PRACTICE EXAM 29: FAA IA KNOWLEDGE TEST SIMULATION

Practice Exam 29 — Questions 1 through 50

1. An IA is inspecting an aircraft's records and discovers a Form 337 for a major alteration with a signature in Block 3 but no IA signature in Block 7. The alteration was performed 18 months ago. The aircraft's regulatory status is:

A. Airworthy if the alteration has operated normally since installation

B. Unairworthy — return-to-service approval under § 43.7(b) was never completed

C. Airworthy because the field approval in Block 3 authorized the work

D. Airworthy if the installer was a certificated A&P mechanic

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

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

3. 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

4. A recurring airworthiness directive has been complied with at aircraft total time 3,450 hours. The AD requires compliance every 75 hours. The next compliance is due at aircraft total time:

A. 3,500 hours

B. 3,515 hours

C. 3,525 hours

D. 3,545 hours

5. 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. Any certificated mechanic with appropriate rating

B. The holder of an Inspection Authorization

C. A Designated Engineering Representative exclusively

D. The aircraft owner with appropriate training

6. An IA is inspecting an aircraft's propeller and finds a 1.6-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. Document the damage without immediate action

D. Replace the propeller blade before return to service

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 (c)

B. Part 43 Appendix B, paragraph (b)

C. Part 43 Appendix D, paragraph (a)

D. Part 43 Appendix A, paragraph (a)

8. 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

9. 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

10. A mechanic is welding an aircraft engine mount. The work is classified as:

A. Preventive maintenance under § 43.3(g)

B. Major repair requiring approved data and IA approval

C. Minor repair within A&P mechanic authority

D. Routine maintenance not requiring documentation

11. An aircraft has an empty weight of 1,560 pounds and empty moment of 116,220 in-lb. The empty CG is:

A. 74.5 inches

B. 75.0 inches

C. 76.0 inches

D. 73.5 inches

12. 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

C. The aircraft has been inspected and determined airworthy

D. The aircraft meets owner operational preferences

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

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

B. At the cabin or cockpit entrance legible to passengers

C. In the pilot's personal logbook documentation

D. In the aircraft owner's records system

14. 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

C. A guarantee of operational reliability

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

15. An IA is inspecting a flight control cable at a pulley location and finds 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

16. 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

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

A. Operating in commercial passenger service

B. Training student pilots in commercial operations

C. Conducting demonstration flights for buyers

D. Flying an aircraft to a maintenance or repair facility

18. 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 TCDS, regulations, ADs, or flight manual

C. The mechanic's professional recommendations

D. The aircraft's insurance policy specifications

19. 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 person approving the aircraft for return to service

B. The aircraft owner at the time of the work

C. The mechanic's IA certificate holder of record

D. The employee of the aircraft's original manufacturer

20. The IA performing a pre-inspection records review discovers the aircraft's transponder 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 § 91.413 testing before IFR operation

D. Ignore the lapse if the transponder functions normally

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

A. The aircraft owner's authorization

B. The mechanic's hourly labor rate

C. The aircraft's fuel consumption rate

D. The date of completion of the work

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

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

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

A. Based on the mechanic's personal training

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

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 mechanical specifications match

B. Not authorized because PMA approval is application-specific

C. Acceptable under alternate approval procedures

D. Acceptable if installer has comparable experience

25. 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

C. The aircraft's current market value

D. The signature and certificate number of the approving person

26. An IA is inspecting an aircraft's ELT and must verify:

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

B. Compatibility with the aircraft's transponder system

C. Performance on all ATC radar frequencies

D. The ELT's manufacturing date and warranty coverage

27. 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

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

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

A. Ground the aircraft at a specific location

B. Notify the Aircraft Registry of the findings

C. File an enforcement action with the local FSDO

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

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

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

B. The aircraft is sold to a new registered owner

C. The next annual inspection is completed

D. Five years from the work completion date

31. 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

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

A. Ambient temperature without adjustment

B. Any convenient temperature for efficiency

C. Operating temperature during flight

D. Manufacturer-specified temperatures with tensiometer

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

A. Type design conformity and condition for safe operation

B. TCDS approval and owner acceptance

C. Aircraft registration and insurance currency

D. FSDO clearance and airworthiness certificate

34. 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

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

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

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

A. The aircraft remains registered in the United States

B. The owner has renewed the certificate every 24 months

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

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

37. Under 14 CFR § 65.95(a)(1), the IA may approve major repairs for return to service on aircraft NOT maintained under:

A. A progressive inspection program under § 91.409(d)

B. A 100-hour inspection program under § 91.409(b)

C. A continuous airworthiness program under Part 121 or 127

D. An alternative inspection program approved by FAA

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

A. The aircraft owner's commercial pilot rating status

B. The altimeter, transponder, and ELT inspections

C. The aircraft's monthly operational flight records

D. The aircraft owner's annual insurance renewal

39. 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

40. 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 Form 337 submission

C. Maintenance that may appreciably change weight or balance

D. Major alterations under field approval only

41. 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. Payment of an annual IA renewal fee

D. Completing recurrent pilot flight training

42. 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

43. 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

44. 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. Weld repair of an engine mount attachment

D. Installation of an approved replacement filter

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

A. Continue the inspection to identify all discrepancies

B. Stop the inspection at the first discrepancy

C. Correct the condition immediately and continue

D. Consult the FSDO before further inspection

46. 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 pilot's medical certification status

C. The aircraft's commercial operator certificate

D. The aircraft's condition for safe operation

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

A. The aircraft's insurance carrier as a safety measure

B. The FAA through the local Flight Standards District Office

C. The aircraft manufacturer's service division

D. The local Aviation Safety Inspector without FSDO involvement

48. 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

D. Contact information for FAA officials

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

A. Submission of Form 337 documentation electronically

B. Registration of aircraft with the Aircraft Registry

C. Research of airworthiness directives applicable to aircraft

D. Issuance of special flight permits for ferry operations

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

A. Return FAA Form 8310-5 to the Administrator

B. Retain the certificate as a personal record

C. Submit the certificate to the Aircraft Registry

D. File the certificate with the local FSDO

PRACTICE EXAM 29: ANSWER KEY AND EXPLANATIONS

1. B — Unairworthy — return-to-service approval under § 43.7(b) was never completed. A field approval in Block 3 authorizes the alteration data, but § 43.7(b) separately requires an IA's Block 7 signature to return the aircraft to service after a major alteration. Without that approval, the aircraft was never properly returned to service and remains unairworthy regardless of operational history or installer qualifications.

2. D — 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.

3. 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.

4. C — 3,525 hours. The next compliance is calculated by adding the recurring interval to the last compliance time: 3,450 + 75 = 3,525 hours. Simple addition of the recurring interval produces the next-due time for any recurring AD.

5. 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. A&P mechanics without IA privileges, DERs, and owners cannot approve major alterations.

6. D — Replace the propeller blade before return to service. A 1.6-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.

7. 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.

8. 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.

9. 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.

10. B — 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.

11. A — 74.5 inches. Empty CG is calculated as empty moment divided by empty weight: 116,220 ÷ 1,560 = 74.5 inches. This basic computation produces the empty CG for the weight and balance record.

12. 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.

13. B — 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.

14. D — 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.

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

16. 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.

17. D — 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.

18. B — 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.

19. A — 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.

20. 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 25-month lapse exceeds this requirement; the aircraft is not eligible for operation in controlled airspace (IFR) until testing is complete.

21. D — 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.

22. 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.

23. 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.

24. B — 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 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.

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

27. 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.

28. 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.

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

30. A — 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.

31. 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.

32. D — 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.

33. A — 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 — 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.

35. D — 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.

36. A — 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. Periodic renewal, ownership transfers, and flight hour minimums do not affect certificate validity directly.

37. C — A continuous airworthiness program under Part 121 or 127. Section 65.95(a)(1) specifically prohibits IA approval for aircraft maintained under continuous airworthiness programs under Part 121 or 127. Progressive inspections, 100-hour inspections, and alternative inspection programs are within IA scope for Part 91 aircraft.

38. B — 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.

39. 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.

40. C — 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.

41. 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, renewal fees, and flight training are not IA renewal activities.

42. 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.

43. 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.

44. C — 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.

45. 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.

46. D — 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.

47. B — The FAA through the local Flight Standards District Office. Section 21.197 authority resides with the FAA, exercised through the local Flight Standards District Office. Insurance carriers, manufacturer service divisions, and ASIs acting without FSDO involvement are not the regulatory authority for special flight permit issuance.

48. 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.

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

50. 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.