



Update to Airframe Test

Airframe Mechanic Test Guide 2026

July 2026
ASA-AMA-26

With the following changes, ASA's *Airframe Mechanic Test Guide 2026* provides complete preparation for the FAA Airframe Knowledge Test. This test continues to reference the *Airman Knowledge Testing Supplement for Aviation Maintenance Technician* ([FAA-CT-8080-4G](#)).

About the Test Changes

The FAA tests are “closed tests,” which means the database of questions used on the test is not available to the public. However, the FAA identifies subjects that have been removed or added to a test, as well as pertinent information to ensure training and testing remain correlated, which, in turn, promotes a reliable certification system.

The questions and answer choices in this book provide a comprehensive representation of FAA questions, derived from history and experience with the airman testing process. You might see similar, though not exactly the same, questions on your official FAA test. On the test, answer choices may be rearranged from the A, B, C order you see in this book. Therefore, be careful to fully understand the intent of each question and corresponding answer while studying, rather than memorize the A, B, C answer. While you may be asked a question that has unfamiliar wording, studying and understanding the information in this book and the associated reference documents will give you the tools to answer all types of questions with confidence. We invite your feedback. After you take your official FAA test, let us know how you did. Were you prepared? Did the ASA products meet your needs and exceed your expectations? We want to continue to improve these products to ensure applicants are prepared, and become safe aviation maintenance technicians. Send feedback to: cfi@asa2fly.com

Page Number	Question Number	Correct Answer	Explanation
v			The sixth paragraph is revised to read: Aviation Supplies & Academics, Inc. 817 Walbridge Street Kalamazoo, Michigan 49007 Email: cfi@asa2fly.com Phone: 425-235-1500 Website: asa2fly.com
viii			A new section is added following Use of Test Aids and Materials to read: Use of Figures on FAA Knowledge Tests Some sample FAA questions refer to figures or legends immediately following the question number (e.g., “8078. (Refer to Figure 22.)”). These figures and legends are taken from the <i>Airman Knowledge Testing Supplement</i> (FAA-CT-8080-4G) and are included at the back of this book for reference. During your actual test, this supplement is typically provided to you as a separate booklet at the testing center. However, in the computer-based testing system used by the Federal Aviation Administration and administered through providers such as PSI Services, these same figures may be embedded directly into test questions or accessed onscreen via an exhibit button. As testing continues to evolve, applicants should be prepared to use either a printed supplement or onscreen figures and be comfortable locating and interpreting both formats efficiently.
14	8179-1	B	A new question is added to read: 8179-1. Which welding process uses a nonconsumable tungsten electrode? A—Gas metal arc welding (MIG). B—Gas tungsten arc welding (TIG). C—Shielded metal arc welding (arc welding).

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			<i>TIG welding, also called gas tungsten arc welding, uses a nonconsumable tungsten electrode to create the welding arc. The electrode does not melt into the weld. MIG welding uses a continuously fed consumable wire electrode, and arc welding typically uses a consumable coated electrode. (AM.II.A.K13) — FAA-H-8083-31</i>
37	8293-3	B	A new question is added to read: 8293-3. An aircraft that has experienced a hard landing is brought in for inspection. Which type of airframe inspection is required before the aircraft can be returned to service? A—A routine 100-hour inspection. B—A special inspection as defined by the manufacturer or FAA guidance. C—An annual inspection only if required by the operator. <i>A hard landing is considered an unusual or abnormal condition that may cause structural damage not detectable during routine inspections. In these cases, a special inspection is required. This inspection follows procedures outlined in the aircraft manufacturer's maintenance manual or FAA-approved data to assess potential structural damage, such as damage to the fuselage, landing gear, or wing structure. Routine inspections like the 100-hour or annual inspections are not sufficient unless they specifically incorporate the required special inspection criteria. (AM.II.D.K5) — AC 43.13-1B</i>
50	9040	B	A new question is added to read: 9040. What is the primary purpose of an accumulator in an aircraft hydraulic brake actuating system? A—To increase brake lining wear resistance. B—To store hydraulic pressure for emergency or parking brake operation. C—To regulate fluid return to the reservoir. <i>An accumulator stores hydraulic fluid under pressure, typically using compressed gas. In brake systems, it provides a reserve source of pressure for emergency braking or to maintain pressure for the parking brake when the main hydraulic system is not operating. An increase in brake lining wear resistance is unrelated to system function, and the fluid return is not the accumulator's purpose. (AM.II.E.K12) — AC 43.13-1B</i>
84	8941-1	A	A new question is added to read: 8941-1. During the inspection of an aircraft equipped with a vane-type angle of attack (AOA) system, what condition would most likely cause erroneous AOA indications? A—Binding or restricted movement of the AOA sensing vane. B—Low pressure in the pitot system. C—A clogged static port. <i>A vane-type AOA system relies on free movement of the sensing vane to accurately align with the relative wind. If the vane becomes restricted, contaminated, or binds, it will not properly respond to airflow changes, resulting in incorrect AOA indications. The pitot-static system does not directly affect a vane-type AOA system. (AM.II.H.K21) — FAA-H-8083-31</i>
104	9041	B	A new question is added to read: 9041. What is a key characteristic of approved sustainable aviation fuel (SAF) when blended with conventional Jet A or Jet A1 fuel? A—It must be used only in specially modified turbine engines. B—It is a drop-in fuel that meets existing ASTM specifications when properly blended. C—It has a significantly higher energy content than conventional jet fuel. <i>Approved sustainable aviation fuels (SAF) are designed as "drop-in" fuels, meaning they can be used in existing aircraft and engines without modification when blended with conventional jet fuel and meeting ASTM standards (such as D7566). SAF generally has similar or slightly lower energy content than conventional jet fuel. (AM.II.J.K7) — FAA-H-8083-31</i>

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115	8899-1	B	A new question is added to read: 8899-1. What is an advantage of AC electrical power over DC electrical power in aircraft? A—It requires less input voltage. B—It can reduce system weight. C—It requires a smaller installation. <i>AC power can be stepped up or stepped down more easily than DC power, allowing higher voltage and lower current to be used where appropriate. Lower current allows smaller conductors and lighter electrical components, which helps reduce aircraft system weight. (AM.II.K.K2) — FAA-H-8083-31</i>