

FAA Inspection Authorization Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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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.

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!

Questions

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- 1. FAR Part 21 addresses which topic?**
 - A. Certification procedures for products and parts**
 - B. Certification of flight instructors**
 - C. Airworthiness directives**
 - D. Maintenance requirements for aircraft**

- 2. Which Part contains airworthiness standards for Normal Category Rotorcraft?**
 - A. Part 21**
 - B. Part 27**
 - C. Part 23**
 - D. Part 39**

- 3. After an annual inspection, if the aircraft is found unairworthy, the Title 14 CFR requires that a list of discrepancies be given to whom?**
 - A. The owner or operator.**
 - B. The owner operator and the flight standards district office (FSDO)**
 - C. The owner operator, the FSDO, and a copy for your file.**
 - D. The manufacturer.**

- 4. Part 23 prescribes airworthiness standards for which categories of airplanes?**
 - A. Normal, Utility, Acrobatic, and Commuter categories**
 - B. Normal and Commuter categories only**
 - C. Utility and Acrobatic categories only**
 - D. Rotorcraft categories only**

- 5. Which action ensures ongoing airworthiness after a change in status before the next inspection?**
 - A. Reevaluate and re-sign after necessary maintenance before flight.**
 - B. Delay any action until the next inspection.**
 - C. Replace the IA.**
 - D. Ignore if no flight is scheduled.**

- 6. Form 337 which document is used to document FAA-approved major modifications and alterations?**
- A. Form 337**
 - B. Type Certificate Data Sheet**
 - C. Advisory Circular**
 - D. Manufacturer's Manual**
- 7. 14 CFR Part 27 prescribes airworthiness standards for which rotorcraft?**
- A. Small rotorcraft**
 - B. Large rotorcraft**
 - C. Both Small and Large rotorcraft**
 - D. Transport rotorcraft**
- 8. What part of the 14 CFR referenced in section 65.95(a)(1) contains the standards of performance under which IA performs?**
- A. 14 CFR Part 61**
 - B. 14 CFR Part 43**
 - C. 14 CFR Part 135**
 - D. 14 CFR Part 121**
- 9. How must Airworthiness Directives (ADs) be treated during IA maintenance?**
- A. All applicable ADs must be identified and complied with; compliance must be documented in the maintenance records.**
 - B. ADs are optional suggestions from the manufacturer.**
 - C. ADs only apply to new aircraft.**
 - D. ADs must be complied with only if the owner requests.**
- 10. Which of the following would the empty weight center of gravity be calculated with full oil not included?**
- A. FAR 23**
 - B. CAR 3**
 - C. Both A and B**
 - D. Neither**

Answers

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

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Explanations

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1. FAR Part 21 addresses which topic?

- A. Certification procedures for products and parts**
- B. Certification of flight instructors**
- C. Airworthiness directives**
- D. Maintenance requirements for aircraft**

FAR Part 21 deals with certification procedures for products and parts. It lays out how aircraft, engines, propellers, and related parts are certificated, what kinds of approvals are required (such as type certificates, supplemental type certificates, and production approvals), and how conformity to those approved designs is demonstrated before the item can be marketed or used in aviation. It also covers changes to existing certificates and the process for field approvals and conformity inspections. This is distinct from other parts: certification of flight instructors and other airmen falls under Part 61, Airworthiness Directives are issued under Part 39, and maintenance requirements for aircraft are outlined in Part 43. So the topic FAR Part 21 addresses is certification procedures for products and parts.

2. Which Part contains airworthiness standards for Normal Category Rotorcraft?

- A. Part 21**
- B. Part 27**
- C. Part 23**
- D. Part 39**

For rotorcraft in the normal operating category, the airworthiness standards are in Part 27. This part specifies the design, performance, equipment, and safety requirements a helicopter must meet to be certified for normal operation. Other Parts cover different areas: Part 23 is for normal category airplanes, Part 29 for transport-category rotorcraft, Part 21 covers certification procedures for products and parts, and Part 39 deals with airworthiness directives issued after certification. So, when assessing a normal-category helicopter's airworthiness standards, Part 27 is the applicable reference.

3. After an annual inspection, if the aircraft is found unairworthy, the Title 14 CFR requires that a list of discrepancies be given to whom?

- A. The owner or operator.**
- B. The owner operator and the flight standards district office (FSDO)**
- C. The owner operator, the FSDO, and a copy for your file.**
- D. The manufacturer.**

When an annual inspection shows the aircraft is unairworthy, the person who performed the inspection must provide the owner or operator with an itemized list of all discrepancies found. This ensures the party authorized to return the aircraft to service—the owner or operator—has a clear, actionable record of what must be repaired before flight can be resumed. The FAA requires this documentation go to the owner/operator, not automatically to the FSDO or the manufacturer. Keeping a copy for your own records is sensible, but the essential recipient is the owner or operator.

4. Part 23 prescribes airworthiness standards for which categories of airplanes?

- A. Normal, Utility, Acrobatic, and Commuter categories**
- B. Normal and Commuter categories only**
- C. Utility and Acrobatic categories only**
- D. Rotorcraft categories only**

Part 23 sets the airworthiness standards for fixed-wing airplanes in four categories that reflect different operating envelopes and design requirements: Normal, Utility, Acrobatic, and Commuter. These categories define what kinds of flight and structural limits an airplane must be able to safely handle, from everyday general aviation use (Normal) to limited aerobatics (Utility), true aerobatic capability (Acrobatic), and commuter operations with corresponding performance criteria (Commuter). Rotorcraft have their own separate certification standards under different parts (not Part 23), so they aren't included here. Therefore, the correct scope is Normal, Utility, Acrobatic, and Commuter categories.

5. Which action ensures ongoing airworthiness after a change in status before the next inspection?

- A. Reevaluate and re-sign after necessary maintenance before flight.**
- B. Delay any action until the next inspection.**
- C. Replace the IA.**
- D. Ignore if no flight is scheduled.**

Ongoing airworthiness hinges on promptly addressing any change in the aircraft's status that could affect safety. If maintenance, repairs, alterations, or the discovery of a defect occurs, the person with Inspection Authorization must reevaluate the aircraft and, if the work is complete and the aircraft meets requirements, re-sign the airworthiness release before the flight. This re-certification confirms the aircraft has been inspected or repaired properly and is in a condition for safe operation up to the next inspection. Delaying action until the next inspection could let unaddressed issues linger, and the IA's signature ensures the continued airworthiness of the aircraft prior to flight.

6. Form 337 which document is used to document FAA-approved major modifications and alterations?

A. Form 337

B. Type Certificate Data Sheet

C. Advisory Circular

D. Manufacturer's Manual

Form 337 is the official record used to document FAA-approved major modifications and alterations. When a change to the airframe, engine, or propeller is significant enough to be considered a major alteration or repair, the work isn't just noted in a logbook; it must be described on a Form 337. This form records the scope of the modification, the design data or data source used to implement it, and a declaration that the work complies with applicable airworthiness standards. It becomes part of the aircraft's airworthiness records, and a copy is retained with the aircraft's documentation, with the relevant authorities as required. The other items aren't used for this purpose: the Type Certificate Data Sheet describes the original design approval, not post-production changes; an Advisory Circular provides guidance, not a formal modification record; and a Manufacturer's Manual contains maintenance instructions, not the regulatory documentation for approved alterations.

7. 14 CFR Part 27 prescribes airworthiness standards for which rotorcraft?

A. Small rotorcraft

B. Large rotorcraft

C. Both Small and Large rotorcraft

D. Transport rotorcraft

Parts of the airworthiness standards are split by weight class for rotorcraft. Part 27 applies to small rotorcraft, the lighter end, typically with a maximum takeoff weight up to about 7,000 pounds, covering normal and utility categories. Larger, transport-category rotorcraft are governed by Part 29. So, when asked which rotorcraft Part 27 prescribes airworthiness standards for, the correct answer is small rotorcraft. The other options point to categories governed by Part 29 or broader classifications that aren't the scope of Part 27. For a concrete contrast, a light helicopter is usually certificated under Part 27, while a heavy, transport helicopter falls under Part 29.

8. What part of the 14 CFR referenced in section 65.95(a)(1) contains the standards of performance under which IA performs?

- A. 14 CFR Part 61**
- B. 14 CFR Part 43**
- C. 14 CFR Part 135**
- D. 14 CFR Part 121**

The main idea is identifying which CFR part defines the standards an Inspection Authorization uses when performing inspections. In this context, the standards of performance for an IA are tied to the rules that govern air carrier maintenance and the continued airworthiness of those operations. That framework is found in the part covering air carrier certification and maintenance programs, which is the part commonly applied to Large certificated operations and their maintenance oversight. So this part is where the IA's performance expectations are drawn from. The other parts cover different areas—general pilot and mechanic certification, general maintenance rules not specific to the IA's inspection framework, or operations for other types of service—and do not set the primary performance standards for an IA in the same way.

9. How must Airworthiness Directives (ADs) be treated during IA maintenance?

- A. All applicable ADs must be identified and complied with; compliance must be documented in the maintenance records.**
- B. ADs are optional suggestions from the manufacturer.**
- C. ADs only apply to new aircraft.**
- D. ADs must be complied with only if the owner requests.**

Airworthiness Directives are mandatory regulatory actions issued by the FAA to correct an unsafe condition in a specific aircraft, engine, propeller, or equipment. When performing IA maintenance, you must review every AD that applies to the aircraft or its components, identify which actions are due, perform the required work, and record the compliance in the maintenance records. The record should show the AD number (and revision), the date of compliance, and what was done. This keeps the aircraft legally airworthy and provides traceability for regulators. ADs are not optional suggestions, they apply to existing aircraft and components, and they are not dependent on the owner requesting action. If an AD is reviewed and found not applicable, that should be noted in the records.

10. Which of the following would the empty weight center of gravity be calculated with full oil not included?

A. FAR 23

B. CAR 3

C. Both A and B

D. Neither

The idea here is understanding what “empty weight center of gravity” means and what is included in that empty weight under different regulatory definitions. In Canada, the empty weight CG is determined with the airplane in its empty condition but with full oil not counted in the empty weight. Oil is a fluid whose quantity can vary with operation, so excluding it from the empty weight provides a stable baseline CG to use when planning payload and fuel. Therefore, the empty weight CG is calculated without including full oil, which is why the correct choice points to the Canadian CAR 3 standard.

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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:

<https://faainspecauth.examzify.com>

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

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