FAA INSPECTION AUTHORIZATION PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

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How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

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Questions

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1. How should an IA document recall actions?

A. Document completion and verify the airworthiness remains intact.

B. Document only the recall number.

C. Document after next annual.

D. Document with no verification.

2. Which part of Title 14 CFR would you consult to determine airworthiness standards for normal category airplanes?

A. Part 21

B. Part 23

C. Part 25

D. Part 27

3. Which rotorcraft system is specified by FAR Part 43 to be inspected only by the maintenance manual or instructions for continued airworthiness as provided by the manufacturer concerned?

A. Cyclic control

B. Drive shaft

C. Rudder pedal

D. Tail rotor

4. Where would you locate instructions for continued airworthiness for a rotorcraft?

A. FAR 21, Appendix A

B. FAR 23, Appendix B

C. FAR 27, Appendix A

D. FAR 39, Appendix C

5. When weighing an aircraft certificated under 14 CFR Part 23 to determine empty weight and center of gravity, which fluids should be part of the empty weight?

A. Unusable fuel; Hydraulic fluid; Oil

B. Unusable fuel; Lavatory recharge water; Water intended for injection in the engine; Potable water

C. Unusable fuel; Lavatory recharge water; Hydraulic fluid; Oil

D. Unusable fuel; Hydraulic fluid; Oil; Water intended for injection in the engine; Lavatory recharge water; Potable water

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6. Which would be considered maintenance?

A. Inspection

B. Servicing

C. Ground handling

D. Troubleshooting

7. When may the holder of an IA approve for return to service a major repair that is recorded on FAA Form 337?

A. anytime a repair is accomplished by a properly certificated and rated mechanic.

B. when the repair has been described in detail on the reverse side of the FAA Form 337.

C. Whenever a major repair is accomplished or supervised by an appropriately certificated and written mechanic, and the data is approved by the administrator.

D. Only after the aircraft has flown a test flight.

8. Which document specifies the scope and detail of the items in the annual inspection checklist?

A. 14 CFR Part 43 Appendix A

B. 14 CFR Part 43 Appendix D

C. 14 CFR Part 43 Appendix C

D. 14 CFR Part 43 Appendix B

9. Which action is most authoritative when determining if a modification to a product is compatible with existing installation?

A. Type Certificate Data Sheet

B. Advisory Circular

C. Form 337

D. Manufacturer's Manual

10. Which statement best describes the purpose of the internal post-maintenance inspection regarding parts and workmanship?

A. It verifies that parts are serviceable and workmanship meets approved data.

B. It assesses cosmetic appearance of replaced parts.

C. It checks maintenance crew adherence to the schedule.

D. It verifies maintenance cost.

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Answers

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1. A
2. B
3. B
4. C
5. A
6. A
7. C
8. B
9. A
10. C

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Explanations

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1. How should an IA document recall actions?

A. Document completion and verify the airworthiness remains intact.

B. Document only the recall number.

C. Document after next annual.

D. Document with no verification.

Document recall actions by recording that the action was completed and by confirming that the aircraft remains airworthy after the recall. When a recall is performed, the maintenance log should show exactly what work was done, reference the applicable recall (SB/AD if relevant), include the date, and include the verification performed to confirm continued airworthiness. This verification might involve inspections, functional tests, or other checks required by the recall, and it should be signed off by the person performing the work. Keeping a clear record of both completion and the airworthiness verification ensures the aircraft is safe to return to service and provides an auditable trail for inspectors. Simply noting the recall number isn't enough, waiting until the next annual postpones necessary safety verification, and documenting with no verification could leave the aircraft unverified for flight.

2. Which part of Title 14 CFR would you consult to determine airworthiness standards for normal category airplanes?

A. Part 21

B. Part 23

C. Part 25

D. Part 27

Normal-category airplanes are governed by the airworthiness standards found in Part 23. This part lays out the design, performance, and safety requirements that small, general aviation aircraft must meet to be eligible for airworthiness certification. Other parts cover different areas: Part 25 sets the standards for transport-category airplanes (larger airliners), Part 27 is for rotorcraft, and Part 21 deals with certification procedures and requirements for type design and production approval. So for determining the standards specific to normal-category airplanes, Part 23 is the correct source.

3. Which rotorcraft system is specified by FAR Part 43 to be inspected only by the maintenance manual or instructions for continued airworthiness as provided by the manufacturer concerned?

A. Cyclic control

B. Drive shaft

C. Rudder pedal

D. Tail rotor

FAR Part 43 allows some inspections to be governed by the manufacturer's maintenance data or instructions for continued airworthiness because those items require model-specific procedures and tolerances. The drive shaft falls into this category because its inspection involves precise checks for spline wear, bearing condition, alignment, balancing, and lubrication that are unique to each rotorcraft model. These factors directly affect power transmission from the engine to the rotor and the overall safety of the rotor system, so the manufacturer provides specific inspection steps and intervals in the ICA or maintenance manual. The other items—cyclic control, rudder pedals, and the tail rotor—are addressed by general inspection requirements and standard procedures that apply broadly across rotorcraft, so they do not mandate exclusively following the manufacturer's ICA.

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4. Where would you locate instructions for continued airworthiness for a rotorcraft?

A. FAR 21, Appendix A

B. FAR 23, Appendix B

C. FAR 27, Appendix A

D. FAR 39, Appendix C

Instructions for continued airworthiness are defined for rotorcraft in Appendix A of FAR Part 27. This appendix lays out the maintenance program and airworthiness limitations that must be followed to keep a normal or utility category rotorcraft airworthy, including required inspections and life limits. The other options reference regulations that apply to different aircraft or to airworthiness directives rather than the rotorcraft's ongoing maintenance requirements, so they don't fit for where the continued airworthiness instructions are found.

5. When weighing an aircraft certificated under 14 CFR Part 23 to determine empty weight and center of gravity, which fluids should be part of the empty weight?

A. Unusable fuel; Hydraulic fluid; Oil

B. Unusable fuel; Lavatory recharge water; Water intended for injection in the engine; Potable water

C. Unusable fuel; Lavatory recharge water; Hydraulic fluid; Oil

D. Unusable fuel; Hydraulic fluid; Oil; Water intended for injection in the engine; Lavatory recharge water; Potable water

When weighing a Part 23 aircraft to determine empty weight and center of gravity, include those fluids that are part of the airplane's standard, fixed configuration and cannot be drained away before the weight check. The fluids that fit this are unusable fuel (the fuel that cannot be drained from the tanks), engine oil, and hydraulic fluid. These are always present in the aircraft's systems and contribute to its empty weight. Consumables that are added or consumed for flight, such as usable fuel, potable water, lavatory recharge water, or water for engine injection, are not part of the empty weight because they are not considered fixed, standard elements of the aircraft's configuration at weighing. So the fluids that should be included are unusable fuel, hydraulic fluid, and oil.

6. Which would be considered maintenance?

A. Inspection

B. Servicing

C. Ground handling

D. Troubleshooting

Maintenance means doing work to preserve an aircraft's airworthiness. An inspection is a prime example because it is a formal, planned check of the aircraft's condition against standards, aimed at identifying deterioration or noncompliance and determining whether the aircraft remains safe to fly or needs further maintenance. In this sense, an inspection directly serves the purpose of keeping the aircraft airworthy. Ground handling involves moving or handling the aircraft on the ground and does not address its condition or airworthiness, so it isn't a maintenance action. Troubleshooting is a diagnostic activity that may lead to maintenance, but the act of performing an inspection is the clear maintenance task being referenced here. Servicing can relate to routine upkeep, but the test highlights the inspection as the maintenance example.

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7. When may the holder of an IA approve for return to service a major repair that is recorded on FAA Form 337?

A. anytime a repair is accomplished by a properly certificated and rated mechanic.

B. when the repair has been described in detail on the reverse side of the FAA Form 337.

C. Whenever a major repair is accomplished or supervised by an appropriately certificated and written mechanic, and the data is approved by the administrator.

D. Only after the aircraft has flown a test flight.

For a major repair recorded on Form 337, release to service depends on FAA-approved data and proper supervision. The work must be accomplished or supervised by an appropriately certificated and rated mechanic, and the data on the Form 337 must be approved by the FAA Administrator before the aircraft can be returned to service. This ensures the repair meets regulatory standards and is properly documented. Other options aren't correct because simply having a properly certificated mechanic perform the work, or describing the repair on the form, does not guarantee FAA-approved data, which is required for major repairs. A test flight is not a mandatory prerequisite for approval.

8. Which document specifies the scope and detail of the items in the annual inspection checklist?

A. 14 CFR Part 43 Appendix A

B. 14 CFR Part 43 Appendix D

C. 14 CFR Part 43 Appendix C

D. 14 CFR Part 43 Appendix B

The official source that defines what must be checked and how deeply it must be checked during an annual inspection is 14 CFR Part 43 Appendix D. This appendix provides the standardized checklist items and the level of detail required for the annual inspection, making it the authoritative guide an Inspection Authorization uses to ensure every necessary area is covered and properly documented. This is why it's the best choice: it directly sets the scope and depth of the items to be inspected in an annual, giving you a consistent, FAA-approved framework to follow. The other appendices cover different topics or maintenance-related requirements and do not specify the scope and detail of the annual inspection checklist.

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9. Which action is most authoritative when determining if a modification to a product is compatible with existing installation?

A. Type Certificate Data Sheet

B. Advisory Circular

C. Form 337

D. Manufacturer's Manual

The most authoritative source for determining if a modification to a product is compatible with the existing installation is the Type Certificate Data Sheet for that product. The TCDS is the FAA-approved record of the approved design, and it specifies the configuration that is legally recognized, along with installation limitations, limits of use, and any data required for approved changes. When you evaluate a proposed modification, you must check the TCDS (and any FAA-approved data such as an STC or PMA) to see whether the modification is included in the approved design or if additional FAA-approved data is required. If the modification isn't covered or conflicts with the installation limits, it isn't approved for that product through normal FAA routes. Advisory Circulars provide guidance but aren't authoritative for approval. Form 337 is a documentation tool used to record alterations after the fact for FAA acceptance, but it does not define what is and isn't approved for installation. The Manufacturer's Manual offers recommended procedures from the manufacturer, but those procedures aren't FAA-approved design data and don't determine compatibility with the type design.

10. Which statement best describes the purpose of the internal post-maintenance inspection regarding parts and workmanship?

A. It verifies that parts are serviceable and workmanship meets approved data.

B. It assesses cosmetic appearance of replaced parts.

C. It checks maintenance crew adherence to the schedule.

D. It verifies maintenance cost.

Internal post-maintenance inspection is about quality and compliance: it verifies that the parts installed are serviceable and that the workmanship conforms to the approved data. This check is what ensures the work meets airworthiness standards, since it looks at whether the correct parts were used and installed properly according to manuals, charts, and specifications. It's not focused on cosmetic appearance, which isn't a designator of airworthiness, nor on how the crew was scheduled or on the maintenance cost, which are management or financial concerns rather than a measure of proper procedure and part condition. So, the purpose is to ensure parts are serviceable and the workmanship meets the approved data.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

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We wish you the very best on your exam journey. You've got this!

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