

# PRACTICE EXAM 20: FAA IA KNOWLEDGE TEST SIMULATION

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## Practice Exam 20 — Questions 1 through 50

1. An IA is reviewing aircraft records and finds a Form 337 for a major alteration completed 6 years ago. The Form 337 correctly references STC SA12345NM, Revision B, and identifies the specific installation drawings used. The document is:

- A. Adequate for regulatory review and historical record purposes
- B. Inadequate because the owner's information is not included
- C. Inadequate because the value change is not documented
- D. Inadequate because the labor rate is not identified

2. Under 14 CFR § 65.93, an activity that does not satisfy the IA renewal requirement is:

- A. Performing annual inspections per 90-day period held
- B. Performing inspections of major repairs or alterations
- C. Attending an approved IA renewal seminar
- D. Holding a current airman medical certificate

3. A mechanic has been asked to perform a major repair on an engine mount. The welding work must be performed by:

- A. The aircraft owner with appropriate training certification
- B. Any certificated A&P mechanic with experience

- C. A welder qualified for aircraft structural welding
- D. The local FSDO's approved welding contractor

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

- A. The aircraft owner with the appropriate training
- B. The holder of an Inspection Authorization
- C. A Designated Engineering Representative exclusively
- D. Any certificated mechanic with appropriate rating

5. An IA is verifying compliance of an airworthiness directive during an annual inspection. The regulatory basis for this verification is:

- A. 14 CFR § 43.15 additional performance rules for inspections
- B. 14 CFR § 65.95 IA privileges and limitations
- C. 14 CFR § 91.403 operator airworthiness responsibility
- D. 14 CFR § 43.9 maintenance record requirements

6. A recurring airworthiness directive has been complied with at aircraft time 3,775 hours. The AD requires compliance every 75 hours. The next compliance is due at aircraft total time:

- A. 3,825 hours
- B. 3,830 hours
- C. 3,840 hours
- D. 3,850 hours

7. Under 14 CFR § 43.9(a)(2), the maintenance record entry for work returning the aircraft to service must include:

- A. The aircraft owner's current address for records
- B. The date of completion of the work
- C. The mechanic's hourly labor rate for the work
- D. The aircraft's current market value at completion

8. 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 aircraft's serial number within the Approved Model List
- D. The STC holder's current business license

9. An aircraft has an empty weight of 1,450 pounds and empty moment of 108,750 in-lb. The empty CG is:

- A. 75.0 inches
- B. 74.0 inches
- C. 76.0 inches
- D. 73.5 inches

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

- A. Filiform corrosion
- B. Exfoliation corrosion

- C. Pitting corrosion
- D. Galvanic corrosion

11. The IA's records review for an annual inspection verifies:

- A. The owner's personal pilot training certification
- B. The aircraft's monthly operational flight time records
- C. The owner's annual insurance policy renewal
- D. The airworthiness certificate and required periodic inspections

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

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

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

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

14. Under 14 CFR § 43.13(a), each person performing maintenance must use methods, techniques, and practices:

- A. From the local FSDO's regional guidance materials
- B. Specified exclusively by the aircraft manufacturer
- C. In the manual or acceptable to the Administrator
- D. Based on the mechanic's personal training experience

15. An IA is inspecting a propeller and finds a 1.5-inch crack exceeding manufacturer dressing limits. The correct action is:

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

16. Under 14 CFR § 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)

17. 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

18. The IA performing a pre-inspection records review discovers the aircraft's altimeter system was last tested 25 calendar months ago. The aircraft will operate IFR. The disposition is:

- A. Continue the inspection and note the lapse afterward
- B. Approve the aircraft for VFR operation only
- C. Require § 91.411 testing before IFR operation
- D. Ignore the lapse if the instrument appears functional

19. Under 14 CFR § 65.95(b), when an Inspection Authorization expires, the IA must:

- A. Return FAA Form 8310-5 to the Administrator
- B. Retain the certificate as a personal record of achievement
- C. Submit the certificate to the Aircraft Registry
- D. File the certificate with the local FSDO records

20. An IA has determined an aircraft unairworthy after an annual inspection. Under § 43.11(b), the IA must:

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

21. Under 14 CFR § 43.15(c), the aircraft engine must be run during an annual inspection at:

- A. The beginning of the inspection for system warming
- B. The midpoint of the inspection for verification purposes
- C. The end of the inspection for satisfactory performance
- D. The mechanic's discretion based on weather conditions

22. A mechanic is installing a PMA replacement part on an aircraft. The PMA approval is specific to a particular aircraft make, model, and engine combination. Installation on a different combination is:

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

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

- A. On the aircraft's exterior fuselage in prominent location
- B. In the aircraft owner's personal records system
- C. In the pilot's personal logbook documentation
- D. At the cabin or cockpit entrance legible to passengers

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

- A. An appraisal of the aircraft's value after alteration
- B. The IA's determination that work conforms to approved data
- C. A warranty of the installed equipment's performance

D. A guarantee of the modification's operational reliability

25. An IA is inspecting a flight control cable at a pulley location and finds multiple broken strands. The correct disposition is:

- A. Replace the cable before return to service
- B. Apply cable lubricant to extend service life
- C. Note the condition and monitor progression
- D. Continue flight operations with monitoring

26. 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

27. A Supplemental Type Certificate's Approved Model List specifies:

- A. The pricing structure for STC licensing fees
- B. The warranty coverage period for the modification
- C. The dealer network authorized to sell the STC
- D. Applicable aircraft by make, model, and serial number

28. 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 and logged
- D. Five years from the original work completion date

29. An IA is inspecting an aircraft's ELT under § 91.207(d) and must verify:

- A. Compatibility with the aircraft's transponder system
- B. Performance on all ATC radar frequencies
- C. Installation, battery condition, controls, and signal transmission
- D. The ELT's manufacturing date and warranty coverage

30. Under § 65.91(c), an applicant for Inspection Authorization must have:

- A. An A&P certificate with both ratings in effect for at least 3 years
- B. Employment at a Part 145 certified repair station
- C. Completion of an aviation technician course within 5 years
- D. A repair station certificate issued in the preceding 12 months

31. 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. Reference materials for regulations, ADs, and TCDS questions
- C. A directory of Inspection Authorization holders nationwide
- D. Contact information for FAA officials and inspectors

32. 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's original manufacturer employee
- B. The aircraft owner at the time of the work
- C. The mechanic's IA certificate holder of record
- D. The person approving the aircraft for return to service

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

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

34. A mechanic is performing a weld repair on an aircraft landing gear attachment. The 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 without special documentation

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

- A. The aircraft owner's operational preferences
- B. The mechanic's professional recommendations
- C. The aircraft's insurance policy specifications

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

36. An aircraft has been altered through an STC installation. The STC data package is at Revision D, but the installation was completed under Revision C. The IA's action is:

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

37. Under 14 CFR § 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 impact
- C. Any maintenance requiring Form 337 submission
- D. Major alterations under field approval only

38. The IA's airworthiness determination is a two-part regulatory concept requiring:

- A. TCDS approval and owner acceptance
- B. Aircraft registration and insurance currency
- C. FSDO clearance and airworthiness certificate
- D. Type design conformity and condition for safe operation

39. 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

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

40. A Form 337 for a field-approved alteration must contain which signature?

- A. The IA's return-to-service approval signature
- B. The performing mechanic's conformity statement
- C. The FAA Aviation Safety Inspector's field approval
- D. The aircraft owner's acceptance signature

41. 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. Reduce the aircraft's electrical power consumption
- C. Simplify the installation procedure
- D. Prevent corrosion of the mounting hardware

42. An IA performing an annual inspection finds a TCDS-required placard is missing. The condition represents:

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

43. Under 14 CFR § 91.417(a)(2), records that must be retained permanently and transferred with the aircraft include:

- A. The owner's monthly operational flight logs
- B. The mechanic's quarterly billing and invoice records
- C. The aircraft's fuel purchase and consumption data
- D. Total time in service and major alteration Form 337s

44. 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

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

- A. Flying an aircraft to a maintenance or repair facility
- B. Commercial passenger service operations
- C. Conducting demonstration flights for buyers
- D. Training student pilots in commercial operations

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

- A. Under any commercial operator certificate
- B. Maintained under Part 135 with FSDO coordination
- C. Operated exclusively for Part 121 commercial service

D. Not maintained under a continuous airworthiness program

47. An IA inspecting a landing gear strut finds evidence of internal corrosion reducing structural integrity. 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 commercial operator certificate

48. 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 2 years preceding the application

C. At least 3 years since original certification

D. At least 10 years total aviation experience

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

A. Apply fuel additive to address the contamination

B. Document the condition for next inspection

C. Continue operations and monitor fluid levels

D. Drain the water and sump until fuel is water-free

50. The IA performing an annual inspection verifies all applicable airworthiness directives have been complied with. This verification extends to:

- A. Only the most recent 12 months of AD issuance
- B. Only airframe-specific ADs for the aircraft type
- C. All applicable ADs on aircraft, engine, propeller, and appliances
- D. Only ADs with terminating action options available

# PRACTICE EXAM 20: ANSWER KEY AND EXPLANATIONS

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1. A — Adequate for regulatory review and historical record purposes. A Form 337 that correctly references the STC number, revision level, and specific installation drawings meets AC 43.9-1E standards for specificity. The documentation establishes regulatory traceability from the work performed to the approved data. Owner information, value changes, and labor rates are not Block 8 requirements.
2. D — Holding a current airman medical certificate. Section 65.93 lists five alternative renewal activities, including performing annual inspections, inspecting major repairs/alterations, progressive inspections, attending refresher courses, and passing an oral test. Medical certificates are required for pilots, not for IA renewal.
3. C — A welder qualified for aircraft structural welding. AC 43.13-1B Chapter 4 specifically requires welders performing aircraft structural welding to be qualified. Owner training, general A&P experience, and FSDO contractor arrangements are not substitutes for welder qualification — the welder's qualification is the fundamental requirement.
4. B — 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. Owners, DERs, and A&P mechanics without IA privileges cannot approve major alterations.
5. 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.
6. D — 3,850 hours. The next compliance is calculated by adding the recurring interval to the last compliance time:  $3,775 + 75 = 3,850$  hours. Simple addition of the recurring interval produces the next-due time for any recurring AD.
7. 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 address, labor rates, and market value are not required regulatory elements.
8. C — 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.

9. A — 75.0 inches. Empty CG is calculated as empty moment divided by empty weight:  $108,750 \div 1,450 = 75.0$  inches. This basic computation produces the empty CG for the weight and balance record.
10. 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 filiform, pitting, and galvanic corrosion.
11. D — The airworthiness certificate and required 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 records, and owner insurance are not part of the regulatory records review.
12. B — 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.
13. A — 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. Insurance carriers, manufacturer service divisions, and ASIs acting without FSDO involvement are not the regulatory authority for special flight permit issuance.
14. C — 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.
15. D — Replace the propeller blade before return to service. A 1.5-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 cracks exceeding limits.
16. 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). Paragraphs (a) and (b) address major alterations and major repairs respectively; Appendix B addresses records; Appendix D is the inspection scope.
17. 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.
18. C — Require § 91.411 testing before IFR operation. Section 91.411 requires altimeter system testing within the preceding 24 calendar months for IFR operation in controlled airspace. A 25-

month lapse exceeds this requirement; the aircraft is not eligible for IFR operation until testing is complete.

19. A — 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.
20. 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. Registry notification, enforcement reporting, and grounding are not the regulatory requirements.
21. 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.
22. A — Not authorized because PMA approval is application-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.
23. D — 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, owner records, and pilot logbooks are not the regulatory display positions.
24. B — 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.
25. A — Replace the cable before return to service. AC 43.13-1B Chapter 7 establishes that broken strands at pulleys — where cables undergo cyclic flexing — are particularly consequential. A cable with multiple broken strands at a pulley location is an unairworthy condition requiring replacement before return to service.
26. 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 approval, manufacturer clearance, and owner preferences are not the required certification language.
27. D — Applicable aircraft by make, model, and serial number. The Approved Model List identifies applicable aircraft by make, model, and often serial number range. Licensing fees, warranty coverage, and dealer networks are commercial matters, not AML regulatory content.

28. 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 standards.
29. C — 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.
30. A — An A&P certificate with both ratings in effect for at least 3 years. Section 65.91(c)(1) requires the applicant to hold an A&P certificate with both airframe and powerplant ratings in effect for at least three years. Part 145 employment, course completion, and repair station certificates are not the specific regulatory requirement.
31. B — 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 FAA contact information are not included.
32. D — 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.
33. A — 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, any convenient temperature, and flight operating temperature are not the regulatory measurement standards.
34. C — Major repair requiring approved data and IA approval. Weld repair of landing gear attachment 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. 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.
36. B — Verify whether Revision D 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.

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 not affecting weight, Form 337 submissions alone, and field-approval-only situations are not the complete regulatory standard.
38. D — Type design conformity and 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. TCDS approval with owner acceptance, registration/insurance, and FSDO clearance are not the regulatory airworthiness criteria.
39. B — 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.
40. C — The FAA Aviation Safety Inspector's field approval. 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. The performing mechanic's conformity goes in Block 6; IA signature in Block 7; owner acceptance is not a Form 337 element.
41. 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. Power consumption, simplified installation, and hardware corrosion are not the primary bonding functions.
42. C — A non-conformity to approved type design. 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.
43. D — Total time in service and major alteration Form 337s. Section 91.417(a)(2) requires permanent retention and transfer of total time in service, life-limited parts status, AD compliance status, and major alteration Form 337s. Owner flight logs, billing invoices, and fuel records are not permanent records.
44. 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.
45. A — Flying an aircraft to a maintenance or repair facility. 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, demonstration flights, and student training are not permitted purposes.
46. D — 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

under such programs — including Part 91 general aviation — are within IA scope. Part 135 CAMP operations and Part 121 service are not within IA authority.

47. C — 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 certificate status are not affected by the specific condition.
48. 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 is separate from and in addition to the three-year A&P certification requirement.
49. D — Drain the water and sump 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. Additives, documentation, and monitoring are not substitutes for removing water from the fuel system.
50. C — All applicable ADs on aircraft, 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, airframe-specific, or terminating-action ADs.