



With the following changes, ASA's *Inspection Authorization Test Prep*, Eighth Edition, provides complete preparation for the FAA Inspection Authorization Knowledge Exam. This test continues to reference the *Computer Testing Supplement for Inspection Authorization* ([FAA-CT-8080-8D](#)).

About the Test Changes

The FAA exams are “closed tests” which means the exact database of questions is not available to the public. However, each test cycle the FAA provides a [What's New](#) document, which identifies subjects that have been removed or added to a test. This document also includes pertinent information to ensure training and testing remains correlated, which in turn promotes a reliable certification system.

The question 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 although not exactly the same questions on your official FAA exam. Answer stems 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. 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 |
|-------------|-----------------|----------------|---|
| 3-9 | 28 | [C] | <p>The question and answer stems are changed to read:</p> <p>28. Maintenance manuals with an airworthiness limitation section are required to provide which of the following information?</p> <ol style="list-style-type: none">1. Mandatory replacement times of components with life limits.2. Structural inspection intervals and inspection procedures. <p>A—Statement 1. B—Statement 2. C—Both statements 1 and 2.</p> |
| 3-10 | 29 | [A] | <p>The correct answer is changed to A and the question and answer stems now read:</p> <p>29. Instructions for Continued Airworthiness in 14 CFR Part 23 requires which of the following information?</p> <p>A—Structural inspection procedures. B—Maintenance instructions. C—Servicing information.</p> |
| 3-10 | 29a | [B] | <p>A new question is added to read:</p> <p>29a. Turbine aircraft engine lubrication system design includes an oil tank expansion space of not less than</p> <p>A—5 percent of the tank capacity. B—10 percent of the tank capacity. C—15 percent of the tank capacity.</p> <p><i>Each oil tank used with a reciprocating engine must have an expansion space of no less than 10 percent of the tank capacity or one half gallon (whichever is greater). Each oil tank used with a turbine engine must have an expansion space of no less than 10 percent of the tank capacity.</i></p> <p>29a [B] (021) 14 CFR Part 25</p> |

| Page Number | Question Number | Correct Answer | Explanation |
|-------------|-----------------|----------------|---|
| 3-11 | 35 | [C] | <p>The correct answer is changed to C and the question and answer stems are changed to read:</p> <p>35. For a normal category rotorcraft, where are the requirements for the Instructions for Continued Airworthiness found?</p> <p>A—14 CFR Part 21, Subpart H. B—14 CFR Part 23, section L. C—14 CFR Part 27, Appendix A.</p> |
| 3-17 | 64 | [C] | <p>The LSC is changed to (017).</p> |
| 3-17 | 64c | [A] | <p>The correct answer is changed to A and the question is changed to read:</p> <p>64c. According to 14 CFR Part 43, which of the following is considered a minor repair to a propeller?</p> <p>A—Refinishing the blades. B—Repair hub (wood) elongated holes. C—Retipping of wood propellers.</p> <p><i>14 CFR 43, Appendix A provides specific examples of major repairs and alterations to airframes, powerplants, propellers, and appliances. Refinishing the blades is the only answer choice listed that is not included in this 14 CFR 43, Appendix A list of major repairs.</i></p> |
| 3-18 | 68 | [A] | <p>The question now reads:</p> <p>68. Which appendix of 14 CFR Part 43 specifies the performance of certain alterations as a major?</p> <p>A—Appendix A. B—Appendix B. C—Appendix C.</p> |
| 3-19 | 75 | [A] | <p>The question and answer stems are changed to read:</p> <p>75. An STC provides for a battery relocation. Upon inspection, you notice the battery is located 7 inches aft of the location shown in the STC. This changes the aft CG by 0.2 inches. Which of the following is true for this installation?</p> <p>A—The deviation to the STC is a major alteration and will require additional approval. B—The installation could be approved for return-to-service if the holder of an IA inspects and approves the deviation. C—The exceeding of the aft CG by 0.2 inches is shown to be negligible by AC 43.13-2A and may be approved as a minor alteration.</p> |
| 3-27 | 101 | [C] | <p>The correct answer is changed to C and the question and answer stems are changed to read:</p> <p>101. Which of the following could supervise or perform a progressive inspection?</p> <p>A—A certified repair station repairman. B—An airframe and/or powerplant mechanic. C—A holder of an IA.</p> |
| 3-32 | 125 | [C] | <p>The question is changed to read:</p> <p>125. If an aircraft receives a replacement engine between annual inspections, what action would be required?</p> |
| 3-35 | 141 | [A] | <p>The LSC is changed to (032) and answer stems B and C are changed to read:</p> <p>B—a certificated powerplant mechanic. C—an IA mechanic.</p> |

| Page Number | Question Number | Correct Answer | Explanation |
|-------------|-----------------|----------------|---|
| 3-38 | 152b | [A] | <p>The question now reads:</p> <p>152b. 14 CFR Part 183 allows the FAA to designate certain persons to develop and approve technical data for alteration and repair of U.S. certificated aircraft. These persons are known as</p> |
| 6-3 | 178 | [A] | <p>The LSC is changed to (020).</p> |
| 6-15 | 210 | [B] | <p>In the question and answer stems, “2017” is changed to read “2017T.”</p> |
| 6-27 | 250 | [C] | <p>The question and answer stems are changed to read:</p> <p>250. How is the minimum allowable bend radius affected by installation angle of a hydraulic hose in a non-flexing, constant pressure system? As the angle increases, the minimum bend radius</p> <p>A—increases. B—decreases. C—remains constant.</p> |
| 6-40 | 293b | [B] | <p>A new question is added to read:</p> <p>293b. A light twin-engine airplane has its empty weight CG at 24.5% of the MAC. Using the following information, determine the location of the CG in inches.</p> <p>MAC..... 75.5 inches LEMAC 144.8 inches Empty weight 7,201 lbs</p> <p>A—158.76 inches. B—163.29 inches. C—175.15 inches.</p> <p><i>Use the formula:</i></p> $CG \text{ in } \%MAC = \frac{\text{distance aft of MAC} \cdot 100}{MAC}$ <p><i>Substitute the given data from the question and solve for the distance aft of MAC:</i></p> $24.5\% = \frac{\text{distance aft of MAC} \cdot 100}{75.5}$ $\frac{24.5 \cdot 75.5}{100} = 18.49 \text{ inches}$ <p><i>Add the distance aft of MAC to the LEMAC to find the CG:</i></p> $18.49 + 144.8 = 163.29 \text{ inches}$ <p><i>Note: the empty weight given in the problem is not used to calculate the answer.</i></p> <p>(008) FAA-H-8083-1</p> |
| 6-41 | 291 | [C] | <p>The LSC is changed to (002).</p> |
| 7-6 | 321 | [C] | <p>Answer stem B is changed to read:</p> <p>B—Instructions for Continued Airworthiness.</p> |