PRACTICE EXAM 24: FAA IA KNOWLEDGE TEST SIMULATION

Practice Exam 24 — Questions 1 through 50

1. An IA is inspecting an aircraft and discovers a major alteration was performed 4 years ago using a field approval. The Form 337 Block 3 contains an ASI's signature, but the alteration was subsequently installed on a second aircraft of the same make and model without a new field approval. The second aircraft's installation is:

A. Acceptable because the Form 337 documentation exists

B. Not authorized without separate approved data for the second aircraft

C. Acceptable if the two aircraft are structurally identical

D. Acceptable if the owner documents the similarity

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

A. Inspected and determined to be in airworthy condition

B. Approved for commercial passenger service operations

C. Cleared by the aircraft's original manufacturer

D. Ready for continued operational maintenance

3. A recurring airworthiness directive has been complied with at aircraft total time 5,675 hours. The AD requires recurring compliance every 125 hours. The next compliance is due at aircraft total time:

A. 5,775 hours

B. 5,795 hours

C. 5,815 hours

D. 5,800 hours

4. 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. Three times the fastener diameter

C. Two times the fastener diameter

D. Five times the fastener diameter

5. 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 B, paragraph (b)

C. Part 43 Appendix D, paragraph (a)

D. Part 43 Appendix A, paragraph (a)

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

A. Apply cable lubricant to extend service life

B. Note the condition and monitor progression

C. Continue flight operations with monitoring

D. Replace the cable before return to service

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

A. The beginning of the inspection for warming

B. The end of the inspection for satisfactory performance

C. The midpoint of the inspection for verification

D. The mechanic's discretion based on weather

8. A mechanic is welding an aircraft landing gear attachment bracket. 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 not requiring documentation

9. 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

10. An aircraft has an empty weight of 1,745 pounds and empty moment of 131,550 in-lb. The empty CG is:

A. 75.4 inches

B. 74.5 inches

C. 76.0 inches

D. 73.5 inches

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

A. The aircraft owner's acceptance of the work

B. The mechanic's hourly labor rate for the work

C. The signature and certificate number of the approving person

D. The aircraft's current market value at completion

12. 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

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

A. Any certificated mechanic with appropriate rating

B. A pilot holding commercial certificate privileges

C. The aircraft owner with appropriate training

D. The holder of an Inspection Authorization

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

A. Only the most recent 12 months of AD issuance

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

C. Only airframe-specific ADs for the aircraft type

D. Only ADs with terminating action options available

15. Under AC 43.13-1B Chapter 6, the form of corrosion that produces visible lifting or flaking of metal surface layers is:

A. Filiform corrosion

B. Pitting corrosion

C. Exfoliation corrosion

D. Galvanic corrosion

16. 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

17. 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

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

A. Completion of an aviation technician course within 5 years

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

C. Employment at a Part 145 certified repair station

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

19. An IA is inspecting an aircraft's propeller and finds a 1.5-inch crack exceeding manufacturer dressing limits. The appropriate action is:

A. Apply a protective coating over the crack

B. Monitor the crack at next inspection

C. Replace the propeller blade before return to service

D. Document the damage without immediate action

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

A. 24 calendar months

B. 18 calendar months

C. 6 calendar months

D. 12 calendar months

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

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

B. The installer's certification by the STC holder

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

D. The STC holder's current business license

22. 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 employee of the aircraft's original manufacturer

D. The person approving the aircraft for return to service

23. A Supplemental Type Certificate's Approved Model List 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

24. 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. 50 percent of useful life or 1 cumulative hour of transmission

D. 75 percent of useful life has expired

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

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

B. A complete database of all current FAA regulations

C. A directory of Inspection Authorization holders

D. Contact information for FAA officials

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

A. 24 calendar months

B. 18 calendar months

C. 6 calendar months

D. 12 calendar months

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

A. Based on the mechanic's personal training experience

B. Specified by the aircraft owner's preferences

C. In the manual or acceptable to the Administrator

D. From the local FSDO's regional guidance

28. A mechanic is installing a PMA replacement part on an aircraft. The PMA approval is specific to a particular aircraft application. Installation on a different application is:

A. Not authorized because PMA approval is application-specific

B. Acceptable if the mechanical specifications match

C. Acceptable under alternate approval procedures

D. Acceptable if the installer has comparable experience

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

A. Ground the aircraft at a designated location

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

C. Notify the Aircraft Registry of the findings

D. File an enforcement action with the local FSDO

30. The 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. Approve the aircraft for VFR operation only

C. Require § 91.413 testing before IFR operation

D. Ignore the lapse if the transponder functions normally

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

A. Any convenient temperature for efficiency

B. Manufacturer-specified temperatures with tensiometer

C. Ambient temperature without adjustment

D. Operating temperature during actual flight

32. 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. 96 hours of the return-to-service signature

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

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

A. A non-conformity to approved type design

B. An acceptable cosmetic issue

C. A minor discrepancy correctable at next maintenance

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

34. Under 14 CFR § 43.9(a)(2), the maintenance record entry must include:

A. The aircraft owner's authorization for the work

B. The mechanic's hourly labor rate

C. The date of completion of the work

D. The aircraft's fuel consumption rate

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 has not been sold to a new owner

D. The aircraft remains registered in the United States

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

A. TCDS approval and owner acceptance

B. Type design conformity and condition for safe operation

C. Aircraft registration and insurance currency

D. FSDO clearance and airworthiness certificate

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

A. Maintenance that may appreciably change weight or balance

B. Every routine oil change regardless of impact

C. Any maintenance requiring Form 337 submission

D. Major alterations under field approval only

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

A. Reduce the aircraft's electrical power consumption

B. Simplify the installation procedure

C. Prevent corrosion of the mounting hardware

D. Ensure RF performance and lightning protection

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

A. Holding a current airman medical certificate

B. Completing recurrent pilot flight training

C. Performing annual inspections per 90-day period

D. Payment of an annual IA renewal fee

40. An IA inspecting a landing gear strut finds internal corrosion reducing structural integrity. The condition affects:

A. The aircraft's certificate of registration validity

B. The aircraft's condition for safe operation

C. The pilot's medical certification status

D. The aircraft's commercial operator certificate

41. 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

42. The IA performing an annual inspection verifies all applicable airworthiness directives have been complied with. This verification 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

43. 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. Drain the water and continue sumping until water-free

C. Document the condition for next inspection

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

44. The IA's records review verifies currency of which required periodic inspections?

A. The aircraft owner's commercial pilot rating status

B. The aircraft's monthly operational flight records

C. The altimeter, transponder, and ELT inspections

D. The aircraft owner's annual insurance renewal

45. Under 14 CFR § 65.95(b), when the Inspection Authorization expires, the holder must:

A. Retain the certificate as a personal record

B. Submit the certificate to the Aircraft Registry

C. File the certificate with the local FSDO

D. Return FAA Form 8310-5 to the Administrator

46. 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

D. The local Aviation Safety Inspector without FSDO involvement

47. Under 14 CFR § 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

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

A. Submission of Form 337 documentation electronically

B. Research of airworthiness directives applicable to aircraft

C. Registration of aircraft with the Aircraft Registry

D. Issuance of special flight permits for ferry operations

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

A. The aircraft is sold to a new registered owner

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

C. The next annual inspection is completed

D. Five years from the original work completion date

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

A. The FAA Aviation Safety Inspector's field approval

B. The IA's return-to-service approval signature

C. The performing mechanic's conformity statement

D. The aircraft owner's acceptance signature

PRACTICE EXAM 24: ANSWER KEY AND EXPLANATIONS

1. B — Not authorized without separate approved data for the second aircraft. A field approval applies only to the specific aircraft identified on the approved Form 337. Equivalent installations on different aircraft require their own approved data — either a new field approval, an STC, or other FAA-approved source. Structural similarity and owner documentation do not extend the original field approval.

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

3. D — 5,800 hours. The next compliance is calculated by adding the recurring interval to the last compliance time: 5,675 + 125 = 5,800 hours. Simple addition of the recurring interval produces the next-due time for any recurring AD.

4. C — 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.

5. 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.

6. D — 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 broken strands at a pulley location is an unairworthy condition requiring replacement before return to service.

7. B — 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.

8. 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.

9. 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.

10. A — 75.4 inches. Empty CG is calculated as empty moment divided by empty weight: 131,550 ÷ 1,745 = 75.39, which rounds to 75.4 inches. This basic computation produces the empty CG for the weight and balance record.

11. C — 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.

12. 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.

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

14. B — 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.

15. C — 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.

16. 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.

17. 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.

18. B — 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. Course completion, Part 145 employment, and repair station certificates are not the specific regulatory requirement.

19. C — 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.

20. D — 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.

21. A — 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. 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.

23. 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.

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

25. A — 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.

26. D — 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.

27. 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. Personal training, owner preferences, and FSDO regional guidance are not accurate regulatory summaries.

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

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

30. C — 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.

31. 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. Any convenient temperature, ambient conditions, and flight operating temperature are not the regulatory measurement standards.

32. D — 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.

33. A — 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.

34. C — 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.

35. D — 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. B — 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.

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 — 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.

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

40. B — 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.

41. 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.

42. 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.

43. B — 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 from the fuel system.

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

45. D — 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.

46. 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.

47. 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. Commercial certificates and Part 135 CAMP operations are not within IA authority.

48. B — 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.

49. 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.

50. A — 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.