

ARSA Regulatory Compliance Training—Questions

Part 65: CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

Subpart D: Mechanics

Level 1: For anyone working in aviation

§ 65.85

Airframe rating; additional privileges.

- (a) Except as provided in paragraph (b) of this section, a certificated mechanic with an airframe rating may approve and return to service an airframe, or any related part or appliance, after he has performed, supervised, or inspected its maintenance or alteration (excluding major repairs and major alterations). In addition, he may perform the 100-hour inspection required by part 91 of this chapter on an airframe, or any related part or appliance, and approve and return it to service.
- (b) A certificated mechanic with an airframe rating can approve and return to service an airframe, or any related part or appliance, of an aircraft with a special airworthiness certificate in the light-sport category after performing and inspecting a major repair or major alteration for products that are not produced under an FAA approval provided the work was performed in accordance with instructions developed by the manufacturer or a person acceptable to the FAA.

Question 1: A certificated mechanic with an airframe rating may approve for return to service an airframe, or any related part or appliance, after s/he has inspected its minor maintenance or alteration.

Question 2: A certificated mechanic with an airframe rating may approve for return to service an airframe, or any related part or appliance, after s/he has inspected its major maintenance or alteration.

- A: True.
- B: False.

- A: True.
- B: False.

Question 3: A certificated mechanic with an airframe rating may perform the 100-hour inspection required by part 91, but must hold an inspection authorization under § 65.91 to approve for return to service any part or appliance subject to the inspection.

Question 4: Major repairs on a light-sport category airframe must be made in accordance with instructions developed by the manufacturer or a person acceptable to the FAA.

- 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 _____

Date Test was Completed

Score _____

Enter as x (number correct) of y (number of questions)

Hours _____

Time Credited for Test

Approved by _____

Signature of Supervisor or Person Administering Test

ARSA Regulatory Compliance Training—Answers

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- (b) A certificated mechanic with an airframe rating can approve and return to service an airframe, or any related part or appliance, of an aircraft with a special airworthiness certificate in the light-sport category after performing and inspecting a major repair or major alteration for products that are not produced under an FAA approval provided the work was performed in accordance with instructions developed by the manufacturer or a person acceptable to the FAA.

Question 1: A certificated mechanic with an airframe rating may approve for return to service an airframe, or any related part or appliance, after s/he has inspected its minor maintenance or alteration.

- A: True.
- B: False.

Question 2: A certificated mechanic with an airframe rating may approve for return to service an airframe, or any related part or appliance, after s/he has inspected its major maintenance or alteration.

- A: True.
- B: **False.** § **65.85(a)** explicitly excludes the ability to approve for return to service major repairs or alterations from the privileges of a certificated mechanic with an airframe rating.

Question 3: A certificated mechanic with an airframe rating may perform the 100-hour inspection required by part **91**, but must hold an inspection authorization under § **65.91** to approve for return to service any part or appliance subject to the inspection.

- A: True.
- B: **False.** There is no restriction under § **65.85(a)** on the privilege to approve for return to service an inspection on a part or article.

Question 4: Major repairs on a light-sport category airframe must be made in accordance with instructions developed by the manufacturer or a person acceptable to the FAA.

- A: True.
- B: False.