## the hotline

Level 1

For anyone working in

## ARSA Regulatory Compliance Training—Questions

**Maintenance, Preventive** 

**Part** <u>43</u>

	Maintenance, Rebuilding, and Alteration.	aviation	1
§ 43.13(a)	Performance rules (general).		
propeller, or manufacturer manufacturer as noted in § completion or apparatus is	performing maintenance, alteration appliance shall use the methods, it's maintenance manual or Instruct, or other methods, techniques, are 43.16. He shall use the tools, equif the work in accordance with acceptable to the Administrator	techniques, and practices prections for Continued Airworth of practices acceptable to the pment, and test apparatus [six epted industry practices. If sper involved, he must use that experiences are precised in the content of the co	scribed in the current iness prepared by its Administrator, except c] necessary to assure cial equipment or test
Instructions for	is not necessary to follow the Continued Airworthiness (ICA) or manuals prepared by the	Question 2: If a maintenance methods, techniques, and different from those specified ICA or maintenance mar methods, techniques, and approved by the FAA.	practices that are in the manufacturer's nual, the alternative
A: True. B: False.		A: True. B: False.	
equipment, and test apparatus that ensure the		<b>Question 4</b> : When special equipment is required to complete the work, it must be what is recommended by the manufacturer.	
A: True. B: False.		A: True. B: False.	
Name and/or			
Identification Clearly Print the Name and/or Identification of		the Person Taking the Test	Date Test was Completed
ScoreEnter as x (number correct) of y (num		Hours	Time Credited for Test
Approved by	Signature of Supervisor or Person A	•	Time Credited for Fest

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## **ARSA Regulatory Compliance Training—Questions**

Part <u>43</u> Maintenance, Preventive Maintenance, Rebuilding, and Alteration.

Level 1

For anyone working in aviation

§ 43.13(a) Performance rules (general).

Each person performing maintenance, alteration, or preventive maintenance on an aircraft, engine, propeller, or appliance shall use the methods, techniques, and practices prescribed in the current manufacturer's maintenance manual or Instructions for Continued Airworthiness prepared by its manufacturer, or other methods, techniques, and practices acceptable to the Administrator, except as noted in § 43.16. He shall use the tools, equipment, and test apparatus [sic] necessary to assure completion of the work in accordance with accepted industry practices. If special equipment or test apparatus is recommended by the manufacturer involved, he must use that equipment or apparatus or its equivalent acceptable to the Administrator.

**Question 1**: It is not necessary to follow the Instructions for Continued Airworthiness or maintenance manuals prepared by the manufacturer.

**Question 2:** If a maintenance provider elects to use methods, techniques, and practices that are different from those specified in the manufacturer's maintenance manual, the alternative methods, techniques, and practices must be approved by the FAA.

- A: **True.** One may also use other methods, techniques, and practices (i.e., independently developed repairs) that are acceptable to the FAA. As noted in § 43.16, the Airworthiness Limitations Section (ALS) is the only section of the ICA that is mandatory.
- A: True.

B: False.

**B:** False. The methods, techniques, and practices must be acceptable to the FAA.

**Question 3**: A person must use the tools, equipment, and test apparatus that ensure the work is completed in accordance with accepted industry practices.

**Question 4**: When special equipment is required to complete the work, it must be what is recommended by the manufacturer.

A: True. See the second sentence of § 43.13(a). Sec. 43.13(b) further illustrates that the completed work, including material (replacement articles) used, must return the article to at least its original or properly altered condition.

A: True.

B: False.

**B:** False. Sec. 43.13(a) allows you to use "special" equipment that is equivalent to that recommended by the manufacturer. The only caveat is that such equipment must be acceptable to the FAA, i.e., perform the same function and obtain the same result as that recommended by the manufacturer.

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