PRACTICE EXAM 21: FAA IA KNOWLEDGE TEST SIMULATION

Practice Exam 21 — Questions 1 through 50

1. An IA is inspecting an aircraft and finds a major alteration that was performed under an STC. The STC data package specifies aluminum alloy 2024-T3 for the installation, but 7075-T6 was used instead. The regulatory disposition is:

A. Acceptable because the alloys are structurally similar

B. A non-conformity to approved data requiring resolution

C. Acceptable if the installer has relevant experience

D. Acceptable because both alloys are commonly used

2. Under 14 CFR § 43.11(a), the inspection record entry for an airworthy annual inspection must state:

A. The aircraft is approved for commercial passenger operations

B. The aircraft has been cleared by the manufacturer's representative

C. The aircraft has been inspected and determined airworthy

D. The aircraft meets the owner's operational preferences

3. An aircraft has an empty weight of 1,385 pounds and empty moment of 103,875 in-lb. The empty CG is:

A. 75.0 inches

B. 74.5 inches

C. 76.0 inches

D. 73.5 inches

4. Under 14 CFR § 91.207(c), an ELT battery must be replaced at the earlier of:

A. 24 calendar months from installation

B. 5 years from manufacturing date

C. 75 percent of useful life

D. 50 percent of useful life or 1 cumulative hour

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

A. Is acceptable if only one location shows low reading

B. Must be recovered before return to service

C. Is acceptable with additional doping applications

D. Passes inspection based on visual examination

6. A recurring airworthiness directive has been complied with at aircraft total time 6,425 hours. The AD requires recurring compliance every 100 hours. The next compliance is due at aircraft total time:

A. 6,525 hours

B. 6,550 hours

C. 6,575 hours

D. 6,600 hours

7. 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 (a)

B. Part 43 Appendix B, paragraph (b)

C. Part 43 Appendix D, paragraph (c)

D. Part 43 Appendix A, paragraph (c)

8. 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

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

A. Acceptable if the number of strands is minimal

B. An unairworthy condition requiring cable replacement

C. Acceptable with cable lubricant application

D. Acceptable if monitoring is performed at next inspection

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

A. On the aircraft's exterior fuselage in visible location

B. In the pilot's personal logbook documentation

C. In the aircraft owner's records system

D. At the cabin or cockpit entrance legible to passengers

11. 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 holder of an Inspection Authorization

B. Any certificated mechanic with appropriate rating

C. A Designated Engineering Representative exclusively

D. The aircraft owner with appropriate training

12. A mechanic is welding an aircraft engine mount. 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

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

A. Continue the inspection and note the lapse afterward

B. Require § 91.413 testing before IFR operation

C. Approve the aircraft for VFR operation only

D. Ignore the lapse if the transponder functions normally

14. Under 14 CFR § 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

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

A. Flying an aircraft to a maintenance or repair facility

B. Operating in commercial passenger service

C. Training student pilots in commercial operations

D. Conducting demonstration flights for buyers

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

A. Exfoliation corrosion

B. Pitting corrosion

C. Galvanic corrosion

D. Filiform corrosion

17. Under 14 CFR § 43.9(a)(4), the maintenance record entry must include:

A. The aircraft owner's acknowledgment 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 at completion

18. An IA inspecting an aircraft's propeller finds a 1-inch crack exceeding manufacturer dressing limits. The correct action is:

A. Replace the propeller blade before return to service

B. Apply a protective coating to the area

C. Monitor the crack at next inspection

D. Document the damage without immediate action

19. Under 14 CFR § 65.91(c), an applicant for Inspection Authorization must have:

A. Employment at a Part 145 certified repair station

B. Completion of an aviation technician course within 5 years

C. An A&P certificate with both ratings in effect for at least 3 years

D. A repair station certificate issued in the preceding 12 months

20. 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

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

A. The installer's current certification by the STC holder

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

C. The STC holder's current business license

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

22. 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

23. An IA is verifying AD compliance during an annual inspection. The verification covers:

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

B. Only the most recent 12 months of AD issuance

C. Only airframe-specific ADs for the aircraft type

D. Only ADs with terminating action options available

24. A mechanic is installing a PMA replacement part on an aircraft. The PMA approval is application-specific. Installation on a different application is:

A. Acceptable if the mechanical specifications match

B. Acceptable under alternate approval procedures

C. Not authorized because PMA approval is application-specific

D. Acceptable if the installer has comparable experience

25. Under § 43.15(c), the aircraft engine must be run during an annual or 100-hour inspection at:

A. The beginning of the inspection procedure

B. The midpoint of the inspection procedure

C. The mechanic's discretion based on weather

D. The end of the inspection for satisfactory performance

26. Under 14 CFR § 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

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

A. The warranty coverage period for the modification

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

C. The dealer network authorized to sell the STC

D. The pricing structure for STC licensing fees

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

A. An acceptable cosmetic issue during inspection

B. A minor discrepancy correctable at next maintenance

C. An acceptable condition under § 91.213(d) deferral

D. A non-conformity to approved type design

29. 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

30. Under 14 CFR § 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

D. Payment of an annual IA renewal fee

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

A. File an enforcement action with the local FSDO

B. Notify the Aircraft Registry of the findings

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

D. Ground the aircraft at a designated location

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

A. The date of completion of the work

B. The aircraft owner's authorization for the work

C. The mechanic's hourly labor rate

D. The aircraft's fuel consumption rate

33. The IA's airworthiness determination requires verification of:

A. TCDS approval and owner acceptance

B. Aircraft registration and insurance currency

C. FSDO clearance and certificate validity

D. Type design conformity and condition for safe operation

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

A. Ambient temperature without adjustment

B. Manufacturer-specified temperatures with tensiometer

C. Any convenient temperature for efficiency

D. Operating temperature during actual flight

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

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

B. The owner has renewed the certificate every 24 months

C. The aircraft remains registered in the United States

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

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

A. To ensure RF performance and lightning protection

B. To reduce the aircraft's electrical power consumption

C. To simplify the installation procedure

D. To prevent corrosion of the mounting hardware

37. The IA's records review verifies currency of required periodic inspections, including:

A. The aircraft owner's commercial pilot rating status

B. The aircraft's monthly operational flight records

C. The aircraft owner's annual insurance renewal

D. The altimeter, transponder, and ELT inspections

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

A. 24 calendar months

B. 12 calendar months

C. 6 calendar months

D. 18 calendar months

39. The IA performing an annual inspection finds an unairworthy condition. The appropriate action is:

A. Continue the inspection to identify all discrepancies

B. Stop inspection and notify the local FSDO

C. Correct the condition immediately and continue inspecting

D. Consult the aircraft manufacturer before proceeding

40. 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. Not maintained under a continuous airworthiness program

D. Operated exclusively for Part 121 commercial service

41. A mechanic has identified approved data sources for a major alteration. Which qualifies as approved data?

A. A general FAA Order manual reference

B. A Supplemental Type Certificate applicable to the aircraft

C. Manufacturer service bulletins not in an AD

D. A written opinion from the mechanic's employer

42. 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

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

A. Research of airworthiness directives applicable to aircraft

B. Form 337 electronic submission capability

C. Aircraft registration with the Aircraft Registry

D. Special flight permit issuance procedures

44. A mechanic is inspecting an aircraft's fuel system and finds 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. Drain the water and continue sumping until water-free

D. Note the finding in the pilot's operating handbook

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

A. Every routine oil change regardless of impact

B. Any maintenance requiring a Form 337 submission

C. Major alterations under field approval only

D. Maintenance that may appreciably change weight or balance

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

A. A directory of Inspection Authorization holders

B. Reference materials for regulations, ADs, and TCDS questions

C. Specific aircraft maintenance history records

D. Contact information for FAA officials

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

A. Retain the certificate as a personal record

B. Submit the certificate to the Aircraft Registry

C. Return FAA Form 8310-5 to the Administrator

D. File the certificate with the local FSDO

49. A Type Certificate Data Sheet specifies the approved fuel grade. An aircraft fueled with a grade below the TCDS specification represents:

A. Acceptable under emergency conditions

B. Acceptable if the pilot manages power conservatively

C. Not addressed by the TCDS fuel specification

D. A non-conformity to approved type design

50. 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 FAA Aviation Safety Inspector's field approval

D. The aircraft owner's acceptance signature

PRACTICE EXAM 21: ANSWER KEY AND EXPLANATIONS

1. B — A non-conformity to approved data requiring resolution. An STC data package specifies approved materials as part of the approved design. Substituting a different alloy is a non-conformity to approved data, regardless of structural similarity, installer experience, or commonality of usage. The deviation must be resolved before airworthiness can be affirmed.

2. 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.

3. A — 75.0 inches. Empty CG is calculated as empty moment divided by empty weight: 103,875 ÷ 1,385 = 75.0 inches. This basic computation produces the empty CG for the weight and balance record.

4. D — 50 percent of useful life or 1 cumulative hour. Section 91.207(c) requires ELT battery replacement at the earlier of 50 percent of useful life or 1 cumulative hour of transmission. Installation date, manufacturing date, and 75-percent thresholds are not the regulatory criteria.

5. B — 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 regulatory substitutes.

6. A — 6,525 hours. The next compliance is calculated by adding the recurring interval to the last compliance time: 6,425 + 100 = 6,525 hours. Simple addition of the recurring interval produces the next-due time for any recurring AD.

7. D — 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.

8. 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.

9. 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 location is an unairworthy condition requiring replacement before return to service.

10. 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, logbooks, and owner records are not the regulatory display positions.

11. A — 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, DERs, and owners cannot approve major alterations.

12. D — Major repair requiring approved data and IA approval. Weld repair of an engine mount 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.

13. B — 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 (IFR) until testing is complete.

14. 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.

15. 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, student training, and demonstration flights are not permitted purposes.

16. D — 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. 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 acknowledgment, labor rates, and market values are not regulatory requirements.

18. 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, monitoring, and documentation are not appropriate responses to cracks exceeding limits.

19. C — 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.

20. 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.

21. 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. Installer certification, owner training, and business licensing are not regulatory verification elements.

22. 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.

23. A — 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.

24. C — 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 application is not authorized for a different application, regardless of mechanical similarity or installer experience.

25. D — 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.

26. 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. Personal experience, owner preferences, and FSDO regional guidance are not accurate regulatory summaries.

27. B — Applicable aircraft by make, model, and serial number. The Approved Model List identifies applicable aircraft by make, model, and often serial number range. Warranty coverage, dealer networks, and pricing are commercial matters, not AML regulatory content.

28. D — 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.

29. 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.

30. 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.

31. C — 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. Enforcement reporting, Registry notification, and grounding are not the regulatory requirements.

32. A — 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 fuel consumption are not required elements.

33. 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.

34. B — 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, any convenient temperature, and flight operating temperature are not the regulatory measurement standards.

35. C — 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.

36. A — To 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.

37. D — 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. Pilot ratings, operational time, and owner insurance are not part of the regulatory records review.

38. 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.

39. A — Continue the inspection to identify all discrepancies. An IA performing an annual inspection continues the complete inspection after identifying unairworthy conditions. The full inspection ensures the discrepancy list is comprehensive and that additional unairworthy conditions, if present, are identified and communicated to the owner.

40. C — 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.

41. B — A Supplemental Type Certificate applicable to the aircraft. STCs applicable to the specific aircraft constitute approved data for major alterations. FAA Orders, non-AD service bulletins, and employer opinions do not qualify as approved data.

42. 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.

43. A — 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.

44. C — Drain the water and continue sumping until 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 POH notation are not substitutes for removing water.

45. 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 oil changes not affecting weight, Form 337 submissions alone, and field-approval-only situations are not the complete regulatory standard.

46. 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. IA directories, specific maintenance records, and FAA contact information are not included.

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 — 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.

49. D — A non-conformity to 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 non-addressal do not change the non-conformity classification.

50. 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 IA signature goes in Block 7; performing mechanic's conformity in Block 6; owner acceptance is not a Form 337 element.