

PRACTICE EXAM 7 SIMULATION

1. Under 14 CFR Part 91, a complete annual inspection is required within the preceding:
 - A. 12 calendar months
 - B. 100 hours of time in service
 - C. 24 calendar months

2. An aircraft used to carry persons for hire must have, in addition to the annual, a:
 - A. Progressive inspection only
 - B. 100-hour inspection
 - C. 50-hour inspection

3. A 100-hour inspection may be exceeded by up to 10 hours only when necessary to:
 - A. Allow the owner to schedule the work conveniently
 - B. Complete a cross-country flight for hire
 - C. Reach a place where the inspection can be performed

4. When a 100-hour inspection is overflowed by 6 hours to reach the inspection site, the excess time is:
 - A. Subtracted from the next 100-hour interval
 - B. Added as a bonus to the next interval
 - C. Disregarded entirely

5. An annual inspection may be approved for return to service by:

- A. A mechanic holding an Inspection Authorization
- B. Any certificated A&P mechanic
- C. The aircraft owner-operator

6. A 100-hour inspection may be performed and approved for return to service by:

- A. An IA holder only
- B. A certificated A&P mechanic
- C. A certificated repair station only

7. An Airworthiness Directive is issued by the FAA under which part of 14 CFR?

- A. Part 43
- B. Part 65
- C. Part 39

8. Compliance with an applicable Airworthiness Directive is:

- A. Mandatory and a condition of airworthiness
- B. Optional for Part 91 operators
- C. Required only for turbine aircraft

9. For most Part 91 operations, a manufacturer's service bulletin is:

- A. Advisory unless made mandatory by an AD
- B. Always mandatory regardless of an AD
- C. Mandatory only for the airframe

10. The document that defines an engine's approved configuration and operating limitations is the:

- A. Airworthiness Directive
- B. Service bulletin
- C. Type Certificate Data Sheet

11. A major modification that allows a product to deviate from its original type design in an FAA-approved way is documented by a:

- A. Supplemental Type Certificate
- B. Service letter
- C. Maintenance log entry only

12. A major repair or major alteration must be documented on:

- A. FAA Form 337
- B. The aircraft registration certificate
- C. The pilot's logbook

13. A required maintenance record entry must include the description, the date, the name (if different), and the:

- A. Aircraft's current market value
- B. Signature, certificate number, and kind of certificate held
- C. Next owner's contact information

14. The signature on a maintenance record entry constitutes:

- A. A guarantee the entire aircraft is airworthy

- B. A statement that no inspection is ever again required
- C. The approval for return to service for that work

15. "Time in service," for maintenance recordkeeping, is the time from when the aircraft:

- A. Leaves the surface until it touches down at the next landing
- B. Is started until it is shut down
- C. Departs the gate until it arrives at the gate

16. A life-limited turbine part that reaches its published limit must be:

- A. Removed from service and discarded
- B. Returned to service if it appears serviceable
- C. Overhauled and reinstalled

17. The recommended time between overhauls (TBO) for a Part 91 reciprocating engine is:

- A. A mandatory legal limit
- B. A manufacturer recommendation, not a legal limit
- C. Established by the FAA

18. Records of the current status of life-limited parts must be:

- A. Discarded after one year
- B. Kept only by the manufacturer
- C. Retained and transferred with the aircraft

19. Many AMT knowledge-test and maintenance questions are based on the handbook series designated:

- A. AC 43.13 only
- B. 14 CFR Part 1
- C. FAA-H-8083

20. Acceptable methods, techniques, and practices for aircraft inspection and repair, when no manufacturer data exists, may be found in:

- A. The aircraft flight manual
- B. AC 43.13-1B/2B
- C. The Type Certificate Data Sheet

21. The powerplant subject areas for the AMT certificate are defined in:

- A. 14 CFR Part 147, Appendix D
- B. 14 CFR Part 91, Subpart A
- C. 14 CFR Part 21

22. Certification, privileges, and renewal of the mechanic certificate are governed by:

- A. 14 CFR Part 65, Subpart D
- B. 14 CFR Part 39
- C. 14 CFR Part 43, Appendix A

23. When an AD references a service bulletin for the method of compliance, the service bulletin becomes:

- A. Permanently advisory
- B. Mandatory to the extent the AD requires
- C. Applicable only to new aircraft

24. A "calendar month" for inspection due dates expires:

- A. Exactly 30 days from the inspection
- B. On the same day-of-month one year later
- C. On the last day of the month one year later

25. A progressive inspection program, as an alternative to the annual/100-hour cycle, requires:

- A. No special authorization
- B. Inspection Authorization-level oversight
- C. Only the owner's approval

26. A major repair, if improperly done, might appreciably affect structural strength, performance, or powerplant operation. Such a repair must be accomplished using:

- A. Any convenient method
- B. The owner's preferred technique
- C. Approved data

27. Preventive maintenance, as defined in 14 CFR Part 43, Appendix A, may be performed by:

- A. A certificated pilot who owns the aircraft, on an aircraft not used in commercial service
- B. Only an IA holder
- C. Only the manufacturer

28. Records of routine maintenance (not inspection status, total time, or AD compliance) must be retained until the work is superseded or for:

- A. One year

- B. Five years
- C. The life of the aircraft only

29. The Airman Knowledge Test Report (AKTR) lists, for each missed question, a/an:

- A. Dollar penalty
- B. ACS code
- C. New test date requirement

30. An A&P mechanic without IA discovers a major alteration is needed. The mechanic may:

- A. Perform the work but needs appropriate approval for return to service
- B. Approve the major alteration alone
- C. Perform and approve it as preventive maintenance

31. The two ratings that together make up the full aircraft mechanic certificate are:

- A. Airframe and Powerplant
- B. Engine and Propeller
- C. General and Avionics

32. Before taking either rating-specific knowledge test, an applicant must first pass the:

- A. Airframe test
- B. Powerplant test
- C. General (AMG) test

33. An applicant adding the second rating within the required period after the first need not retake the:

- A. Powerplant practical
- B. Airframe oral
- C. General knowledge test

34. A turbine life-limited part is often tracked in cycles rather than hours because each cycle:

- A. Is easier to count than an hour
- B. Imposes a full thermal-stress (fatigue) load on rotating parts
- C. Is recorded automatically by the FAA

35. The compliance time specified in an AD may be expressed as:

- A. Only a calendar date
- B. A date, a number of hours, or "before next flight"
- C. Only operating cycles

36. A repair station is one of the entities authorized to approve for return to service a/an:

- A. Pilot logbook entry
- B. Aircraft registration
- C. Major repair, when appropriately rated

37. The current inspection status and AD compliance records must be:

- A. Discarded after each annual
- B. Retained and transferred with the aircraft
- C. Kept only by the FAA

38. A turbine engine overtemperature during start typically requires a:

- A. Mandatory hot-section inspection
- B. Routine oil change only
- C. New Type Certificate

39. A mechanic must use the manufacturer's overhaul manual section that lists acceptable part dimensions, called the:

- A. Equipment list
- B. Table of limits
- C. Weight and balance record

40. The eligibility experience for a single mechanic rating based on practical experience is generally:

- A. 6 months
- B. 12 months
- C. 18 months

41. An aircraft mechanic certificate applicant must be at least which age to be issued the certificate?

- A. 16 years old
- B. 18 years old
- C. 21 years old

42. A mechanic must be able to read, write, speak, and understand English because:

- A. It is a courtesy to other mechanics
- B. The FAA prefers it informally

C. Tests and maintenance documentation require precise communication

43. When an AD and a manufacturer's recommendation conflict, the document that governs is the:

A. Manufacturer's recommendation

B. Airworthiness Directive

C. Owner's preference

44. "Approved data" used for a major repair may include all of the following: TCDS, ADs, manufacturer manuals incorporated by reference, and:

A. The pilot's opinion

B. An STC or Form 337 field approval

C. A magazine article

45. The annual inspection and the 100-hour inspection differ primarily in:

A. What triggers them and who can sign them off

B. The depth of their inspection scope

C. The fuel grade required

46. A mechanic who exceeds the 100-hour limit by the allowed 10 hours to reach an inspection site has, regarding the next interval, effectively:

A. Gained 10 free hours

B. A reduced next interval by the excess flown

C. No change to the next interval

47. Details of AMT knowledge-test subject areas may be found in 14 CFR Part 147, Appendices B, C, and D, corresponding respectively to:

- A. Airframe, Powerplant, General
- B. General, Airframe, Powerplant
- C. Powerplant, General, Airframe

48. A mechanic must determine the privileges and limitations of the Inspection Authorization. The IA permits the holder to:

- A. Perform annuals and approve major repairs/alterations for return to service
- B. Issue new airworthiness certificates
- C. Revise the Type Certificate Data Sheet

49. When maintenance records are transferred with a sold aircraft, the records that must accompany it include total time in service, AD compliance, current inspection status, and:

- A. The seller's bank statement
- B. The original purchase receipt only
- C. The status of life-limited parts

50. A turbine engine's airworthiness limitations, including life limits, are published in the:

- A. Pilot's operating handbook only
- B. Airworthiness limitations section of the manufacturer's instructions
- C. Aircraft registration certificate

51. A mechanic must verify that a part's measured dimension meets the published service limit. If it exceeds the service limit, the part must be:

- A. Returned to service with a note
- B. Used until the next annual
- C. Reworked or replaced

52. The standardized FAA test code for the Aviation Maintenance Technician Powerplant knowledge test is:

- A. AMA
- B. AMG
- C. AMP

53. The Powerplant knowledge test consists of how many questions?

- A. 60 questions
- B. 100 questions
- C. 150 questions

54. The passing score for the Powerplant knowledge test is:

- A. 60%
- B. 70%
- C. 80%

55. FAA airman knowledge tests, including the AMP, use which answer format?

- A. Four options (A/B/C/D)
- B. True/false
- C. Three options (A/B/C)

56. As of April 14, 2026, a significant change to FAA airman knowledge tests was the:

- A. Removal of all figure-based questions
- B. Embedding of images directly into the questions
- C. Elimination of the passing score requirement

57. A mechanic completing a 100-hour inspection signs the record. This signature applies to:

- A. The entire aircraft's permanent airworthiness
- B. Only the airframe, never the powerplant
- C. The work performed in that inspection

58. A reciprocating engine operated under Part 91 has exceeded its published TBO. The engine is:

- A. Automatically grounded
- B. Required to be scrapped
- C. Able to continue in service based on condition

59. A mechanic must establish an aircraft's time in service for a 100-hour interval. This is based on:

- A. Wheels-off to wheels-on time
- B. Engine start to engine shutdown
- C. Tach time only

60. The reference standards a powerplant mechanic uses include the FAA-H-8083 handbooks, advisory circulars, and:

- A. Consumer product reviews
- B. Aircraft sales brochures

C. The applicable parts of 14 CFR

61. A mechanic discovers a discrepancy during an annual but holds only an A&P certificate. To approve the completed annual, the mechanic must:

- A. Sign it under the A&P certificate
- B. Treat it as a 100-hour inspection
- C. Have an IA holder perform and approve the annual

62. A turbine disk has reached 14,000 of its 14,000-cycle life limit. The required action is to:

- A. Recertify it for additional cycles
- B. Remove and discard the disk
- C. Continue using it if borescope shows no cracks

63. A maintenance entry lacks the certificate number of the approving person. The entry is:

- A. Acceptable if signed
- B. Acceptable if dated
- C. Incomplete and not in compliance

64. An Airworthiness Directive may require which of the following types of action?

- A. A one-time action, recurring inspection, operating limitation, or modification
- B. Only a one-time inspection
- C. Only a permanent grounding

65. A mechanic must determine which inspection an A&P alone may approve. The correct answer is the:

- A. Annual inspection
- B. Progressive inspection program
- C. 100-hour inspection

66. The FAA document presented to the Designated Mechanic Examiner showing knowledge-test results is the:

- A. Airman Knowledge Test Report (AKTR)
- B. Type Certificate Data Sheet
- C. FAA Form 337

67. A mechanic basing eligibility for both ratings on practical experience must show how many months of applicable experience?

- A. 18 months
- B. 24 months
- C. 30 months

68. A graduation document from an FAA-approved Part 147 school authorizes the applicant to:

- A. Skip the practical test entirely
- B. Take the applicable knowledge tests
- C. Issue their own certificate

69. A mechanic must apply the correct definition of a major alteration. A major alteration is a change to the type design:

- A. Not listed in the specifications, or not done by elementary operations
- B. That is always reversible

C. That requires no documentation

70. A reciprocating engine's required inspections under Part 91 include the annual, and for-hire operations add the:

- A. 100-hour inspection
- B. 25-hour inspection
- C. Daily inspection only

71. A turbine engine's life-limited rotating parts include:

- A. The combustor liner only
- B. The exhaust cone
- C. Turbine disks, compressor disks, and shafts

72. A mechanic must record the kind of certificate held in a maintenance entry. For an annual approval, this would be:

- A. Student pilot certificate
- B. Inspection Authorization (with A&P)
- C. Repairman certificate for avionics only

73. A service bulletin that an operator's approved maintenance program requires is:

- A. Always advisory
- B. Applicable only to the airframe
- C. Mandatory for that operator

74. A mechanic must determine the test allotted time for the AMP knowledge test, which is:

- A. 2 hours
- B. 1 hour
- C. 4 hours

75. A maintenance record entry's "approval for return to service" certifies that:

- A. The aircraft will never need maintenance again
- B. The specific work was completed satisfactorily
- C. The aircraft has been sold

76. A mechanic encounters an AD with a compliance time of "before next flight." This means the action must be completed:

- A. Before the aircraft flies again
- B. Within the next 100 hours
- C. At the next annual

77. An aircraft's annual inspection was completed on March 15. It expires on:

- A. March 15 of the following year
- B. March 31 of the following year
- C. April 15 of the following year

78. The FAA recognizes two ways to demonstrate the knowledge and skill for a mechanic certificate:

- A. Practical experience or completion of a Part 147 program
- B. Self-study or apprenticeship only
- C. Military service exclusively

79. A mechanic must determine whether work qualifies as preventive maintenance. Most powerplant work:

- A. Falls outside preventive maintenance and requires a certificated mechanic
- B. Is always preventive maintenance
- C. Requires no certification at all

80. A turbine engine's overhaul references the manufacturer's manual for clearances and torque values, which constitute:

- A. Advisory suggestions only
- B. Approved data for the overhaul
- C. The aircraft flight manual

81. A mechanic finds an AD requiring a recurring inspection every 50 hours. This recurring requirement:

- A. Must be complied with at each interval as a condition of airworthiness
- B. Is a one-time action only
- C. Applies only to the first interval

82. The maximum period within which all required mechanic certification tests must be completed is:

- A. 12 months
- B. 24 months
- C. 36 months

83. A mechanic must confirm the entity that establishes a reciprocating engine's TBO. It is the:

- A. FAA
- B. Aircraft owner
- C. Engine manufacturer

84. A mechanic reviewing records finds an AD that was complied with by a one-time modification. The compliance record must be:

- A. Removed after one year
- B. Documented and retained in the maintenance records
- C. Kept only by the modifying shop

85. A mechanic must determine which document approves installing a different, FAA-approved engine model on an airframe. This is a/an:

- A. Service letter
- B. Form 337 with no data
- C. Supplemental Type Certificate

86. A maintenance record entry must identify the authority under which work was approved by including the:

- A. Aircraft's serial number only
- B. Hangar location
- C. Certificate number and kind of certificate held

87. A mechanic must apply the definition of a major repair. It is a repair that, if improperly done, might appreciably affect:

- A. Weight, balance, structural strength, performance, or powerplant operation
- B. Only the paint finish

C. Only the cabin upholstery

88. The FAA Tracking Number (FTN) that follows a mechanic throughout their career is obtained by:

A. Passing the practical test

B. Creating a profile in the IACRA system

C. Purchasing an aircraft

89. A mechanic must select the correct passing standard for the oral examination. To pass, the applicant must correctly answer:

A. Three out of four questions

B. All questions without exception

C. Half of the questions

90. A mechanic must determine the scope difference between the annual and 100-hour inspections. Their inspection scope is:

A. Essentially identical

B. The annual is far less thorough

C. The 100-hour covers only the engine

91. A turbine engine's airworthiness depends on compliance with all applicable ADs, which take priority over:

A. Federal regulations

B. The Type Certificate

C. Manufacturer recommendations

92. A mechanic must retain a record of total time in service because it:

- A. Determines hour-based maintenance and life limits
- B. Sets the aircraft's resale price
- C. Is required only for turbine aircraft

93. A mechanic encounters a part with a remaining life of 20 cycles before its limit. The mechanic should:

- A. Discard it immediately
- B. Plan to retire it upon reaching the limit
- C. Reset the cycle counter

94. The reference for an engine's approved fuel and oil specifications and operating limits is the:

- A. Pilot's logbook
- B. AD compliance record
- C. Type Certificate Data Sheet

95. A mechanic must confirm who may approve a progressive inspection. It requires:

- A. The owner's signature only
- B. Any A&P without further authorization
- C. Inspection Authorization-level oversight

96. A mechanic finds the maintenance records do not show AD compliance. The aircraft's airworthiness status is:

- A. Unaffected because ADs are advisory

- B. In question until AD compliance is established
- C. Determined solely by the engine condition

97. A mechanic must determine the legal weight of a manufacturer's service letter for a Part 91 operator. It is generally:

- A. Mandatory like an AD
- B. Required only for the propeller
- C. Advisory unless made mandatory by an AD or program

98. A mechanic completing a major alteration must document it on Form 337 and use:

- A. Approved data
- B. Any available reference
- C. The owner's verbal instructions

99. A mechanic must confirm the order in which the three knowledge tests are taken. The General test is taken:

- A. First, before either rating-specific test
- B. Last, after both rating tests
- C. Only if both ratings are pursued

100. A mechanic must determine when a service bulletin's accomplishment is legally required. This occurs when:

- A. The manufacturer marks it "urgent"
- B. An AD incorporates it by reference
- C. It is more than two years old

Answer Key & Full Answer Explanations

1. A — 12 calendar months. Every Part 91 aircraft must have a complete annual inspection within the preceding 12 calendar months to be airworthy. This applies to all aircraft regardless of how they are used.
2. B — 100-hour inspection. An aircraft used to carry persons for hire or for flight instruction for hire must also have a 100-hour inspection within the preceding 100 hours of time in service, in addition to the annual.
3. C — Reach a place where the inspection can be performed. The 10-hour overfly allowance applies only when necessary to reach a location where the inspection can be done, not for convenience or revenue flights.
4. A — Subtracted from the next 100-hour interval. The overflowed time is not free; it must be deducted from the next interval so the aircraft does not gain extra time in service.
5. A — A mechanic holding an Inspection Authorization. An annual may be approved for return to service only by an IA holder (or an appropriately rated repair station or the manufacturer), not a plain A&P or the owner.
6. B — A certificated A&P mechanic. A 100-hour inspection may be performed and approved by an A&P without an Inspection Authorization, unlike the annual.
7. C — Part 39. Airworthiness Directives are issued by the FAA under 14 CFR Part 39 to correct unsafe conditions in products.
8. A — Mandatory and a condition of airworthiness. AD compliance carries the force of regulation; an aircraft with an overdue AD is not airworthy.
9. A — Advisory unless made mandatory by an AD. For most Part 91 operations a service bulletin is advisory, becoming mandatory only when an AD references it.

10. C — Type Certificate Data Sheet. The TCDS defines an engine's approved configuration, fuel and oil specs, and operating limitations.

11. A — Supplemental Type Certificate. An STC approves a major modification allowing a product to deviate from its original type design in an FAA-approved way.

12. A — FAA Form 337. Major repairs and major alterations are documented on FAA Form 337 using approved data.

13. B — Signature, certificate number, and kind of certificate held. A record entry must contain the description, date, the name if different, and the approving person's signature, certificate number, and kind of certificate.

14. C — The approval for return to service for that work. The signature certifies only that the specific work performed was completed satisfactorily, not that the entire aircraft is airworthy.

15. A — Leaves the surface until it touches down at the next landing. Time in service is wheels-off to wheels-on, the regulatory basis for hour-based limits, distinct from engine or block time.

16. A — Removed from service and discarded. A life-limited part must be retired at its published limit regardless of apparent condition.

17. B — A manufacturer recommendation, not a legal limit. For most Part 91 operations, TBO is a manufacturer recommendation, and continued operation past it is based on condition.

18. C — Retained and transferred with the aircraft. The current status of life-limited parts must be retained and transferred with the aircraft when sold.

19. C — FAA-H-8083. AMT knowledge-test and maintenance questions draw heavily on the FAA-H-8083 handbook series.

20. B — AC 43.13-1B/2B. AC 43.13 provides acceptable methods, techniques, and practices for inspection and repair when no manufacturer data exists.

21. A — 14 CFR Part 147, Appendix D. The powerplant subject areas for the AMT certificate are defined in Part 147, Appendix D.

22. A — 14 CFR Part 65, Subpart D. Mechanic certification, privileges, and renewal are governed by Part 65, Subpart D.

23. B — Mandatory to the extent the AD requires. When an AD references a service bulletin for the compliance method, the bulletin becomes mandatory to the extent the AD requires.

24. C — On the last day of the month one year later. A calendar-month inspection due date expires at the end of that month one year later, not on the same day-of-month.

25. B — Inspection Authorization-level oversight. A progressive inspection program requires IA-level oversight, like the annual.

26. C — Approved data. A major repair must be accomplished using approved data, because improper work could affect airworthiness.

27. A — A certificated pilot who owns the aircraft, on an aircraft not used in commercial service. Preventive maintenance, as defined in Part 43 Appendix A, may be performed by a pilot-owner on an aircraft not in commercial service.

28. A — One year. Records of routine maintenance must be retained until the work is superseded or for one year, unlike permanent records such as AD compliance and life limits.

29. B — ACS code. The AKTR lists an ACS code for each missed question, which the examiner revisits during the oral and practical.

30. A — Perform the work but needs appropriate approval for return to service. An A&P without IA may perform a major alteration but cannot approve it alone; an IA, repair station, or manufacturer must approve it.

31. A — Airframe and Powerplant. The full aircraft mechanic certificate comprises the Airframe and Powerplant ratings.

32. C — General (AMG) test. The General knowledge test must be passed before either the Airframe or Powerplant test.

33. C — General knowledge test. An applicant adding the second rating within the required period need not retake the General test, provided the cycle is completed within the time limit.

34. B — Imposes a full thermal-stress (fatigue) load on rotating parts. Life limits are counted in cycles because each start-to-shutdown cycle imposes a full thermal-stress load that drives fatigue more than running hours.

35. B — A date, a number of hours, or "before next flight." An AD's compliance time may be a calendar date, a number of operating hours, or an immediate "before next flight" requirement.

36. C — Major repair, when appropriately rated. An appropriately rated repair station is among the entities authorized to approve a major repair for return to service.

37. B — Retained and transferred with the aircraft. Current inspection status and AD compliance records are permanent records that must be retained and transferred with the aircraft.

38. A — Mandatory hot-section inspection. A turbine overtemperature during start can damage the hot section, triggering a mandatory hot-section inspection.

39. B — Table of limits. The overhaul manual's table of limits lists acceptable new-parts and service-limit dimensions for accepting or rejecting parts.

40. C — 18 months. Experience-based eligibility for a single rating generally requires 18 months of applicable work experience.

41. B — 18 years old. An applicant must be at least 18 years old to be issued the mechanic certificate, though testing may occur earlier.

42. C — Tests and maintenance documentation require precise communication. The English requirement exists because the tests and maintenance records are inherently exercises in precise written communication.

43. B — Airworthiness Directive. An AD carries the force of regulation and governs when it conflicts with a manufacturer recommendation.

44. B — An STC or Form 337 field approval. Approved data includes the TCDS, ADs, manufacturer manuals incorporated by reference, AC 43.13, STCs, and Form 337 field approvals.

45. A — What triggers them and who can sign them off. The annual and 100-hour inspections have essentially identical scope but differ in what triggers them and who may approve them.

46. B — A reduced next interval by the excess flown. The 10-hour overfly is not free time; the excess flown is deducted from the next 100-hour interval.

47. B — General, Airframe, Powerplant. Part 147 Appendices B, C, and D correspond respectively to the General, Airframe, and Powerplant curriculum subjects.

48. A — Perform annuals and approve major repairs/alterations for return to service. The IA permits performing annuals, conducting progressive inspections, and approving major repairs and alterations; it does not issue airworthiness certificates or revise the TCDS.

49. C — The status of life-limited parts. Records transferred with a sold aircraft must include total time in service, AD compliance, current inspection status, and the status of life-limited parts.

50. B — Airworthiness limitations section of the manufacturer's instructions. Turbine life limits are published in the airworthiness limitations section of the manufacturer's instructions (and on the TCDS).

51. C — Reworked or replaced. A part exceeding its service limit must be reworked or replaced; it cannot be returned to service as-is.

52. C — AMP. The Aviation Maintenance Technician Powerplant knowledge test carries the FAA test code AMP.

53. B — 100 questions. The Powerplant knowledge test consists of 100 multiple-choice questions.

54. B — 70%. The passing score for the Powerplant knowledge test is 70%, requiring at least 70 of 100 correct.

55. C — Three options (A/B/C). FAA airman knowledge tests, including the AMP, use a three-option A/B/C format, not four options.

56. B — Embedding of images directly into the questions. As of April 14, 2026, the FAA began embedding images directly into airman knowledge test questions rather than using a separate supplement.

57. C — The work performed in that inspection. The signature on a 100-hour inspection entry approves the work performed in that inspection, not the aircraft's permanent airworthiness.

58. C — Able to continue in service based on condition. For Part 91, exceeding TBO does not ground the engine; continued operation is based on condition since TBO is a recommendation.

59. A — Wheels-off to wheels-on time. Time in service for the 100-hour interval is based on wheels-off to wheels-on time, not engine run or tach time.

60. C — The applicable parts of 14 CFR. A powerplant mechanic's reference standards include the FAA-H-8083 handbooks, advisory circulars, and the applicable parts of 14 CFR.

61. C — Have an IA holder perform and approve the annual. An A&P without IA cannot approve an annual or reclassify it; an IA holder must perform and approve it.

62. B — Remove and discard the disk. A turbine disk at its full cycle life limit must be retired regardless of borescope condition; the limit is mandatory.

63. C — Incomplete and not in compliance. A record entry missing the certificate number is incomplete; the entry must identify the authority for the approval.

64. A — A one-time action, recurring inspection, operating limitation, or modification. An AD may require any of these types of action depending on the unsafe condition addressed.

65. C — 100-hour inspection. An A&P alone may approve a 100-hour inspection but not an annual or a progressive inspection program.

66. A — Airman Knowledge Test Report (AKTR). The AKTR, showing the applicant's test results, is provided to the Designated Mechanic Examiner for the oral and practical.

67. C — 30 months. Experience-based eligibility for both ratings concurrently generally requires 30 months of applicable experience.

68. B — Take the applicable knowledge tests. A Part 147 graduation document authorizes the applicant to take the applicable knowledge tests; it does not skip the practical or self-issue a certificate.

69. A — Not listed in the specifications, or not done by elementary operations. A major alteration is a change to the type design not listed in the specifications, or one not done by elementary operations.

70. A — 100-hour inspection. For-hire operations add the 100-hour inspection to the required annual under Part 91.

71. C — Turbine disks, compressor disks, and shafts. The life-limited rotating parts of a turbine engine are typically the turbine disks, compressor disks, and shafts.

72. B — Inspection Authorization (with A&P). For an annual approval, the kind of certificate recorded is the Inspection Authorization held alongside the A&P.

73. C — Mandatory for that operator. A service bulletin required by an operator's approved maintenance program is mandatory for that operator.

74. A — 2 hours. The AMP knowledge test is allotted 2 hours.

75. B — The specific work was completed satisfactorily. Approval for return to service certifies that the specific work was completed satisfactorily and is airworthy with respect to that work.

76. A — Before the aircraft flies again. A compliance time of "before next flight" requires the AD action to be completed before the aircraft flies again.

77. B — March 31 of the following year. A calendar-month annual completed on March 15 expires at the end of March (March 31) the following year, not on March 15.

78. A — Practical experience or completion of a Part 147 program. The FAA recognizes practical experience or completion of a Part 147 program as the two ways to demonstrate the needed knowledge and skill.

79. A — Falls outside preventive maintenance and requires a certificated mechanic. Most powerplant work is not preventive maintenance and requires a certificated mechanic.

80. B — Approved data for the overhaul. The manufacturer's overhaul manual clearances and torque values are approved data that must be followed for the overhaul.

81. A — Must be complied with at each interval as a condition of airworthiness. A recurring AD must be complied with at every specified interval to keep the aircraft airworthy.

82. B — 24 months. All required mechanic certification tests must be completed within a 24-month period.

83. C — Engine manufacturer. TBO is established by the engine manufacturer, not the FAA or the owner.

84. B — Documented and retained in the maintenance records. AD compliance, even a one-time modification, must be documented and retained in the permanent maintenance records.

85. C — Supplemental Type Certificate. Installing a different FAA-approved engine model on an airframe is approved by a Supplemental Type Certificate.

86. C — Certificate number and kind of certificate held. The entry must identify the approving authority by including the certificate number and kind of certificate held.

87. A — Weight, balance, structural strength, performance, or powerplant operation. A major repair is one that, if improperly done, might appreciably affect weight, balance, structural strength, performance, or powerplant operation.

88. B — Creating a profile in the IACRA system. The FAA Tracking Number is obtained by creating a profile in the Integrated Airman Certificate and Rating Application (IACRA) system.

89. A — Three out of four questions. To pass the oral examination, the applicant must correctly answer three out of four questions.

90. A — Essentially identical. The annual and 100-hour inspections have essentially identical scope; they differ in trigger and sign-off authority.

91. C — Manufacturer recommendations. ADs are mandatory and take priority over manufacturer recommendations when the two conflict.

92. A — Determines hour-based maintenance and life limits. Total time in service must be retained because it determines hour-based maintenance and life limits.

93. B — Plan to retire it upon reaching the limit. A part with cycles remaining is still serviceable but must be retired upon reaching its limit; it is not discarded early nor reset.

94. C — Type Certificate Data Sheet. The TCDS is the reference for an engine's approved fuel and oil specifications and operating limits.

95. C — Inspection Authorization-level oversight. A progressive inspection program requires IA-level oversight, not just the owner or an unauthorized A&P.

96. B — In question until AD compliance is established. Without records showing AD compliance, the aircraft's airworthiness is in question until compliance is established.

97. C — Advisory unless made mandatory by an AD or program. A manufacturer's service letter is generally advisory for Part 91 unless an AD or approved program makes it mandatory.

98. A — Approved data. A major alteration must be documented on Form 337 and accomplished using approved data.

99. A — First, before either rating-specific test. The General test is taken first, before either the Airframe or Powerplant rating-specific test.

100. B — An AD incorporates it by reference. A service bulletin's accomplishment becomes legally required when an AD incorporates it by reference.