

PRACTICE EXAM 6: FAA IA

KNOWLEDGE TEST SIMULATION

Practice Exam 6 — Questions 1 through 50

1. An IA is inspecting an aircraft's flight control cable system and observes broken strands along a straight cable run. The condition is most appropriately assessed against:

- A. The aircraft owner's maintenance preferences
- B. The mechanic's professional judgment of severity
- C. The nearest Flight Standards District Office
- D. AC 43.13-1B Chapter 7 wear and broken-strand limits

2. Under § 43.7(b), approval for return to service after a minor alteration may be granted by:

- A. The aircraft owner upon completion of the work
- B. A certificated mechanic with appropriate rating
- C. The local Flight Standards District Office
- D. The Inspection Authorization holder only

3. The Supplemental Type Certificate is issued to whom?

- A. The aircraft owner's insurance broker
- B. The FAA Aviation Safety Inspector overseeing the modification
- C. The STC holder, typically the modification manufacturer

D. The Aircraft Registry's permanent filing office

4. Section 43.13(a) requires each person performing maintenance to use methods, techniques, and practices prescribed in what reference?

A. The current manufacturer's maintenance manual or acceptable to the Administrator

B. A mechanic's personal experience and training background

C. The original installation procedures from the aircraft manufacturer

D. The FAA Dynamic Regulatory System's approved procedure library

5. A mechanic has identified filiform corrosion on a painted aluminum surface. The characteristic appearance is:

A. A uniform powdery deposit across the exposed metal

B. Deep pits penetrating the metal substrate

C. Blistering paint over corroded pockets

D. Thread-like patterns beneath the paint film

6. The IA's verification that an STC is actually applicable to the specific aircraft includes confirmation of which characteristic?

A. Make, model, and serial number on the Approved Model List

B. The aircraft's total time in service at installation

C. The owner's consent to the modification

D. The aircraft's certificate of registration currency

7. The regulatory basis for the Inspection Authorization holder's privileges and limitations is found in:

- A. 14 CFR § 65.91 eligibility requirements
- B. 14 CFR § 65.95 privileges and limitations
- C. 14 CFR § 43.9 maintenance record requirements
- D. 14 CFR § 91.409 annual inspection requirement

8. An airworthiness directive requires compliance before further flight after being issued on April 20, 2025. The aircraft was last operated on April 25, 2025. On April 28, the owner learns of the AD. The aircraft's regulatory status is:

- A. Airworthy because the owner was unaware of the AD
- B. Airworthy because the AD is less than two weeks old
- C. Airworthy if the aircraft has been hangared since April 20
- D. Unairworthy until AD compliance is accomplished

9. A mechanic is installing an approved replacement part and discovers the packaging and documentation appear inconsistent with the manufacturer's standard format. The appropriate response is to:

- A. Install the part and note the concern in the logbook
- B. Accept the part and proceed with the installation
- C. Investigate the part's approval status before installation
- D. Return the part to the distributor without further action

10. Under § 65.93, an IA may renew the authorization by demonstrating what type of activity?

- A. Performance of annual inspections or equivalent maintenance
- B. Payment of an annual renewal fee to the FAA

- C. Completion of recurrent medical examinations
- D. Transfer of the authorization to a new FSDO

11. An aircraft altered through the installation of an STC-approved cargo door has had the installation documented on Form 337. The Form 337 Block 8 description should include:

- A. The owner's contact information for future correspondence
- B. Specific identification of the work, the STC reference, and required details
- C. The estimated market value increase from the alteration
- D. The mechanic's availability for future warranty service

12. Under 14 CFR § 21.197(a), a special flight permit may be issued for flying an aircraft to:

- A. A base where repairs or maintenance will be performed
- B. A passenger-for-hire operation destination
- C. A flight training facility for student instruction
- D. An air show for public demonstration purposes

13. The IA's required notation of the IA certification type on Form 337 Block 7 is:

- A. "AP" for Airframe/Powerplant
- B. "DR" for Designated Representative
- C. "RS" for Repair Station
- D. "IA" for Inspection Authorization

14. A mechanic has completed a differential compression test and obtained a reading of 48/80 on one cylinder. The Lycoming engine service limit is 60/80. The required action is:

- A. Document the reading and defer cylinder work to next inspection
- B. Perform an additional compression test to confirm the reading
- C. Address the cylinder before return to service
- D. Document the reading without any additional action

15. Section 43.11(a) requires the inspection record entry to state that the aircraft has been inspected in accordance with what reference?

- A. The type of inspection performed, such as an annual inspection
- B. The aircraft owner's personal inspection checklist
- C. The Advisory Circular 43.13-1B methods and techniques
- D. The manufacturer's field service representative recommendations

16. An aircraft's empty weight increased by 8.2 pounds after installation of new navigation equipment. The installation added weight at station 42.0 inches. The moment change produced is:

- A. +295.8 in-lb
- B. +344.4 in-lb
- C. +504.0 in-lb
- D. +622.4 in-lb

17. Under § 91.417(b), records of major repairs and major alterations must be retained and transferred with the aircraft. This requirement derives from which § 91.417 subsection?

- A. § 91.417(a)(1) covering ordinary maintenance

- B. § 91.417(a)(1) covering routine inspections
- C. § 91.417(a)(2) covering life-limited parts status
- D. § 91.417(a)(2) covering permanent records

18. An IA is evaluating whether an aircraft is eligible for a special flight permit. The assessment includes determination that:

- A. The aircraft is capable of safe flight for the specific permit purpose
- B. The aircraft has completed all annual inspections within the preceding year
- C. The aircraft meets all airworthiness requirements at full capacity
- D. The aircraft has no outstanding airworthiness directives

19. The IAR Knowledge Test draws its content from which primary reference document?

- A. The FAA General Administration Manual
- B. The Aircraft Manufacturer's Association Standards
- C. FAA-G-8082-11C Inspection Authorization Knowledge Test Guide
- D. The FAA Maintenance Excellence Handbook

20. Under 14 CFR § 43.9(a)(4), the maintenance record entry for work approving the aircraft for return to service must contain:

- A. The aircraft's serial number and registration
- B. The signature and certificate number of the approving person
- C. The work scope detailed in Part 43 Appendix D
- D. The owner's acknowledgment of the work performed

21. An IA performing a progressive inspection under § 91.409(d) must ensure that the cumulative inspection cycle covers:

- A. The manufacturer's recommended maintenance schedule only
- B. Selected items based on the IA's professional judgment
- C. Every item in the Part 43 Appendix D scope
- D. Items the owner requests at each segment

22. The FAA's authority to issue airworthiness directives is established under which Part?

- A. 14 CFR Part 39
- B. 14 CFR Part 43
- C. 14 CFR Part 65
- D. 14 CFR Part 91

23. An IA is inspecting a propeller and finds a 2.8-inch crack at the leading edge of a blade. The crack condition is:

- A. Within standard dressing limits and acceptable
- B. Correctable through touch-up and refinishing
- C. Requires documentation but no corrective action
- D. An unairworthy condition requiring repair or replacement

24. Under § 91.413, the ATC transponder test must be performed in accordance with which reference?

- A. AC 43.13-1B Chapter 11 electrical systems
- B. Part 43 Appendix F test procedures
- C. AC 43.9-1E Form 337 completion

D. AC 43.13-2B Chapter 11 avionics alterations

25. The IA's inspection of aircraft hardware involves verification that fasteners meet which specification standards?

- A. Commercial hardware specifications preferred by the owner
- B. The mechanic's personal specification preferences
- C. AN, MS, or NAS industry specifications
- D. The aircraft manufacturer's proprietary specifications only

26. A mechanic has been asked to inspect an aircraft that received a major alteration performed by another facility five years ago. The original Form 337 is present in the records. The mechanic should:

- A. Verify the STC data package referenced on the original Form 337 is current
- B. Create a new Form 337 to supersede the original
- C. Require the original facility to reinstall the alteration
- D. Perform the inspection without reference to the Form 337

27. A Special Flight Permit is issued with operating limitations. Which limitation is typically included?

- A. A requirement for the aircraft to be operated at night only
- B. A mandatory operation at maximum gross weight for economic efficiency
- C. An unrestricted cruise altitude for the ferry flight
- D. Restrictions on route, weight, or conditions for safe flight

28. The IA's record review finds multiple STC installations without apparent Form 337 documentation. The records are considered:

- A. Acceptable if the STCs are well-known and widely installed
- B. Incomplete and a significant discrepancy requiring correction
- C. Acceptable if the owner provides a verbal installation history
- D. Acceptable if the STC holder confirms the installation

29. Under AC 43.13-1B Chapter 4, a sheet metal patch must have fastener patterns with minimum spacing of:

- A. 2 times the fastener diameter
- B. 2.5 times the fastener diameter
- C. 3 times the fastener diameter
- D. 5 times the fastener diameter

30. An IA inspecting a bank of fuel tanks finds evidence of water in the tank sumps. The appropriate action is:

- A. Drain water and perform repeated sumping until water-free
- B. Document the condition and defer correction to next inspection
- C. Note the condition in the pilot's operating handbook
- D. Apply fuel additive to the remaining fuel in the tank

31. The FAA Aircraft Registry's master file of Form 337s provides what resource to the IA?

- A. A searchable record of previously filed major repair and alteration documentation
- B. A database of aircraft value estimates for insurance purposes

- C. A directory of certified maintenance facilities nationwide
- D. A reference library of manufacturer service bulletins

32. Under AC 43.13-1B Chapter 6, pitting corrosion is characterized by:

- A. A uniform appearance across large areas of metal
- B. Widespread discoloration without material loss
- C. Paint lifting over extended surface areas
- D. Localized penetration of the metal surface

33. An airworthiness directive has specified terminating action available as a permanent remedy. Once the terminating action is accomplished:

- A. The aircraft must continue the recurring compliance schedule
- B. The recurring compliance obligation is permanently relieved
- C. The AD automatically applies to other aircraft of the same model
- D. The AD must be re-evaluated at every inspection cycle

34. 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 person holding the aircraft's certificate of registration
- C. The person employed by the aircraft's manufacturer
- D. The person authorized under the IA's certificate

35. A mechanic performs a weld repair on a turbine engine mount. The work is classified as:

- A. Preventive maintenance under § 43.3(g)
- B. Minor repair within A&P authority
- C. Major repair requiring approved data and IA approval
- D. Routine maintenance without special documentation

36. Section 43.15(c) requires the aircraft engine to be run to determine satisfactory performance at what point in the inspection?

- A. Before the inspection begins
- B. In the middle of the inspection sequence
- C. Prior to the pre-inspection records review
- D. At the end of the inspection

37. Under § 91.417(b)(1), ordinary maintenance records must be retained until:

- A. Sold to a new owner or 10 years, whichever comes first
- B. Superseded by other work or one year, whichever comes first
- C. The aircraft is scrapped or destroyed
- D. The mechanic's certificate is revoked

38. A type certificate data sheet specifies approved engine models for an aircraft. An engine not on the list has been installed. The installation requires:

- A. Approved data authorizing the engine change
- B. Only the mechanic's professional judgment
- C. A minor alteration logbook entry

D. No additional documentation or approval

39. The IA is responsible for which of the following during an inspection?

- A. Estimating the aircraft's market value for insurance purposes
- B. Maintaining the aircraft owner's personal records and receipts
- C. Coordinating with the aircraft owner's flight training activities
- D. Independent airworthiness determination based on inspection findings

40. A mechanic is verifying bonding resistance at an antenna installation. The specification for typical acceptable bonding resistance is expressed in which units?

- A. Microamps of leakage current
- B. Ohms at standard test voltage
- C. Milliohms at the bonding interface
- D. Kiloohms over specified frequency ranges

41. An IA inspecting an aircraft with a wooden propeller finds blade damage at the leading edge. The repair authority depends on:

- A. The propeller's history of prior repairs
- B. The aircraft owner's preference for repair or replacement
- C. The local FSDO's field approval authority
- D. The type and extent of damage and applicable reference

42. Section 43.9 requires the maintenance record entry to include which of the following elements?

- A. The aircraft's hourly operating cost calculation

- B. The description of work performed and date of completion
- C. The mechanic's projected availability for future work
- D. The owner's agreement with the proposed future maintenance

43. A Supplemental Type Certificate's Approved Model List (AML) may include:

- A. Make, model, and serial number ranges of eligible aircraft
- B. The retail pricing structure for the STC modification
- C. The manufacturer's dealer network for installation
- D. The warranty coverage period of the modification

44. The IA approving a major repair for return to service must verify the three criteria of § 65.95(a)(1). Which is one of these criteria?

- A. The repair cost is within the owner's budget
- B. The repair is completed within 60 days of initiation
- C. The work was performed with technical data approved by the Administrator
- D. The repair is covered by aircraft insurance policy

45. Under 14 CFR § 91.417(a)(2), which record must be retained permanently and transferred with the aircraft?

- A. Status of airworthiness directive compliance
- B. Weekly logs of operational flight times
- C. Daily fuel consumption reports
- D. Owner's personal contact information

46. A mechanic's inspection of an ELT under § 91.207(d) finds the battery expiration date has passed. The correct action is to:

- A. Defer replacement until the next annual inspection
- B. Note the condition and continue operation
- C. Reset the battery's internal installation date
- D. Replace the battery before return to service

47. The IA's attestation supporting a Special Flight Permit application assesses:

- A. The owner's payment arrangements with the ferry pilot
- B. The aircraft's capability for safe flight under permit limitations
- C. The aircraft's market value for insurance during the ferry
- D. The departure airport's fuel supply arrangements

48. Under Part 43 Appendix A, which category of work includes the installation of an accessory not approved for the engine?

- A. Preventive maintenance under paragraph (c)
- B. Minor alteration within mechanic authority
- C. Major alteration requiring approved data
- D. Routine maintenance not requiring documentation

49. The FAA's Computer Testing Supplement FAA-CT-8080-8D provides the IA's knowledge test applicant with:

- A. A complete library of all current airworthiness directives
- B. A directory of certified Inspection Authorization holders
- C. The aircraft's specific maintenance records
- D. Reference materials for the IAR Knowledge Test

50. A mechanic's inspection of the landing gear finds an axle showing signs of wear beyond specification. The condition relates to which element of airworthiness?

- A. The aircraft's conformity to approved type design
- B. The aircraft's condition for safe operation
- C. The validity of the aircraft's registration
- D. The currency of the operator's pilot certification

PRACTICE EXAM 6: ANSWER KEY AND EXPLANATIONS

1. D — AC 43.13-1B Chapter 7 wear and broken-strand limits. Chapter 7 of AC 43.13-1B establishes the acceptable standards for control cable wear and broken strand counts. The standards are specific to cable location and configuration, and they are the authoritative reference the IA applies — not owner preferences, mechanic judgment alone, or FSDO consultation.
2. B — A certificated mechanic with appropriate rating. Section 43.7(b) authorizes a certificated mechanic with appropriate rating to approve aircraft for return to service after minor alterations. Minor alterations do not require IA approval — that privilege is reserved for major alterations, annual inspections, and progressive inspections under § 43.7(g).
3. C — The STC holder, typically the modification manufacturer. A Supplemental Type Certificate is issued by the FAA to the STC holder — usually the manufacturer or developer of the modification. The STC holder retains the rights to the modification and typically licenses its use through data packages provided for installation royalties.
4. A — The current manufacturer's maintenance manual or acceptable to the Administrator. Section 43.13(a) requires the use of methods prescribed in the current manufacturer's maintenance manual or Instructions for Continued Airworthiness, or other methods acceptable to the Administrator. The "acceptable to the Administrator" alternative is commonly satisfied by AC 43.13-1B.
5. D — Thread-like patterns beneath the paint film. 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 uniform surface corrosion, pitting, or blistering paint caused by other forms of corrosion.
6. A — Make, model, and serial number on the Approved Model List. An STC's Approved Model List identifies the specific aircraft by make, model, and often serial number range on which the STC may be installed. An aircraft outside the AML is not eligible for the STC's approved data, regardless of other similarities.
7. B — 14 CFR § 65.95 privileges and limitations. Section 65.95 is the regulatory basis for the IA's privileges and limitations, including the authority to approve major repairs, major alterations, annual inspections, and progressive inspections. Section 65.91 addresses eligibility; § 43.9 addresses records; § 91.409 addresses the annual inspection itself.

8. D — Unairworthy until AD compliance is accomplished. Section 39.9 establishes that an aircraft subject to an AD that has not been complied with is unairworthy. Owner awareness, AD age, and hangaring do not change this determination — the AD either has been complied with or it has not.
9. C — Investigate the part's approval status before installation. A part with inconsistent packaging or documentation is a potential Suspected Unapproved Part. The appropriate response is to investigate the part's approval status before installation, not to accept the part, note the concern after installation, or return without investigation.
10. A — Performance of annual inspections or equivalent maintenance. Section 65.93 specifies activity-based renewal, including performing annual inspections in proportion to the authorization period held, inspecting major repairs/alterations, progressive inspections, attending refresher courses, or passing an oral test. Renewal fees, medical examinations, and FSDO transfers are not renewal activities.
11. B — Specific identification of the work, the STC reference, and required details. AC 43.9-1E requires Form 337 Block 8 to describe the work with sufficient specificity that a future mechanic can verify conformity. This includes identification of the work, STC reference, and required details — not owner contact, market valuations, or warranty availability.
12. A — A base where repairs or maintenance will be performed. Section 21.197(a)(1) authorizes a special flight permit for flying an aircraft to a base where repairs, alterations, or maintenance will be performed. Passenger-for-hire, flight training, and public demonstrations are not among the permitted purposes.
13. D — "IA" for Inspection Authorization. Form 337 Block 7 requires identification of the type of certificate held by the approving person. The IA indicates Inspection Authorization in this field, distinguishing IA approvals from A&P mechanic signatures, repair station authorizations, and foreign certifications.
14. C — Address the cylinder before return to service. A compression reading of 48/80 is below the Lycoming service limit of 60/80, indicating excessive leakage past valves, rings, or head gasket. The cylinder must be addressed before return to service; documentation or repeat testing without corrective action does not restore airworthiness.
15. A — The type of inspection performed, such as an annual inspection. Section 43.11(a)(1) requires the entry to identify the type of inspection. For an annual inspection, the entry states that the aircraft has been inspected in accordance with an annual inspection. Owner checklists, AC references, and manufacturer recommendations are not the regulatory reference.
16. B — +344.4 in-lb. The moment change is weight multiplied by arm: $8.2 \times 42.0 = 344.4$ in-lb. Simple multiplication of weight and arm produces the moment change for any weight and balance revision.

17. D — § 91.417(a)(2) covering permanent records. Section 91.417(a)(2) addresses permanent records including total time in service, life-limited parts, AD compliance, and Form 337s for major alterations. These records must be retained permanently and transferred with the aircraft on sale.
18. A — The aircraft is capable of safe flight for the specific permit purpose. A special flight permit is appropriate when the aircraft is capable of safe flight for the specific limited purpose despite failing to meet airworthiness requirements. Complete airworthiness compliance, full annual inspections, and absence of ADs would make the permit unnecessary.
19. C — FAA-G-8082-11C Inspection Authorization Knowledge Test Guide. FAA-G-8082-11C is the FAA's authoritative guide to the IA Knowledge Test, establishing the subject matter knowledge areas, sample questions, and reference materials. The test content draws from this guide's framework.
20. B — The signature and certificate number of the approving person. Section 43.9(a)(4) requires the entry to include the signature and certificate number of the person approving the aircraft for return to service. Serial numbers, Appendix D scope, and owner acknowledgments are not required elements.
21. C — Every item in the Part 43 Appendix D scope. A progressive inspection program must ensure complete coverage of Part 43 Appendix D over the inspection cycle. Manufacturer schedules, mechanic judgment, and owner requests do not substitute for the regulatory Appendix D scope requirement.
22. A — 14 CFR Part 39. Part 39 is the regulatory framework governing airworthiness directives, establishing the FAA's authority to issue ADs and the operator's obligation to comply. Part 43 addresses maintenance; Part 65 addresses mechanics; Part 91 addresses operations.
23. D — An unairworthy condition requiring repair or replacement. A 2.8-inch crack at the leading edge of a propeller blade typically exceeds manufacturer dressing limits and constitutes an unairworthy condition. Propeller cracks cannot be simply dressed or refinished; repair or replacement is required.
24. B — Part 43 Appendix F test procedures. Section 91.413 specifies that transponder tests must be performed in accordance with Part 43 Appendix F. The Appendix establishes the specific test procedures, performance parameters, and acceptance criteria for ATC transponders.
25. C — AN, MS, or NAS industry specifications. Aircraft hardware must meet established industry specifications — AN (Army-Navy), MS (Military Standard), or NAS (National Aerospace Standards). Commercial hardware, mechanic preferences, and proprietary specifications alone are not acceptable for aircraft critical installations.
26. A — Verify the STC data package referenced on the original Form 337 is current. The IA inspecting an alteration five years after installation should verify that the STC data package referenced on the

Form 337 is current, that no subsequent revisions affect the installation, and that the alteration continues to conform to approved data.

27. D — Restrictions on route, weight, or conditions for safe flight. A special flight permit is issued with operating limitations appropriate to the specific operation and the aircraft's condition. Typical restrictions include route of flight, operating weight, VFR-only conditions, specified altitudes, and crew limitations — not night-only, maximum-weight, or unrestricted operations.
28. B — Incomplete and a significant discrepancy requiring correction. Multiple STC installations without Form 337 documentation are incomplete records. STCs are major alterations requiring Form 337, and the absence of documentation represents a significant discrepancy that must be addressed before airworthiness can be affirmed.
29. C — 3 times the fastener diameter. AC 43.13-1B Chapter 4 establishes minimum fastener spacing (pitch) of typically 3 times the fastener diameter. This spacing prevents stress concentration between fasteners and maintains the structural integrity of the repair.
30. A — Drain water and perform repeated sumping until water-free. Water in fuel tank sumps is drained, and sumping is repeated until fuel is water-free. This is a standard inspection action addressing a known fuel system concern. Deferral, POH notation, and fuel additives are not substitutes for removing water from the fuel system.
31. A — A searchable record of previously filed major repair and alteration documentation. The FAA Aircraft Registry maintains a master file of Form 337 submissions, accessible for research of an aircraft's maintenance history. Value estimates, maintenance facility directories, and service bulletin libraries are not Registry services.
32. D — Localized penetration of the metal surface. AC 43.13-1B Chapter 6 describes pitting corrosion as localized penetration of the metal surface, often small in surface area but deep. The pit formation distinguishes it from uniform surface corrosion, general discoloration, or paint lifting.
33. B — The recurring compliance obligation is permanently relieved. A terminating action AD provides an option to permanently relieve the recurring compliance obligation through a specified modification. Once the terminating action is accomplished and documented, the recurring obligation no longer applies.
34. 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.
35. C — Major repair requiring approved data and IA approval. Welded 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 — not preventive maintenance or routine documentation.

36. D — At the end of the inspection. Section 43.15(c) specifically requires the engine to be run to determine satisfactory performance at the end of the inspection. This verification confirms engine operation after all inspection work is complete; running the engine before or during the inspection does not satisfy the regulation.
37. B — Superseded by other work or one year, whichever comes first. Section 91.417(b)(1) requires ordinary maintenance records to be retained until the work is repeated or superseded by other work, or for one year, whichever comes first. Sale transfer, aircraft destruction, and certificate revocation are not the retention standard.
38. A — Approved data authorizing the engine change. Installation of an engine not on the TCDS approved list is a major alteration requiring approved data (STC or field approval). Mechanic judgment, minor alteration entry, or unapproved installation does not satisfy the regulation.
39. D — Independent airworthiness determination based on inspection findings. The IA is responsible for the independent airworthiness determination during inspection — a regulatory judgment applied to the specific aircraft. Market value, personal records, and flight training are not IA responsibilities.
40. C — Milliohms at the bonding interface. AC 43.13-1B Chapter 11 specifies bonding resistance requirements typically in milliohms. Low-resistance connections between metal components are essential for static discharge, fault current paths, and RF/lightning protection at antenna installations.
41. D — The type and extent of damage and applicable reference. Propeller damage authority depends on the type and extent of damage and the applicable reference (manufacturer dressing limits, AD requirements, or AC 43.13 standards). The repair history, owner preferences, and FSDO authority are secondary to the damage assessment.
42. B — The description of work performed and date of completion. Section 43.9(a) requires the entry to include the description of work performed and the date of completion, among other elements. Operating costs, future availability, and future maintenance agreements are not regulatory requirements.
43. A — Make, model, and serial number ranges of eligible aircraft. The STC's Approved Model List identifies eligible aircraft by make, model, and often serial number range. Pricing, dealer networks, and warranty coverage are commercial matters, not regulatory elements of the AML.
44. C — The work was performed with technical data approved by the Administrator. Section 65.95(a)(1) establishes three criteria for IA major work approval: the aircraft not under a continuous airworthiness program, work performed per Part 43, and work performed with FAA-approved technical data. Cost, time, and insurance are not regulatory criteria.

45. A — Status of airworthiness directive compliance. Section 91.417(a)(2) requires permanent retention and transfer of AD compliance status, along with total time, life-limited parts, and Form 337s. These records represent the aircraft's airworthiness baseline and transfer with the aircraft at sale.
46. D — Replace the battery before return to service. Section 91.207(c) requires ELT battery replacement when the expiration date is passed. An expired battery renders the ELT non-compliant with § 91.207; replacement is required before return to service, not deferral or reset.
47. B — The aircraft's capability for safe flight under permit limitations. The IA's attestation assesses whether the aircraft is capable of safe flight for the specific permit operation under the proposed limitations. Payment arrangements, market value, and airport fuel supply are not IA regulatory assessments.
48. C — Major alteration requiring approved data. Part 43 Appendix A paragraph (a) includes installation of an accessory not approved for the engine as a major alteration. This classification requires approved data, Form 337 documentation, and IA approval for return to service.
49. D — Reference materials for the IAR Knowledge Test. The Computer Testing Supplement FAA-CT-8080-8D contains curated regulatory excerpts, advisory circular portions, sample ADs, and TCDS references used as reference materials for questions on the IAR Knowledge Test.
50. B — The aircraft's condition for safe operation. Axle wear beyond specification affects the aircraft's mechanical integrity, which is a matter of condition for safe operation — the second element of the two-part airworthiness definition. It does not affect type design conformity, registration, or pilot certification.