating temperature are not the regulatory measurement standards.

9. A — Replace the propeller blade before return to service. A 1.2-inch crack exceeding manufacturer dressing limits is an unairworthy structural defect. The propeller must be repaired or replaced before return to service; protective coatings, monitoring, and documentation are not appropriate responses to structural cracks exceeding limits.
10. D — 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.
11. A — 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.
12. C — 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 five-year retention are not the default regulatory standards.
13. B — An unairworthy condition requiring cable replacement. AC 43.13-1B Chapter 7 establishes that broken strands at pulleys — where cables undergo cyclic flexing — are particularly consequential. A cable with broken strands at a pulley is an unairworthy condition requiring replacement before return to service.
14. D — 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 acceptance, labor rates, and market values are not regulatory requirements.
15. A — The aircraft's condition for safe operation. Internal corrosion reducing structural integrity of a landing gear strut affects the aircraft's condition for safe operation — the second element of the two-part airworthiness definition. Registration validity, pilot certification, and operator certificates are not affected by the specific condition.
16. C — Filiform corrosion. AC 43.13-1B Chapter 6 describes filiform corrosion as thread-like corrosion occurring beneath paint films. The distinctive thread-like pattern distinguishes it from exfoliation (layered flaking), pitting (localized penetration), and galvanic (dissimilar metals) corrosion.
17. D — 76.0 inches. Empty CG is calculated as empty moment divided by empty weight: $158,460 \div 2,085 = 76.0$ inches. This basic computation produces the empty CG for the weight and balance record.

18. A — 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.
19. B — Not authorized because PMA approval is application-specific. PMA approval is issued for specific aircraft, engines, propellers, or appliances on which the part is eligible for installation. A PMA part approved for one application is not authorized for a different application, regardless of mechanical similarity or installer experience.
20. 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.
21. D — The airworthiness certificate and periodic inspections. The IA's records review verifies the airworthiness certificate, registration, and currency of required periodic inspections (altimeter, transponder, ELT). Pilot training, fuel consumption, and insurance coverage are not part of the regulatory records review.
22. A — 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.
23. C — Such that a future mechanic can understand and verify what was done. AC 43.9-1E requires Block 8 to describe the work with sufficient specificity that a future mechanic can verify conformity. Brevity, general summaries, and mere approved data references are inadequate without specific work identification.
24. B — Performing annual inspections per 90-day period held. 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, flight training, and renewal fees are not IA renewal activities.
25. D — Unairworthy under § 39.9 until AD compliance is accomplished. Section 39.9 establishes that an aircraft subject to an AD that has not been complied with is unairworthy. Overrun limits, scheduled compliance, and emergency AD classification do not change this regulatory determination.
26. 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 is surrendered, suspended, revoked, or expired. Personal retention, Registry submission, and FSDO filing are not the regulatory alternatives.

27. C — 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.
28. D — 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.
29. B — The aircraft remains registered in the United States. Section 21.181 establishes that a standard airworthiness certificate remains effective as long as maintenance is performed per Parts 43 and 91 and the aircraft is registered in the United States. Flight hours, periodic renewal, and ownership transfers do not affect certificate validity directly.
30. A — 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.
31. C — At the end of the inspection for performance verification. 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.
32. A — Applicable aircraft by make, model, and serial number. The Approved Model List identifies applicable aircraft by make, model, and often serial number range. Dealer networks, warranty coverage, and pricing are commercial matters, not AML regulatory content.
33. D — Within the acceptable tolerance range. A measured tension of 33 pounds falls within the specified range of 35 ± 5 pounds (30 to 40 pounds). The measurement is at the lower end of the tolerance but within acceptable limits. Tension specifications establish both minimum and maximum bounds.
34. B — Major repair requiring approved data and IA approval. Weld repair of a control surface hinge bracket 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.
35. A — Ensure RF performance and lightning protection. AC 43.13-1B Chapter 11 establishes that bonding at antenna installations is critical for RF performance (the airframe acts as counterpoise) and for lightning protection. Simplified installation, power consumption, and corrosion prevention are not the primary bonding functions.
36. C — A non-conformity to approved type design requiring correction. A TCDS-required placard is part of the approved type design. Its absence constitutes a non-conformity to type design, which is the first element of the two-part airworthiness definition and renders the aircraft unairworthy until corrected.

37. D — Weld repair of an engine mount attachment. Part 43 Appendix A paragraph (b) specifically lists weld repair of engine mount attachments as a major repair. Tire replacement, door latch adjustment, and filter installation are routine or preventive maintenance, not major repairs.
38. B — The FAA through the local Flight Standards District Office. Section 21.197 authority resides with the FAA, exercised through the local Flight Standards District Office. Manufacturer service divisions, ASIs acting without FSDO involvement, and insurance carriers are not the regulatory authority for special flight permit issuance.
39. C — 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. Exterior fuselage, maintenance records, and pilot logbooks are not the regulatory display positions.
40. 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.
41. B — Two times the fastener diameter. 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.
42. D — Research and verify AD compliance before airworthiness determination. Section 43.15 requires the inspector to determine that all applicable ADs have been complied with. An AD compliance gap must be researched and verified before airworthiness can be affirmed; continuing, ignoring, and accepting the gap are not appropriate responses.
43. A — In the manual or acceptable to the Administrator. Section 43.13(a) requires the use of methods prescribed in the current manufacturer's manual or Instructions for Continued Airworthiness, or other methods acceptable to the Administrator. AC 43.13-1B is commonly cited as methods acceptable to the Administrator.
44. C — Reference materials for regulations, ADs, and TCDS questions. FAA-CT-8080-8D contains curated regulatory excerpts, sample ADs, and TCDS references used as reference material during the IA Knowledge Test. Complete regulation databases, IA directories, and specific maintenance records are not included.
45. 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, enforcement reporting, and Registry notification are not the regulatory requirements.
46. 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. Insurance, FSDO pre-approval, and pilot qualifications are not regulatory airworthiness criteria.

47. A — 12 calendar months. Section 91.409(a) requires annual inspection within the preceding 12 calendar months for Part 91 operation. This is the specific regulatory interval for annual inspection currency.
48. C — Verify whether Revision C affects the existing installation. An STC revision may or may not affect a previously completed installation depending on whether the revision changes the AML, installation requirements, or flight manual supplement. The IA's action is to verify what the revision changed before deciding on disposition.
49. D — A continuous airworthiness program under Part 121 or 127. Section 65.95(a)(1) specifically prohibits IA approval for aircraft maintained under continuous airworthiness programs under Part 121 or 127. Progressive inspections, 100-hour inspections, and alternative inspection programs are within IA scope for Part 91 aircraft.
50. B — 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. A 4-month lapse beyond the 24-month interval renders the aircraft ineligible for IFR operation until testing is complete. VFR operation may continue if otherwise compliant.