



With the following changes, ASA's *General Mechanic Test Guide 2023* provides complete preparation for the FAA General Knowledge Exam. This test continues to reference the *Airman Knowledge Testing Supplement for Aviation Maintenance Technician (FAA-CT-8080-4G)*.

About the Test Changes

The FAA exams are “closed tests,” which means the database of questions used on the exam 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 exam. 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 exam, 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
Throughout			The Airman Knowledge Test Report (AKTR) now reflects Airman Certification Standard (ACS) codes; reference the Aviation Mechanic ACS (FAA-S-ACS-1) to know what subject corresponds to the ACS on your AKTR. The 2024 General Mechanic Test Guide includes the ACS codes with each question.
22	8597	C	<p>A new question is added to read:</p> <p>8597. What schematic symbol represents a current limiter?</p> <p>A—A triangle and a Z-like symbol across a horizontal line. B—One triangle pointing to a vertical line. C—Two triangles pointing to each other with a line on both sides of the triangles.</p> <div style="text-align: center;"></div> <p style="text-align: center;">1 2 3</p> <p>Symbol 3 represents a current limiter. Current limiters are used primarily to sectionalize an aircraft circuit or bus. Symbol 1 represents a Zener diode. Symbol 2 represents a general-purpose diode.</p>
45	8156-2		This question has been removed.

Page Number	Question Number	Correct Answer	Explanation
53	8191-3	A	<p>A new question is added to read:</p> <p>8191-3. Which should be accomplished before jacking an aircraft?</p> <p>A—Install critical stress panels or plates. B—Determine that the fuel tanks are empty. C—Make sure the aircraft is leveled laterally.</p> <p><i>Before some aircraft are jacked, stress panels or plates must be installed to distribute the weight of the aircraft over the jack pad. When any aircraft is jacked, the recommendations of the aircraft manufacturer must be followed in detail.</i></p>
53	8291-1	B	<p>A new question is added to read:</p> <p>8291-1. Why is it generally necessary to jack an aircraft indoors for weighing?</p> <p>A—So aircraft may be placed in a level position. B—So that air currents do not destabilize the scales. C—So weighing scales may be calibrated to 0 pounds.</p> <p><i>An aircraft should be weighed indoors to prevent the possibility of air currents moving the aircraft and knocking it off the jacks or causing the scales to give an inaccurate reading.</i></p>
56	8206	A	<p>The question is revised to read:</p> <p>8206. During installation, Military Standard (MS) flareless fittings</p>
66	8546	A	<p>A new question is added to read:</p> <p>8546. The advantages of HI-LOK™ fasteners include</p> <p>A—light weight, high fatigue resistance, high strength, and inability to be over-torqued. B—light weight, high fatigue resistance, high strength, and ease of removal and reuse. C—light weight, high damage tolerance, high strength, and inability to be over-torqued.</p> <p><i>The advantages of HI-LOK™ two-piece fastener include its light weight, high fatigue resistance, high strength, and its inability to be over-torqued.</i></p>
67	8261-1	C	<p>A new question is added to read:</p> <p>8261-1. Which is an acceptable safety device for a castle nut when installed on secondary structures?</p> <p>A—Star washer. B—Lockwasher. C—Cotter pin.</p> <p><i>The only safety device listed here that is suitable for a castle nut is a cotter pin. When a castle nut is installed on a stud that is screwed into a casting, it should be safetied with safety wire.</i></p>
67	8261-2	C	<p>A new question is added to read:</p> <p>8261-2. When installing a castle nut, start alignment with the cotter pin hole at the</p> <p>A—minimum recommended torque without friction drag torque. B—maximum recommended torque minus friction drag torque. C—minimum recommended torque plus friction drag torque.</p> <p><i>When installing a castle nut, start alignment with the cotter pin hole at the minimum recommended torque plus friction drag torque. Do not exceed the maximum torque plus the friction drag. If the hole and nut castellation do not align, change washer or nut and try again.</i></p>
67	8262-1	A	<p>A new question is added to read:</p> <p>8262-1. When used in close proximity to magnetic compasses, cotter pins are made of what material?</p> <p>A—Corrosion resisting steel. B—Anodized aluminum alloy. C—Cadmium-plated low carbon steel.</p> <p><i>Any metal parts installed near a magnetic compass should be nonmagnetic. The only nonmagnetic metal of which cotter pins are made that is listed among the alternatives is corrosion-resisting steel.</i></p>

Page Number	Question Number	Correct Answer	Explanation
67	8263-1	B	<p>A new question is added to read:</p> <p>8263-1. When a fiber or nylon insert-type self-locking nut can be threaded on a bolt or stud through the insert with only the fingers, it should be</p> <p>A—re-torqued frequently. B—rejected. C—reused only in a different location.</p> <p><i>A fiber stop nut should be rejected if it can be screwed onto the bolt or stud through the fiber using only the fingers. When the fiber is worn to this point, the nut can no longer be depended upon to hold against vibration.</i></p>
85	8026-1	A	<p>A new question is added to read:</p> <p>8026-1. If registration numbers are to be applied to an aircraft with a letter height of 12 inches, what is the minimum space required for the registration mark N1683C?</p> <p>Note: $2/3 \times \text{height} = \text{character width}$. $1/6 \times \text{height} = \text{width for 1}$. $1/4 \times 2/3 \text{ height} = \text{spacing}$. $1/6 \times \text{height} = \text{stroke or line width}$.</p> <p>A—52 inches. B—48 inches. C—57 inches.</p> <p><i>Registration numbers and letters that are 12 inches tall are 8 inches wide. The number 1 is 2 inches wide. The spaces between the characters are 2 inches. The minimum space required for the number N1683C is 52 inches.</i></p>
123	8598	C	<p>A new question is added to read:</p> <p>8598. Which of the following instrument discrepancies could be corrected by an aviation mechanic?</p> <p>A—Case paint chipped, leaking at line B nut, mounting screws loose, or case leaking. B—Red line missing, case leaking, glass cracked, or fogged. C—Red line missing, mounting screws loose, case paint chipped, or leaking at line B nut.</p> <p><i>A certificated aviation mechanic can correct any of these discrepancies: red line missing from an instrument, provided the red line is marked on the outside of the instrument glass; loose mounting screws; chipped paint on the outside of the instrument case; and leaking B-nut on the line connected to the instrument.</i></p>