

FAA INSPECTION AUTHORIZATION PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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THE FULL VERSION STUDY GUIDE**

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Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

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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. An IA ceases to be effective under which condition?

- A. Fails to meet renewal activity requirements within a 90-day interval.
- B. No longer has a fixed base of operation.
- C. Violates an FAR.
- D. The IA holder changes employer.

2. IA expiration date according to FAR Part 65?

- A. December 31 of each year.
- B. March 31 of each even-numbered year.
- C. The last day of the month, 1 year from date of issue.
- D. March 31 of each odd-numbered year.

3. How should an IA approach unapproved sources of data found during maintenance?

- A. Do not use unapproved data; seek approval or revert to approved data before proceeding.
- B. Use unapproved data if it seems credible.
- C. Use unapproved data only for non-critical tasks.
- D. Note the data and proceed.

4. What is the purpose of FAA Form 337 in relation to major work?

- A. It is used for pilot certification.
- B. It states the daily maintenance plan.
- C. It documents minor repairs.
- D. It documents major alterations/repairs and FAA approval; it becomes part of the airworthiness file.

5. How should the IA handle airworthiness information that appears after a maintenance event?

- A. Ignore the new information and proceed as planned.
- B. Wait for FAA notification before acting.
- C. Reassess the maintenance in light of the new information, implement required changes, and document updated compliance.
- D. Forward the information to the operator without changes to the maintenance record.

- 6. The IA will cease to be effective when the holder no longer has**
- A. Available facilities.
 - B. A current subscription to technical standard orders.
 - C. A business location where he or she will exercise his or her IA.
 - D. No longer has a fixed base of operation.
- 7. An IA inspecting a fabric-covered airplane finds the cover recently replaced with a synthetic cover, with only grade A material certificated. This change would constitute a**
- A. Major repair
 - B. Minor repair
 - C. Major alteration
 - D. Minor alteration
- 8. What does the requirement of retention for life of the aircraft mean for maintenance records?**
- A. Records must be retained for the life of the aircraft.
 - B. Records must be destroyed after 5 years.
 - C. Records must be kept only at the maintenance facility.
 - D. Records must be kept for 2 years.
- 9. Which action best preserves the integrity of logbook entries after maintenance?**
- A. Alter entries after signing when errors are found.
 - B. Use accurate, complete descriptions, prevent alterations, and preserve records per regulatory retention requirements.
 - C. Delete and rewrite the entry.
 - D. Log only minimal information.
- 10. Data used for approving major repairs must be FAA approved prior to its use. Which of the following is approved data for major repairs?**
- A. Previously approved FAA Form 337 for a like model aircraft.
 - B. Supplemental type certificate data.
 - C. Airworthiness Directives
 - D. Advisory Circulars.

Answers

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

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Explanations

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1. An IA ceases to be effective under which condition?

- A. Fails to meet renewal activity requirements within a 90-day interval.
- B. No longer has a fixed base of operation.**
- C. Violates an FAR.
- D. The IA holder changes employer.

An IA is valid only if the inspector has a fixed base of operation. The FAA requires a stable, identifiable place where inspections can be performed, records can be kept, and the authorizing authority can be reached. When the holder no longer has a fixed base of operation, that essential condition is lost, so the Inspection Authorization can no longer be considered effective. Renewal activity within a 90-day window relates to maintaining the credential, but it doesn't by itself eliminate the authority immediately. Violating an FAR would lead to enforcement actions, not an automatic loss of effectiveness without FAA action. Changing employers can complicate the authorization, but the IA can remain valid if the new arrangement still satisfies the base-of-operation requirement and appropriate updates are made.

2. IA expiration date according to FAR Part 65?

- A. December 31 of each year.
- B. March 31 of each even-numbered year.
- C. The last day of the month, 1 year from date of issue.
- D. March 31 of each odd-numbered year.**

The expiration of an Inspection Authorization is fixed to March 31 of every odd-numbered year. This provides a regular, predictable renewal cadence so that IA holders refresh their knowledge and authority on a two-year-ish cycle regardless of when the IA was issued. For example, an IA issued in 2023 will expire March 31, 2025, and an IA issued in 2024 will also expire March 31, 2025. Dates like December 31 or March 31 of an even-numbered year don't align with the regulation, so they aren't correct. Plan renewals so you're current by that March 31 deadline and complete any required renewal steps before then.

3. How should an IA approach unapproved sources of data found during maintenance?

- A. Do not use unapproved data; seek approval or revert to approved data before proceeding.**
- B. Use unapproved data if it seems credible.
- C. Use unapproved data only for non-critical tasks.
- D. Note the data and proceed.

When performing maintenance, you must base all actions on data that is officially approved for use. Unapproved sources can contain outdated or incorrect information and may lead to nonconforming work or unsafe conditions, which the IA must avoid. If you encounter unapproved data, do not apply it or rely on it to make maintenance decisions. Seek formal approval to use that data from the appropriate authority (such as the manufacturer or regulatory body) or revert to the current, approved data (the manufacturer's current maintenance data, service bulletins, service letters, airworthiness directives, etc.) before proceeding. Document the situation and ensure the task is completed using approved information so the airworthiness and compliance requirements remain intact.

4. What is the purpose of FAA Form 337 in relation to major work?

- A. It is used for pilot certification.
- B. It states the daily maintenance plan.
- C. It documents minor repairs.
- D. It documents major alterations/repairs and FAA approval; it becomes part of the airworthiness file.**

Form 337 is the official record used when a major alteration or major repair is performed and FAA approval is required. It captures a detailed description of the work, the parts used, how compliance with the applicable regulations was demonstrated, and the FAA or Authorized Inspector's approval. Once signed, this document becomes part of the aircraft's airworthiness file and maintenance history, providing permanent evidence that the change was properly approved and does not compromise safety. It isn't used for pilot certification, daily maintenance planning, or minor repairs, which are documented through other records.

5. How should the IA handle airworthiness information that appears after a maintenance event?

- A. Ignore the new information and proceed as planned.
- B. Wait for FAA notification before acting.
- C. Reassess the maintenance in light of the new information, implement required changes, and document updated compliance.**
- D. Forward the information to the operator without changes to the maintenance record.

New airworthiness information after maintenance must prompt a reassessment of the work in light of that information. The IA should determine whether the information applies to the aircraft, the specific task performed, or the component involved, and what actions are required. If changes are needed, perform the corrective actions or retrofits, complete any required inspections, and update the maintenance records to show updated compliance and the date of completion. This keeps the aircraft in an airworthy state and ensures the record reflects current status. Do not ignore the information or delay action waiting for FAA notification, and do not simply forward it without incorporating it into the maintenance documentation.

6. The IA will cease to be effective when the holder no longer has

- A. Available facilities.**
- B. A current subscription to technical standard orders.
- C. A business location where he or she will exercise his or her IA.
- D. No longer has a fixed base of operation.

The key idea is that an IA's authority exists only as long as the holder can actually perform the inspection duties in a proper setting. If the holder no longer has available facilities—the space, tools, and resources needed to carry out inspections and document results—the IA cannot be effectively exercised, so the authorization ceases to be valid. Having a current subscription to technical standard orders isn't a requirement to maintain IA status, and while a business location or fixed base supports performing the work, those alone don't define validity if there are no usable facilities to carry out inspections. The essential condition is access to the facilities needed to perform the IA duties.

7. An IA inspecting a fabric-covered airplane finds the cover recently replaced with a synthetic cover, with only grade A material certificated. This change would constitute a

- A. Major repair
- B. Minor repair
- C. Major alteration**
- D. Minor alteration

Switching the covering on a fabric-covered airplane from fabric to a synthetic cover changes the airframe's load paths and potentially its strength, weight, and aerodynamics. Even though the new material is certificated, the alteration affects the structure and its design basis, so it falls under major alterations. Major alterations require approved data and documentation (such as a Form 337) and FAA review to ensure the modification maintains airworthiness. This isn't just a cosmetic or minor change, nor is it a repair of damaged structure; it alters the airframe's fundamental characteristics, making it a major alteration.

8. What does the requirement of retention for life of the aircraft mean for maintenance records?

- A. Records must be retained for the life of the aircraft.**
- B. Records must be destroyed after 5 years.
- C. Records must be kept only at the maintenance facility.
- D. Records must be kept for 2 years.

Keeping records for the life of the aircraft means you must preserve every maintenance entry, repair, alteration, and compliance with inspections for as long as the aircraft exists. These records provide a complete history that demonstrates ongoing airworthiness and allows future maintenance, audits, or sales to verify what work has been done and when. They are not discarded after a set period, they aren't limited to a single facility, and they aren't kept only for a short time like a couple of years.

9. Which action best preserves the integrity of logbook entries after maintenance?

- A. Alter entries after signing when errors are found.
- B. Use accurate, complete descriptions, prevent alterations, and preserve records per regulatory retention requirements.**
- C. Delete and rewrite the entry.
- D. Log only minimal information.

Preserving logbook integrity means ensuring every maintenance entry is accurate, complete, and protected from unauthorized changes, while also keeping the records in compliance with regulatory retention requirements. This approach provides a trustworthy history of the aircraft's maintenance, which is essential for ongoing safety, flight operations, and future inspections. When entries are accurate and complete, the description clearly shows what was done, when it was done, and who did the work. Preventing alterations after signing preserves the authenticity and traceability of the record, so anyone reviewing the log can rely on what's written. Keeping records in line with retention requirements ensures the information remains available for the required period, which is a regulatory obligation and supports legal and safety audits. In contrast, altering entries after signing, deleting and rewriting, or logging only minimal information would undermine the reliability and usefulness of the maintenance history, making it harder to assess airworthiness and comply with regulations.

10. Data used for approving major repairs must be FAA approved prior to its use. Which of the following is approved data for major repairs?

A. Previously approved FAA Form 337 for a like model aircraft.

B. Supplemental type certificate data.

C. Airworthiness Directives

D. Advisory Circulars.

Major repairs must be based on data that the FAA has officially approved, ensuring the repair restores airworthiness in a way that is enforceable and verifiable. An Airworthiness Directive is FAA-approved data that specifically prescribes the actions needed to correct an identified unsafe condition, including repair methods or criteria. Because ADs are mandatory and issued by the FAA, the data they contain constitute approved instructions you can rely on when approving a major repair. The other options don't fit as well. A FAA Form 337 is just a record used to document that a major repair or alteration has been performed; it isn't the pre-approval data itself. Supplemental type certificate data are FAA-approved data used to authorize a modification that changes the aircraft's design, which is a broader category than a repair and not the standard source for approving a routine major repair. Advisory Circulars provide non-mandatory guidance and are not the required, FAA-approved data you rely on to approve a repair.

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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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