

ARSA Regulatory Compliance Training

Part [65](#): CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

The booklet contains the regulatory compliance training sheets covering Title [14](#) Code of Federal Regulations Part [65](#) ([14](#) CFR part [65](#)), “Airmen Other Than Flight Crewmembers” subparts [A](#) (General), [D](#) (Mechanics) and [E](#) (Repairmen). The sheets were produced by ARSA and published in its monthly *hotline* newsletter from August 2017 through November 2019.

The sheets are intended to be used as a mechanism to quickly test individuals’ ability to read the rules and interpret their meaning. Each utilizes the front and back of one printed 8.5” by 11” sheet of paper and provides space for completion and supervisor endorsement.

To see ARSA’s online training series on part [65](#), visit arsa.org/part-65-training.

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ARSA Regulatory Compliance Training—Questions

Part **65**: CERTIFICATION: Subpart **A** General Level 1 For anyone working in aviation
AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

§§ [65.1](#) and [65.3](#) Applicability.
Certification of foreign airman other than flight crewmembers.

§ [65.1](#) Applicability.

This part prescribes the requirements for issuing the following certificates and associated ratings and the general operating rules for the holders of those certificates and ratings:

- (a) Air-traffic control-tower operators.
- (b) Aircraft dispatchers.
- (c) Mechanics.
- (d) Repairmen.
- (e) Parachute riggers.

§ [65.3](#) Certification of foreign airmen other than flight crewmembers.

A person who is neither a U.S. citizen nor a resident alien is issued a certificate under [subpart D](#) of this part, outside the United States, only when the Administrator finds that the certificate is needed for the operation or continued airworthiness of a U.S.-registered civil aircraft.

Question 1: Part 65 prescribes certification requirements for all airmen.

A: True.
B: False.

Question 3: Non-U.S. citizens may be issued certificates under part 65 even if they do not work on U.S.-registered aircraft.

A: True.
B: False.

Question 2: Part 65 prescribes certification requirements for flight engineers.

A: True.
B: False.

Question 4: Non-U.S. citizens may be issued certificates under any subpart if the Administrator finds the certificate is needed.

A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

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CREWMEMBERS

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- (a) Air-traffic control-tower operators.
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§ [65.3](#) Certification of foreign airmen other than flight crewmembers.

A person who is neither a U.S. citizen nor a resident alien is issued a certificate under [subpart D](#) of this part, outside the United States, only when the Administrator finds that the certificate is needed for the operation or continued airworthiness of a U.S.-registered civil aircraft.

Question 1: Part 65 prescribes certification requirements for all airmen.

- A: True.
- B: **False. Part 65 applies to Airmen Other Than Flight Crewmembers; section [65.1](#) explicitly lists the five types of airmen covered by part [65](#). Parts [61](#) and [63](#) deal with certification for pilots, flight instructors and flight crewmembers.**

Question 3: Non-U.S. citizens may be issued certificates under part 65 even if they do not work on U.S.-registered aircraft.

- A: True.
- B: **False. For a non-U.S. citizen or resident alien to be issued a certificate, § [65.3](#) requires the Administrator find it is needed for operation or continued airworthiness of a U.S.-registered aircraft.**

Question 2: Part 65 prescribes certification requirements for flight engineers.

- A: True.
- B: **False. Flight engineers are not listed in § [65.1](#). Part [63](#) prescribes certification requirements for these airmen.**

Question 4: Non-U.S. citizens may be issued certificates under any subpart if the Administrator finds the certificate is needed.

- A: True.
- B: **False. Section [65.3](#) only addresses certificates issued under [subpart D](#), which concerns the certification of mechanics.**

ARSA Regulatory Compliance Training—Questions

Part 65: CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

Subpart A: General

Level 1: For anyone working in aviation

§ 65.3 – Certification of foreign airmen other than flight crewmembers.

A person who is neither a U.S. citizen nor a resident alien is issued a certificate under subpart D of this part, outside the United States, only when the Administrator finds that the certificate is needed for the operation or continued airworthiness of a U.S.-registered civil aircraft.

§ 65.13 – Temporary certificate.

A certificate and ratings effective for a period of not more than 120 days may be issued to a qualified applicant, pending review of his application and supplementary documents and the issue of the certificate and ratings for which he applied.

§ 65.21 – Change of address.

Within 30 days after any change in his permanent mailing address, the holder of a certificate issued under this part shall notify the Department of Transportation, Federal Aviation Administration, Airman Certification Branch, Post Office Box 25082, Oklahoma City, OK 73125, in writing, of his new address.

Question 1: A person who is neither a U.S. citizen nor a resident alien is issued a mechanic's certificate only when the Administrator finds it is needed for continued airworthiness of a U.S. registered aircraft.

- A: True.
B: False.

Question 2: A temporary certificate may be issued to qualified applicants for a period of at least 120 days.

- A: True.
B: False.

Question 3: The holder of a part 65 certificate shall notify the FAA of any change to his or her permanent address in writing within 30 days.

- A: True.
B: False.

Question 4: The requirements of §§ 65.13 and 65.21 apply to any part 65 certificates.

- A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part [65](#): CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

Subpart [A](#): General
Level 1: For anyone working in aviation

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A person who is neither a U.S. citizen nor a resident alien is issued a certificate under subpart D of this part, outside the United States, only when the Administrator finds that the certificate is needed for the operation or continued airworthiness of a U.S.-registered civil aircraft.

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Within 30 days after any change in his permanent mailing address, the holder of a certificate issued under this part shall notify the Department of Transportation, Federal Aviation Administration, Airman Certification Branch, Post Office Box 25082, Oklahoma City, OK 73125, in writing, of his new address.

Question 1: A person who is either a U.S. citizen or a resident alien is issued a mechanic's certificate only when the Administrator finds it is needed for continued airworthiness of a U.S. registered aircraft.

A: True.

B: **False.** Under § [65.3](#), the requirement to find that the certificate is “needed” applies to persons who are neither a U.S. citizen nor resident alien and is outside the United States.

Question 3: The holder of a part 65 certificate shall notify the FAA of any change to his or her permanent address in writing within 30 days.

A: **True.** See § [65.21](#).

B: False.

Question 2: A temporary certificate may be issued to qualified applicants for a period of at least 120 days.

A: True.

B: **False.** Under § [65.13](#), temporary certificates and ratings are effective for a period of not more than 120 days.

Question 4: The requirements of §§ [65.13](#) and [65.21](#) apply to any part [65](#) certificates.

A: **True.** These sections from subpart [A](#) apply generally to all the certificates issued under the part.

B: False.

ARSA Regulatory Compliance Training—Questions

Part **65**: CERTIFICATION: Subpart **A** General Level **1** For anyone working in aviation
AIRMEN OTHER THAN
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§ **65.11** Application and issue.

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- (a) Application for a certificate and appropriate class rating, or for an additional rating, under this part must be made on a form and in a manner prescribed by the Administrator. Each person who applies for airmen certification services to be administered outside the United States or for any certificate or rating issued under this part must show evidence that the fee prescribed in [appendix A](#) of [part 187](#) of this chapter has been paid.
- (b) Except for FAA Credential holders with tower ratings, an applicant who meets the requirements of this part is entitled to an appropriate certificate and rating.
- (c) Unless authorized by the Administrator, a person whose air traffic control tower operator, mechanic, or parachute rigger certificate is suspended may not apply for any rating to be added to that certificate during the period of suspension.
- (d) Unless the order of revocation provides otherwise—
 - (1) A person whose air traffic control tower operator, aircraft dispatcher, or parachute rigger certificate is revoked may not apply for the same kind of certificate for 1 year after the date of revocation; and
 - (2) A person whose mechanic or repairman certificate is revoked may not apply for either of those kinds of certificates for 1 year after the date of revocation.

Question 1: Application for a certificate or rating must be made “on a form and in a manner” prescribed by statute.

A: True.
B: False.

Question 2: Any applicant for any certificate who meets the requirements of part 65 is entitled to an appropriate certificate or rating.

A: True.
B: False.

Question 3: Unless authorized by the Administrator, a person whose certificate is suspended may not apply for any certificate or rating during the period of suspension.

A: True.
B: False.

Question 4: A person whose mechanic or repairman certificate is revoked may not apply for either of those kinds of certificates for 1 year after the date of revocation.

A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part [65](#): CERTIFICATION: Subpart [A](#) General Level 1 For anyone working in aviation
AIRMEN OTHER THAN FLIGHT
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- (b) Except for FAA Credential holders with tower ratings, an applicant who meets the requirements of this part is entitled to an appropriate certificate and rating.
- (c) Unless authorized by the Administrator, a person whose air traffic control tower operator, mechanic, or parachute rigger certificate is suspended may not apply for any rating to be added to that certificate during the period of suspension.
- (d) Unless the order of revocation provides otherwise—
 - (1) A person whose air traffic control tower operator, aircraft dispatcher, or parachute rigger certificate is revoked may not apply for the same kind of certificate for 1 year after the date of revocation; and
 - (2) A person whose mechanic or repairman certificate is revoked may not apply for either of those kinds of certificates for 1 year after the date of revocation.

Question 1: Application for a certificate or rating must be made “on a form and in a manner” prescribed by statute.

- A: True.
- B: **False.** § [65.11\(a\)](#) grants the Administrator authority to prescribe the “form and manner” of application for a certificate or rating.

Question 2: Any applicant for any certificate who meets the requirements of part 65 is entitled to an appropriate certificate or rating.

- A: True.
- B: **False.** § [65.11\(b\)](#) notes an exception for FAA credential holders with tower ratings. Requirements for ATC Tower Operators are defined in [part 65 subpart B](#).

Question 3: Unless authorized by the Administrator, a person whose certificate is suspended may not apply for any certificate or rating during the period of suspension.

- A: True.
- B: **False.** § [65.11\(c\)](#) prohibits holders of suspended certificates *only* from applying for a “any rating to be added to that certificate,” but not from applying for a different certificate.

Question 4: A person whose mechanic or repairman certificate is revoked may not apply for either of those kinds of certificates for 1 year after the date of revocation.

- A: **True.** See § [65.11\(d\)\(2\)](#).
- B: False.

ARSA Regulatory Compliance Training—Questions

Part **65**: CERTIFICATION: Subpart **A** General Level 1 For anyone working in aviation
AIRMEN OTHER THAN
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§ [65.12](#) Offenses involving alcohol or drugs.

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(a) A conviction for the violation of any Federal or state statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marihuana, or depressant or stimulant drugs or substances is grounds for—

(1) Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of final conviction; or

(2) Suspension or revocation of any certificate or rating issued under this part.

(b) The commission of an act prohibited by § [91.19\(a\)](#) of this chapter is grounds for—

(1) Denial of an application for a certificate or rating issued under this part for a period of up to 1 year after the date of that act; or

(2) Suspension or revocation of any certificate or rating issued under this part.

Question 1: An individual being charged with violating a Federal or state statute concerning the drug-related activities listed in § [65.12\(a\)](#) is grounds for suspension or revocation of his/her part 65 certificate.

A: True.
B: False.

Question 2: An individual being convicted of violating a Federal or state statute concerning the drug-related activities listed in § [65.12\(a\)](#) is grounds for denial of a part 65 certificate application for up to 1 year.

A: True.
B: False.

Question 3: Under § [65.12](#), the FAA may take certificate action against an individual who has tested positive under their employer's drug and alcohol testing program.

A: True.
B: False.

Question 4: According to the section in [part 91](#) referenced by § [65.12\(b\)](#), the FAA may take certificate action against any person who actively supports carriage of narcotic drugs in a civil aircraft.

A: True.
B: False.

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Part [65](#): CERTIFICATION: Subpart [A](#) General Level 1 For anyone working in aviation AIRMEN OTHER THAN FLIGHT CREWMEMBERS

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(1) Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of final conviction; or

(2) Suspension or revocation of any certificate or rating issued under this part.

(b) The commission of an act prohibited by § [91.19\(a\)](#) of this chapter is grounds for—

(1) Denial of an application for a certificate or rating issued under this part for a period of up to 1 year after the date of that act; or

(2) Suspension or revocation of any certificate or rating issued under this part.

Question 1: An individual being charged with violating a Federal or state statute concerning the drug-related activities listed in § [65.12\(a\)](#) is grounds for suspension or revocation of his/her part 65 certificate.

A: True.

B: **False.** § [65.12\(a\)](#) explicitly states that a conviction is grounds for certificate action.

Question 2: An individual being convicted of violating a Federal or state statute concerning the drug-related activities listed in § [65.12\(a\)](#) is grounds for denial of a part 65 certificate application for up to 1 year.

A: **True.**

B: False.

Question 3: Under § [65.12](#), the FAA may take certificate action against an individual who has tested positive under their employer's drug and alcohol testing program.

A: True.

B: **False.** § [65.12](#) specifically concerns the violation of Federal or state statute. FAA Drug and alcohol testing program requirements, including standards and return-to-duty procedures, are contained in [part 120](#).

Question 4: According to the section in [part 91](#) referenced by § [65.12\(b\)](#), the FAA may take certificate action against any person who actively supports carriage of narcotic drugs in a civil aircraft.

A: True.

B: **False.** § [91.19](#) states action may be taken against any person who operates a civil aircraft "with knowledge" that narcotic drugs are being carried. It also includes an exception for carriage provided for by statute or performed by an agency.

ARSA Regulatory Compliance Training—Questions

Part **65**: CERTIFICATION: Subpart **A** General Level 1 For anyone working in aviation
AIRMEN OTHER THAN
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§ **65.14** Security disqualification.

(a) *Eligibility standard.* No person is eligible to hold a certificate, rating, or authorization issued under this part when the Transportation Security Administration (TSA) has notified the FAA in writing that the person poses a security threat.

(b) *Effect of the issuance by the TSA of an Initial Notification of Threat Assessment.*

(1) The FAA will hold in abeyance pending the outcome of the TSA's final threat assessment review an application for any certificate, rating, or authorization under this part by any person who has been issued an Initial Notification of Threat Assessment by the TSA.

(2) The FAA will suspend any certificate, rating, or authorization issued under this part after the TSA issues to the holder an Initial Notification of Threat Assessment.

(c) *Effect of the issuance by the TSA of a Final Notification of Threat Assessment.*

(1) The FAA will deny an application for any certificate, rating, or authorization under this part to any person who has been issued a Final Notification of Threat Assessment.

(2) The FAA will revoke any certificate, rating, or authorization issued under this part after the TSA has issued to the holder a Final Notification of Threat Assessment.

Question 1: The FAA will deny an application for any certificate, rating or authorization after the applicant has been issued an Initial Notification of Threat Assessment by the TSA.

A: True.
B: False.

Question 2: The FAA will revoke any application for any certificate, rating or authorization after the holder has been issued an Initial Notification of Threat Assessment by the TSA.

A: True.
B: False.

Question 3: No person may hold a certificate issued under part **65** if the FAA has determined they pose a security threat.

A: True.
B: False.

Question 4: The FAA will revoke any certificate, rating or authorization after the holder has been issued a Final Notification of Threat Assessment by the TSA.

A: True.
B: False.

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(a) *Eligibility standard.* No person is eligible to hold a certificate, rating, or authorization issued under this part when the Transportation Security Administration (TSA) has notified the FAA in writing that the person poses a security threat.

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(1) The FAA will deny an application for any certificate, rating, or authorization under this part to any person who has been issued a Final Notification of Threat Assessment.

(2) The FAA will revoke any certificate, rating, or authorization issued under this part after the TSA has issued to the holder a Final Notification of Threat Assessment.

Question 1: The FAA will deny an application for any certificate, rating or authorization after the applicant has been issued an Initial Notification of Threat Assessment by the TSA.

A: True.

B: **False.** Under § [65.14\(b\)](#) the FAA will “hold in abeyance” an application by any person who has been issued an initial notification pending the outcome of the final review.

Question 2: The FAA will revoke any application for any certificate, rating or authorization after the holder has been issued an Initial Notification of Threat Assessment by the TSA.

A: True.

B: **False.** Under § [65.14\(b\)\(2\)](#) the FAA will suspend the certificate of any person who has been issued an initial notification.

Question 3: No person may hold a certificate issued under part [65](#) if the FAA has determined they pose a security threat.

A: True.

B: **False.** Under the eligibility standard in § [65.14\(a\)](#) the TSA determines whether a person is a security threat, then notifies the FAA in writing.

Question 4: The FAA will revoke any certificate, rating or authorization after the holder has been issued a Final Notification of Threat Assessment by the TSA.

A: **True.**

B: False.

ARSA Regulatory Compliance Training—Questions

Part [65](#): CERTIFICATION: Subpart [A](#) General Level 1 For anyone working in aviation
AIRMEN OTHER THAN
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§ [65.15](#) Duration of certificates.

- (a) Except for repairman certificates, a certificate or rating issued under this part is effective until it is surrendered, suspended, or revoked.
- (b) Unless it is sooner surrendered, suspended, or revoked, a repairman certificate is effective until the holder is relieved from the duties for which the holder was employed and certificated.
- (c) The holder of a certificate issued under this part that is suspended, revoked, or no longer effective shall return it to the Administrator.
- (d) Except for temporary certificates issued under §65.13, the holder of a paper certificate issued under this part may not exercise the privileges of that certificate after March 31, 2013.

Question 1: All certificates issued under [part 65](#) are effective until surrendered, suspended, or revoked.

A: True.
B: False.

Question 2: When a certificate is no longer effective, it shall be destroyed in the presence of a witness.

A: True.
B: False.

Question 3: Excluding temporary certificates, holders of paper certificates shall not exercise the privileges of those certificates after March 31, 2013.

A: True.
B: False.

Question 4: If it has not been otherwise suspended or revoked, a certificate issued under [part 65](#) is effective until it has been surrendered and the FAA accepts it for cancellation.

A: True.
B: False.

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- (c) The holder of a certificate issued under this part that is suspended, revoked, or no longer effective shall return it to the Administrator.
- (d) Except for temporary certificates issued under § [65.13](#), the holder of a paper certificate issued under this part may not exercise the privileges of that certificate after March 31, 2013.

Question 1: All certificates issued under [part 65](#) are effective until surrendered, suspended, or revoked.

- A: True.
B: **False.** § [65.15\(a\)](#) provides an exception for repairman certificates, which are effective until the holder is relieved of the specific duties for which they were certificated, as described in § [65.15\(b\)](#).

Question 3: Excluding temporary certificates, holders of paper certificates shall not exercise the privileges of those certificates after March 31, 2013.

- A: True.
B: False.

Question 2: When a certificate is no longer effective, it shall be destroyed in the presence of a witness.

- A: True.
B: **False.** § [65.15\(c\)](#) requires the holder of a certificate that has been suspended, revoked or is otherwise no longer effective to return it to the administrator.

Question 4: If it has not been otherwise suspended or revoked, a certificate issued under [part 65](#) is effective until it has been surrendered and the FAA accepts it for cancellation.

- A: True.
B: **False.** § [65.15](#) includes no requirement for positive agency acceptance to complete the surrender process. Of all persons holding FAA certification, only repair stations – as described in § 145.55 – may not “voluntarily surrender” their certificates.

ARSA Regulatory Compliance Training—Questions

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AIRMEN OTHER THAN
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§ **65.16** Change of name: Replacement of lost or destroyed certificate.

- (a) An application for a change of name on a certificate issued under this part must be accompanied by the applicant's current certificate and the marriage license, court order, or other document verifying the change. The documents are returned to the applicant after inspection.
- (b) An application for a replacement of a lost or destroyed certificate is made by letter to the Department of Transportation, Federal Aviation Administration, Airman Certification Branch, Post Office Box 25082, Oklahoma City, OK 73125. The letter must—
 - (1) Contain the name in which the certificate was issued, the permanent mailing address (including zip code), social security number (if any), and date and place of birth of the certificate holder, and any available information regarding the grade, number, and date of issue of the certificate, and the ratings on it; and
 - (2) Be accompanied by a check or money order for \$2, payable to the Federal Aviation Administration.
- (c) An application for a replacement of a lost or destroyed medical certificate is made by letter to the Department of Transportation, Federal Aviation Administration, Aerospace Medical Certification Division, Post Office Box 26200, Oklahoma City, OK 73125, accompanied by a check or money order for \$2.00.
- (d) A person whose certificate issued under this part or medical certificate, or both, has been lost may obtain a telegram from the FAA confirming that it was issued. The telegram may be carried as a certificate for a period not to exceed 60 days pending his receiving a duplicate certificate under paragraph (b) or (c) of this section, unless he has been notified that the certificate has been suspended or revoked. The request for such a telegram may be made by prepaid telegram, stating the date upon which a duplicate certificate was requested, or including the request for a duplicate and a money order for the necessary amount. The request for a telegraphic certificate should be sent to the office prescribed in paragraph (b) or (c) of this section, as appropriate. However, a request for both at the same time should be sent to the office prescribed in paragraph (b) of this section.

Question 1: An application for a change of name under [part 65](#) may be made to any name the applicant prefers.

A: True.
B: False.

Question 2: Applications for replacement certificates must be accompanied by a check or money order made out to the applicant's nearest flight standards district office (FSDO).

A: True.
B: False.

Question 3: According to § [65.15](#), applications for replacement airman or medical certificates are made by letter to the appropriate FAA office.

A: True.
B: False.

Question 4: While awaiting a replacement certificate, the rule allows its holder to obtain a digital replacement valid for 60 days.

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

Part **65**: CERTIFICATION: Subpart **A** General Level 1 For anyone working in aviation AIRMEN OTHER THAN FLIGHT CREWMEMBERS

§ **65.16** Change of name: Replacement of lost or destroyed certificate.

- (a) An application for a change of name on a certificate issued under this part must be accompanied by the applicant's current certificate and the marriage license, court order, or other document verifying the change. The documents are returned to the applicant after inspection.
- (b) An application for a replacement of a lost or destroyed certificate is made by letter to the Department of Transportation, Federal Aviation Administration, Airman Certification Branch, Post Office Box 25082, Oklahoma City, OK 73125. The letter must—
 - (1) Contain the name in which the certificate was issued, the permanent mailing address (including zip code), social security number (if any), and date and place of birth of the certificate holder, and any available information regarding the grade, number, and date of issue of the certificate, and the ratings on it; and
 - (2) Be accompanied by a check or money order for \$2, payable to the Federal Aviation Administration.
- (c) An application for a replacement of a lost or destroyed medical certificate is made by letter to the Department of Transportation, Federal Aviation Administration, Aerospace Medical Certification Division, Post Office Box 26200, Oklahoma City, OK 73125, accompanied by a check or money order for \$2.00.
- (d) A person whose certificate issued under this part or medical certificate, or both, has been lost may obtain a telegram from the FAA confirming that it was issued. The telegram may be carried as a certificate for a period not to exceed 60 days pending his receiving a duplicate certificate under paragraph (b) or (c) of this section, unless he has been notified that the certificate has been suspended or revoked. The request for such a telegram may be made by prepaid telegram, stating the date upon which a duplicate certificate was requested, or including the request for a duplicate and a money order for the necessary amount. The request for a telegraphic certificate should be sent to the office prescribed in paragraph (b) or (c) of this section, as appropriate. However, a request for both at the same time should be sent to the office prescribed in paragraph (b) of this section.

Question 1: An application for a change of name under **part 65** may be made to any name the applicant prefers.

- A: True.
- B: **False. § 65.15(a) requires a request for a name change be accompanied by a marriage certificate or documentation verifying that the change was legally recognized.**

Question 3: According to § **65.15**, applications for replacement airman or medical certificates are made by letter to the appropriate FAA office.

- A: **True.**
- B: False.

Question 2: Applications for replacement certificates must be accompanied by a check or money order made out to the applicant's nearest flight standards district office (FSDO).

- A: True.
- B: **False. § 65.15(b)(2) requires the application be accompanied by a check or money order made payable to the FAA.**

Question 4: While awaiting a replacement certificate, the rule allows its holder to obtain a digital replacement valid for 60 days.

- A: True.
- B: **False. § 65.16(d) provides an avenue for an applicant to obtain a telegram, to be carried as a certificate for a period not to exceed 60 days, from the FAA confirming their certificate was issued.**

ARSA Regulatory Compliance Training—Questions

Part 65: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart A: General

Level 1: For anyone working in aviation

§§ 65.17, 65.18 & 65.19 Testing (Multiple Sections).

§ 65.17 – Tests: General procedure.

- Tests prescribed by or under this part are given at times and places, and by persons, designated by the Administrator.
- The minimum passing grade for each test is 70 percent.

§ 65.18 – Written tests: Cheating or other unauthorized conduct.

- Except as authorized by the Administrator, no person may—
 - Copy, or intentionally remove, a written test under this part;
 - Give to another, or receive from another, any part or copy of that test;
 - Give help on that test to, or receive help on that test from, any person during the period that test is being given;
 - Take any part of that test in behalf of another person;
 - Use any material or aid during the period that test is being given; or
 - Intentionally cause, assist, or participate in any act prohibited by this paragraph.
- No person who commits an act prohibited by paragraph (a) of this section is eligible for any airman or ground instructor certificate or rating under this chapter for a period of 1 year after the date of that act. In addition, the commission of that act is a basis for suspending or revoking any airman or ground instructor certificate or rating held by that person.

§ 65.19 – Retesting after failure.

An applicant for a written, oral, or practical test for a certificate and rating, or for an additional rating under this part, may apply for retesting—

- After 30 days after the date the applicant failed the test; or
- Before the 30 days have expired if the applicant presents a signed statement from an airman holding the certificate and rating sought by the applicant, certifying that the airman has given the applicant additional instruction in each of the subjects failed and that the airman considers the applicant ready for retesting.

Question 1: The minimum passing grade for each test is set by the Administrator depending on the certification or rating sought.

- A: True.
B: False.

Question 2: Before retesting, an applicant may study by reviewing copies of his or her previously-taken written tests.

- A: True.
B: False.

Question 3: Commission an act prohibited by § 65.18(b) is a basis for suspending or revoking any certificate or rating held by that person.

- A: True.
B: False.

Question 4: After failing a test for a certificate or rating must wait 30 days before retesting.

- 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

Part **65**: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart **A**: General

Level **1**: For anyone working in aviation

§§ **65.17**, **65.18** & **65.19** Testing (Multiple Sections).

§ **65.17** – Tests: General procedure.

- (a) Tests prescribed by or under this part are given at times and places, and by persons, designated by the Administrator.
- (b) The minimum passing grade for each test is 70 percent.

§ **65.18** – Written tests: Cheating or other unauthorized conduct.

- (a) Except as authorized by the Administrator, no person may—
 - (1) Copy, or intentionally remove, a written test under this part;
 - (2) Give to another, or receive from another, any part or copy of that test;
 - (3) Give help on that test to, or receive help on that test from, any person during the period that test is being given;
 - (4) Take any part of that test in behalf of another person;
 - (5) Use any material or aid during the period that test is being given; or
 - (6) Intentionally cause, assist, or participate in any act prohibited by this paragraph.
- (b) No person who commits an act prohibited by paragraph (a) of this section is eligible for any airman or ground instructor certificate or rating under this chapter for a period of 1 year after the date of that act. In addition, the commission of that act is a basis for suspending or revoking any airman or ground instructor certificate or rating held by that person.

§ **65.19** – Retesting after failure.

An applicant for a written, oral, or practical test for a certificate and rating, or for an additional rating under this part, may apply for retesting—

- (a) After 30 days after the date the applicant failed the test; or
- (b) Before the 30 days have expired if the applicant presents a signed statement from an airman holding the certificate and rating sought by the applicant, certifying that the airman has given the applicant additional instruction in each of the subjects failed and that the airman considers the applicant ready for retesting.

Question 1: The minimum passing grade for each test is set by the Administrator depending on the certification or rating sought.

A: True.

B: **False.** § **65.17(b)** defines the minimum passing grade for each test administered under part **65** as 70 percent.

Question 3: Commission an act prohibited by § **65.18(b)** is a basis for suspending or revoking any certificate or rating held by that person.

A: **True.**

B: False.

Question 2: Before retesting, an applicant may study by reviewing copies of his or her previously-taken written tests.

A: True.

B: **False.** § **65.18(a)(1)** prohibits test takers from copying or intentionally removing a written test, so he or she would not have access to it for further study.

Question 4: After failing a test for a certificate or rating must wait 30 days before retesting.

A: True.

B: **False.** § **65.19(c)** an applicant may retest before 30 days have expired if presenting a signed statement from a certificated airman certifying additional instruction.

ARSA Regulatory Compliance Training—Questions

Part 65: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart A: General

Level 1: For anyone working in aviation

§ [65.20](#)

**Applications, certificates, logbooks, reports, and records:
Falsification, reproduction, or alteration.**

- (a) No person may make or cause to be made—
- (1) Any fraudulent or intentionally false statement on any application for a certificate or rating under this part;
 - (2) Any fraudulent or intentionally false entry in any logbook, record, or report that is required to be kept, made, or used, to show compliance with any requirement for any certificate or rating under this part;
 - (3) Any reproduction, for fraudulent purpose, of any certificate or rating under this part; or
 - (4) Any alteration of any certificate or rating under this part.
- (b) The commission by any person of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking any airman or ground instructor certificate or rating held by that person.

Question 1: A person must personally make a fraudulent or intentionally false statement on an application, or an entry into a required logbook or record in order to violate § [65.20](#).

A: True.
B: False.

Question 3: No person shall make or cause to be made any reproduction, for fraudulent purpose, of a certificate or rating issued under part [65](#).

A: True.
B: False.

Question 2: Even if not required to show compliance with any requirement for any certificate or rating under part [65](#), a fraudulent or intentionally false statement in a personal journal constitutes a violation of § [65.20](#).

A: True.
B: False.

Question 4: The commission by any person of an act prohibited under § [65.20\(a\)](#) is a basis for suspending or revoking only the certificate or rating related to the act committed.

A: True.
B: False.

Name and/or
Identification

Clearly Print the Name and/or Identification of the Person Taking the Test

Score

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

Date

Date Test was
Completed

Hours

Time Credited for Test

Approved by

Signature of Supervisor or Person Administering Test

ARSA Regulatory Compliance Training—Answers

Part 65: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart A: General

Level 1: For anyone working in aviation

§ 65.20

**Applications, certificates, logbooks, reports, and records:
Falsification, reproduction, or alteration.**

(a) No person may make or cause to be made—

- (1) Any fraudulent or intentionally false statement on any application for a certificate or rating under this part;
- (2) Any fraudulent or intentionally false entry in any logbook, record, or report that is required to be kept, made, or used, to show compliance with any requirement for any certificate or rating under this part;
- (3) Any reproduction, for fraudulent purpose, of any certificate or rating under this part; or
- (4) Any alteration of any certificate or rating under this part.

(b) The commission by any person of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking any airman or ground instructor certificate or rating held by that person.

Question 1: A person must personally make a fraudulent or intentionally false statement on an application, or an entry into a required logbook or record in order to violate § 65.20.

A: True.

B: **False.** § 65.20(a) also prohibits a person holding a part 65 certificate from “caus[ing] to be made” any statement, entry, reproduction or alteration described by § 65.20(a)(1-4).

Question 3: No person shall make or cause to be made any reproduction of a certificate or rating issued under part 65.

A: **True.**

B: **False.**

Question 2: Even if not required to show compliance with any requirement for any certificate or rating under part 65, a fraudulent or intentionally false statement in a personal journal constitutes a violation of § 65.20.

A: True.

B: **False.** § 65.20(a)(2) states that it is a violation to make a fraudulent or intentionally false entry in logbooks, records or reports “required to be kept, made or used to show compliance” with a certificate or rating held under part 65.

Question 4: The commission by any person of an act prohibited under § 65.20(a) is a basis for suspending or revoking only the certificate or rating related to the act committed.

A: True.

B: **False.** § 65.20(b) states that commission of an act prohibited by § 65.20(a) is a bases for suspending or revoking *any* airman or ground instructor certificate held by that person.

ARSA Regulatory Compliance Training—Questions

Part 65: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart D: Mechanics

Level 1: For anyone working in aviation

§ 65.71

Eligibility requirements: General.

- (a) To be eligible for a mechanic certificate and associated ratings, a person must—
- (1) Be at least 18 years of age;
 - (2) Be able to read, write, speak, and understand the English language, or in the case of an applicant who does not meet this requirement and who is employed outside of the United States by a U.S. air carrier, have his certificate endorsed “Valid only outside the United States”;
 - (3) Have passed all of the prescribed tests within a period of 24 months; and
 - (4) Comply with the sections of this subpart that apply to the rating he seeks.
- (a) A certificated mechanic who applies for an additional rating must meet the requirements of § 65.77 and, within a period of 24 months, pass the tests prescribed by §§ 65.75 and 65.79 for the additional rating sought.

Question 1: To be eligible for a mechanic certificate and associated ratings, a person must be at least 18 years of age.

A: True.
B: False.

Question 3: An applicant for a mechanic's certificate must pass all prescribed tests within 24 months of meeting the experience requirements of § 65.77.

A: True.
B: False.

Question 2: To be eligible for a mechanic certificate and associated ratings, a person must be able to read, write, speak and understand the English language.

A: True.
B: False.

Question 4: When a certificated mechanic applies for an additional rating, s/he must meet the experience and testing requirements of subpart D for the additional rating sought.

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

Part 65: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart D: Mechanics

Level 1: For anyone working in aviation

§ 65.71

Eligibility requirements: General.

- (b) To be eligible for a mechanic certificate and associated ratings, a person must—
- (5) Be at least 18 years of age;
 - (6) Be able to read, write, speak, and understand the English language, or in the case of an applicant who does not meet this requirement and who is employed outside of the United States by a U.S. air carrier, have his certificate endorsed “Valid only outside the United States”;
 - (7) Have passed all of the prescribed tests within a period of 24 months; and
 - (8) Comply with the sections of this subpart that apply to the rating he seeks.
- (c) A certificated mechanic who applies for an additional rating must meet the requirements of § 65.77 and, within a period of 24 months, pass the tests prescribed by §§ 65.75 and 65.79 for the additional rating sought.

Question 1: To be eligible for a mechanic certificate and associated ratings, a person must be at least 18 years of age.

A: True.
B: False.

Question 3: An applicant for a mechanic's certificate (or additional rating under a current certificate) must pass all prescribed tests within 24 months of meeting the experience requirements of § 65.77.

A: True.
B: False. §§ 65.71(a)(3) & 65.71(b) require applicants to pass all of the tests prescribed by §§ 65.75 & 65.79 within a period of 24 months, irrespective of when the experience requirements of § 65.77 were met.

Question 2: To be eligible for a mechanic certificate and associated ratings, a person must be able to read, write, speak and understand the English language.

A: True.
B: False. § 65.71(a)(2) includes an exception for applicants employed outside the United States by a U.S. air carrier, who need not meet the English proficiency requirements.

Question 4: When a certificated mechanic applies for an additional rating, s/he must meet the experience and testing requirements of subpart D for the additional rating sought.

A: True.
B: False.

ARSA Regulatory Compliance Training—Questions

Part 65: CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

Subpart D: Mechanics

Level 1: For anyone working in aviation

§ 65.73 – Ratings.

- (a) The following ratings are issued under this subpart:
 - (1) Airframe.
 - (2) Powerplant.
- (b) A mechanic certificate with an aircraft or aircraft engine rating, or both, that was issued before, and was valid on, June 15, 1952, is equal to a mechanic certificate with an airframe or powerplant rating, or both, as the case may be, and may be exchanged for such a corresponding certificate and rating or ratings.

§ 65.89 – Display of certificate.

Each person who holds a mechanic certificate shall keep it within the immediate area where he normally exercises the privileges of the certificate and shall present it for inspection upon the request of the Administrator or an authorized representative of the National Transportation Safety Board, or of any Federal, State, or local law enforcement officer.

Question 1: Certificated mechanics are issued type-ratings for performance of work on specific aircraft.

- A: True.
- B: False.

Question 2: Mechanics holding certificates with aircraft or aircraft engine ratings, or both, issued before June 15, 1952 would have to reapply/retest for new ratings in order to exercise the privileges of his/her certificate.

- A: True.
- B: False.

Question 3: Each person holding a mechanic certificate shall keep it within the immediate area where s/he normally exercises the privileges of the certificate.

- A: True.
- B: False.

Question 4: Each person holding a mechanic's certificate shall present it upon request of the Administrator, an authorized representative of the NTSB, or of any Federal, State or local law enforcement officer.

- 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

Part 65: CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

Subpart D: Mechanics
Level 1: For anyone working in aviation

§ 65.73 – Ratings.

- (a) The following ratings are issued under this subpart:
- (1) Airframe.
 - (2) Powerplant.
- (b) A mechanic certificate with an aircraft or aircraft engine rating, or both, that was issued before, and was valid on, June 15, 1952, is equal to a mechanic certificate with an airframe or powerplant rating, or both, as the case may be, and may be exchanged for such a corresponding certificate and rating or ratings.

§ 65.89 – Display of certificate.

Each person who holds a mechanic certificate shall keep it within the immediate area where he normally exercises the privileges of the certificate and shall present it for inspection upon the request of the Administrator or an authorized representative of the National Transportation Safety Board, or of any Federal, State, or local law enforcement officer.

Question 1: Certificated mechanics are issued type-ratings for performance of work on specific aircraft.

A: True.

B: **False.** Under § 65.73(a) mechanics certificated by the FAA are issued only an airframe or powerplant rating, or both, that are not restricted by product.

Question 3: Each person holding a mechanic certificate shall keep it within the immediate area where s/he normally exercises the privileges of the certificate.

A: **True.** See § 65.89.

B: False.

Question 2: Mechanics holding certificates with aircraft or aircraft engine ratings, or both, issued before June 15, 1952 would have to reapply/retest for new ratings in order to exercise the privileges of his/her certificate.

A: True.

B: **False.** Under § 65.73(b) a certificate issued before and valid on June 15, 1952 is equal to a mechanic certificate with an airframe or powerplant rating, or both.

Question 4: Each person holding a mechanic's certificate shall present it upon request of the Administrator, an authorized representative of the NTSB, or of any Federal, State or local law enforcement officer.

A: **True.** See § 65.89.

B: False.

ARSA Regulatory Compliance Training—Questions

Part 65: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart D: Mechanics

Level 1: For anyone working in aviation

§§ 65.75 & 65.79

Knowledge & skill requirements.

§ 65.75 – Knowledge requirements.

- (a) Each applicant for a mechanic certificate or rating must, after meeting the applicable experience requirements of § 65.77, pass a written test covering the construction and maintenance of aircraft appropriate to the rating he seeks, the regulations in this subpart, and the applicable provisions of parts 43 and 91 of this chapter. The basic principles covering the installation and maintenance of propellers are included in the powerplant test.
- (b) The applicant must pass each section of the test before applying for the oral and practical tests prescribed by § 65.79. A report of the written test is sent to the applicant.

§ 65.79 – Skill requirements.

Each applicant for a mechanic certificate or rating must pass an oral and a practical test on the rating he seeks. The tests cover the applicant's basic skill in performing practical projects on the subjects covered by the written test for that rating. An applicant for a powerplant rating must show his ability to make satisfactory minor repairs to, and minor alterations of, propellers.

Question 1: An applicant for a mechanic certificate or rating must pass a written test focused on the technical aspects of aircraft construction and maintenance.

- A: True.
- B: False.

Question 3: An applicant for a mechanic certificate or rating must meet the experience requirements of § 65.77 before attempting to pass the required oral and practical tests.

- A: True.
- B: False.

Question 2: An applicant for a mechanic certificate or rating must meet the experience requirements of § 65.77 before attempting to pass the required written test.

- A: True.
- B: False.

Question 4: Applicants for an airframe rating must show ability to make satisfactory minor repairs to, and minor alterations of, propellers.

- 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

Part **65**: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart **D**: Mechanics

Level 1: For anyone working in aviation

§§ **65.75** & **65.79**

Knowledge & skill requirements.

§ **65.75** – Knowledge requirements.

- (a) Each applicant for a mechanic certificate or rating must, after meeting the applicable experience requirements of § **65.77**, pass a written test covering the construction and maintenance of aircraft appropriate to the rating he seeks, the regulations in this subpart, and the applicable provisions of parts **43** and **91** of this chapter. The basic principles covering the installation and maintenance of propellers are included in the powerplant test.
- (b) The applicant must pass each section of the test before applying for the oral and practical tests prescribed by § **65.79**. A report of the written test is sent to the applicant.

§ **65.79** – Skill requirements.

Each applicant for a mechanic certificate or rating must pass an oral and a practical test on the rating he seeks. The tests cover the applicant's basic skill in performing practical projects on the subjects covered by the written test for that rating. An applicant for a powerplant rating must show his ability to make satisfactory minor repairs to, and minor alterations of, propellers.

Question 1: An applicant for a mechanic certificate or rating must pass a written test focused on the technical aspects of aircraft construction and maintenance.

A: True.

B: **False.** The written test described § **65.75(a)** includes the regulations part 65 subpart D in addition to parts **43** and **91**.

Question 3: An applicant for a mechanic certificate or rating must meet the experience requirements of § **65.77** before attempting to pass the required oral and practical tests.

A: **True.** Though not explicitly stated in § **65.79**, § **65.75(b)** requires an applicant pass each section of the written test, which cannot be attempted until § **65.77** has been satisfied, to apply for oral and practical testing. However, there is an exception in § **65.80** for part **147** school students to attempt their oral and practical tests prior to receiving a graduation/completion certificate as required by § **65.77**.

B: False.

Question 2: An applicant for a mechanic certificate or rating must meet the experience requirements of § **65.77** before attempting to pass the required written test.

A: **True.**

B: False.

Question 4: Applicants for an airframe rating must show ability to make satisfactory minor repairs to, and minor alterations of, propellers.

A: True.

B: **False.** § **65.79** states that an applicant for a powerplant rating must show practical ability with regard to propellers.

ARSA Regulatory Compliance Training—Questions

Part 65: CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

Subpart D: Mechanics

Level 1: For anyone working in aviation

§ 65.77 Experience requirements

§ 65.80 Certificated aviation maintenance technician school students

§ 65.77 - Experience requirements.

Each applicant for a mechanic certificate or rating must present either an appropriate graduation certificate or certificate of completion from a certificated aviation maintenance technician school or documentary evidence, satisfactory to the Administrator, of—

- (a) At least 18 months of practical experience with the procedures, practices, materials, tools, machine tools, and equipment generally used in constructing, maintaining, or altering airframes, or powerplants appropriate to the rating sought; or
- (b) At least 30 months of practical experience concurrently performing the duties appropriate to both the airframe and powerplant ratings.

§ 65.80 - Certificated aviation maintenance technician school students.

Whenever an aviation maintenance technician school certificated under part 147 of this chapter shows to an FAA inspector that any of its students has made satisfactory progress at the school and is prepared to take the oral and practical tests prescribed by § 65.79, that student may take those tests during the final subjects of his training in the approved curriculum, before he meets the applicable experience requirements of § 65.77 and before he passes each section of the written test prescribed by § 65.75.

Question 1: An applicant for a mechanic certificate must present the FAA documentary evidence of previous practical experience.

- A: True.
- B: False.

Question 2: An applicant for a mechanic certificate must present the FAA an appropriate graduation certificate or certificate of completion from an aviation maintenance technician school.

- A: True.
- B: False.

Question 3: If an aviation maintenance technician school shows an FAA inspector that a student has made satisfactory progress, an applicant can take the oral and practical tests before meeting § 65.77 experience requirements.

- A: True.
- B: False.

Question 4: An applicant for a mechanic certificate must present evidence that both § 65.77(a) and (b) are completed before the experience requirement is met.

- 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

Part 65: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart D: Mechanics

Level 1: For anyone working in aviation

§ 65.77

Experience requirements

§ 65.80

Certificated aviation maintenance technician school students

§ 65.77 - Experience requirements.

Each applicant for a mechanic certificate or rating must present either an appropriate graduation certificate or certificate of completion from a certificated aviation maintenance technician school or documentary evidence, satisfactory to the Administrator, of—

- (a) At least 18 months of practical experience with the procedures, practices, materials, tools, machine tools, and equipment generally used in constructing, maintaining, or altering airframes, or powerplants appropriate to the rating sought; or
- (b) At least 30 months of practical experience concurrently performing the duties appropriate to both the airframe and powerplant ratings.

§ 65.80 - Certificated aviation maintenance technician school students.

Whenever an aviation maintenance technician school certificated under part 147 of this chapter shows to an FAA inspector that any of its students has made satisfactory progress at the school and is prepared to take the oral and practical tests prescribed by § 65.79, that student may take those tests during the final subjects of his training in the approved curriculum, before he meets the applicable experience requirements of § 65.77 and before he passes each section of the written test prescribed by § 65.75.

Question 1: An applicant for a mechanic certificate must present the FAA documentary evidence of previous practical experience.

A: True.

B: **False. Under § 65.77, an applicant may present an appropriate graduation certificate or certificate of completion from a certificated aviation maintenance technician school in lieu of documentary evidence of practical experience.**

Question 2: An applicant for a mechanic certificate must present the FAA an appropriate graduation certificate or certificate of completion from an aviation maintenance technician school.

A: **False. Evidence of the required practical experience will suffice as long as documentation is satisfactory to the Administrator.**

B: False.

Question 3: If an aviation maintenance technician school shows an FAA inspector that a student has made satisfactory progress, an applicant can take the oral and practical tests before meeting § 65.77 experience requirements.

A: **True. Under § 65.80, an applicant—deemed adequately prepared by an aviation maintenance technician school—may take the oral and practical tests during the final subjects of his training, prior to receiving a graduation certificate or certificate of completion.**

B: False.

Question 4: An applicant for a mechanic certificate must present evidence that both § 65.77(a) and § 65.77(b) are completed before the experience requirement is met.

A: True.

B: **False. An applicant may present an appropriate graduation certificate or certificate of completion from a certificated aviation maintenance technician school in lieu of documentary evidence of practical experience provided for in 65.77(a) and (b).**

ARSA Regulatory Compliance Training—Questions

Part **65**: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart **D**: Mechanics

Level 1: For anyone working in aviation

§ **65.81**

Certificated Mechanic's Privileges and Limitations

§ **65.81** General privileges and limitations.

- (a) A certificated mechanic may perform or supervise the maintenance, preventive maintenance or alteration of an aircraft or appliance, or a part thereof, for which he is rated (but excluding major repairs to, and major alterations of, propellers, and any repair to, or alteration of, instruments), and may perform additional duties in accordance with §§ [65.85](#), [65.87](#), and [65.95](#). However, he may not supervise the maintenance, preventive maintenance, or alteration of, or approve and return to service, any aircraft or appliance, or part thereof, for which he is rated unless he has satisfactorily performed the work concerned at an earlier date. If he has not so performed that work at an earlier date, he may show his ability to do it by performing it to the satisfaction of the Administrator or under the direct supervision of a certificated and appropriately rated mechanic, or a certificated repairman, who has had previous experience in the specific operation concerned.
- (b) A certificated mechanic may not exercise the privileges of his certificate and rating unless he understands the current instructions of the manufacturer, and the maintenance manuals, for the specific operation concerned.

Question 1: A certificated mechanic can perform or supervise any maintenance operation.

- A: True.
B: False.

Question 3: A certificated mechanic may supervise others only after he or she has satisfactory performed the work concerned.

- A: True.
B: False.

Question 2: A certificated mechanic may make major repairs to and alterations of propellers and instruments.

- A: True.
B: False.

Question 4: A certificated mechanic must understand current instructions of the manufacturer and the maintenance manuals for a specific operation in order to exercise his or her privileges.

- A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part **65**: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart **D**: Mechanics

Level 1: For anyone working in aviation

§ **65.81**

Certificated Mechanic's Privileges and Limitations

§ **65.81** General privileges and limitations.

- (a) A certificated mechanic may perform or supervise the maintenance, preventive maintenance or alteration of an aircraft or appliance, or a part thereof, for which he is rated (but excluding major repairs to, and major alterations of, propellers, and any repair to, or alteration of, instruments), and may perform additional duties in accordance with §§ [65.85](#), [65.87](#), and [65.95](#). However, he may not supervise the maintenance, preventive maintenance, or alteration of, or approve and return to service, any aircraft or appliance, or part thereof, for which he is rated unless he has satisfactorily performed the work concerned at an earlier date. If he has not so performed that work at an earlier date, he may show his ability to do it by performing it to the satisfaction of the Administrator or under the direct supervision of a certificated and appropriately rated mechanic, or a certificated repairman, who has had previous experience in the specific operation concerned.
- (b) A certificated mechanic may not exercise the privileges of his certificate and rating unless he understands the current instructions of the manufacturer, and the maintenance manuals, for the specific operation concerned.

Question 1: A certificated mechanic can perform or supervise any maintenance operation.

A: True.

B: False. Under § [65.81\(a\)](#) a certificated mechanic can only perform or supervise maintenance operations for which s/he is rated, and cannot perform or supervise major repairs/alterations of propellers or any repair/alteration of instruments.

Question 3: A certificated mechanic may supervise others only after he or she has satisfactorily performed the work concerned.

A: True. Under § [65.81\(a\)](#) a certificated mechanic may not supervise or perform work for which s/he is rated without satisfactorily performed the work concerned. Meaning the work must have been performed previously under the supervision of an FAA representative or a properly certificated person with the appropriate experience in the specific operation.

B: False.

Question 2: A certificated mechanic may perform major repairs to and alterations of propellers and instruments.

A: True.

B: False. Under § [65.81\(a\)](#) a certificated mechanic is excluded from performing major repairs to or alterations of propellers and any repair to or alterations of instruments.

Question 4: A certificated mechanic must understand current instructions of the manufacturer and the maintenance manuals for a specific operation in order to exercise his or her privileges.

A: True. Under § [65.81\(b\)](#), certificated mechanics always needs to understand current instructions of the manufacturer and the maintenance manuals when exercising the privileges of a mechanic certificate.

B: False.

ARSA Regulatory Compliance Training—Questions

Part **65**: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart **D**: Mechanics

Level 1: For anyone working in aviation

§ **65.83**

Recent experience requirements.

A certificated mechanic may not exercise the privileges of his certificate and rating unless, within the preceding 24 months—

- (a) The Administrator has found that he is able to do that work; or
- (b) He has, for at least 6 months—
 - (1) Served as a mechanic under his certificate and rating;
 - (2) Technically supervised other mechanics;
 - (3) Supervised, in an executive capacity, the maintenance or alteration of aircraft; or
 - (4) Been engaged in any combination of paragraph (b) (1), (2), or (3) of this section.

Question 1: A certificated mechanic may not exercise the privileges of his or her certificate or rating unless s/he meets certain requirements for recent experience.

- A: True.
- B: False.

Question 2: A certificated mechanic may not exercise the privileges of his or her certificate unless s/he has served as a mechanic in the previous 24 months.

- A: True.
- B: False.

Question 3: A certificated mechanic may satisfy the recency of experience requirement by supervising other mechanics.

- A: True.
- B: False.

Question 4: If a certificated mechanic has not met the requirements of § **65.83(b)** within the preceding 24 months, s/he may not exercise the privileges of his or her certificate or rating.

- A: True.
- B: False.

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ARSA Regulatory Compliance Training—Answers

Part **65**: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart **D**: Mechanics

Level 1: For anyone working in aviation

§ **65.83**

Recent experience requirements.

A certificated mechanic may not exercise the privileges of his certificate and rating unless, within the preceding 24 months—

- (a) The Administrator has found that he is able to do that work; or
- (b) He has, for at least 6 months—
 - (1) Served as a mechanic under his certificate and rating;
 - (2) Technically supervised other mechanics;
 - (3) Supervised, in an executive capacity, the maintenance or alteration of aircraft; or
 - (4) Been engaged in any combination of paragraph (b) (1), (2), or (3) of this section.

Question 1: A certificated mechanic may not exercise the privileges of his or her certificate or rating unless s/he meets certain requirements for recent experience.

A: True.
B: False.

Question 2: A certificated mechanic may not exercise the privileges of his or her certificate unless s/he has served as a mechanic in the previous 24 months.

A: True.
B: False. Serving as a mechanic is only one of several different ways to satisfy the requirements of § **65.83**, which include various levels of supervision, finding by the FAA or a combination of technical work.

Question 3: A certificated mechanic may satisfy the recency of experience requirement by supervising other mechanics.

A: True.
B: False.

Question 4: If a certificated mechanic has not met the requirements of § **65.83(b)** within the preceding 24 months, s/he may not exercise the privileges of his or her certificate or rating.

A: True.
B: False. Under § **65.83(a)** a certificated mechanic may be found by the Administrator to be able to do his or her work without meeting the requirements of § **65.83(b)**.

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.

- 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.

- 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.

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.

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ARSA Regulatory Compliance Training—Answers

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.

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.

ARSA Regulatory Compliance Training—Questions

Part **65**: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart **D**: Mechanics

Level 1: For anyone working in aviation

§ **65.87**

Powerplant Rating and Additional Privileges

- (a) Except as provided in paragraph (b) of this section, a certificated mechanic with a powerplant rating may approve and return to service a powerplant or propeller 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 a powerplant or propeller, or any part thereof, and approve and return it to service.
- (b) A certificated mechanic with a powerplant rating can approve and return to service a powerplant or propeller, 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 a powerplant rating may approve for return to service a powerplant or propeller, 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 a powerplant rating may approve for return to service a powerplant or propeller, or any related part or appliance, after s/he has inspected its major maintenance or alteration.

A: True.
B: False.

Question 3: A certificated mechanic with a powerplant rating may perform the 100-hour inspection required by part **91** on a powerplant or propeller, 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.

Question 4: Major repairs on a light-sport category powerplant or propeller, if the product was not produced under an FAA approval, must be made in accordance with manufacturer instructions or a person acceptable to the FAA.

A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part **65**: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart **D**: Mechanics

Level 1: For anyone working in aviation

§ **65.87**

Powerplant Rating and Additional Privileges

- (a) Except as provided in paragraph (b) of this section, a certificated mechanic with a powerplant rating may approve and return to service a powerplant or propeller 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 a powerplant or propeller, or any part thereof, and approve and return it to service.
- (b) A certificated mechanic with a powerplant rating can approve and return to service a powerplant or propeller, 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 a powerplant rating may approve for return to service a powerplant or propeller, 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 a powerplant rating may approve for return to service a powerplant or propeller, or any related part or appliance, after s/he has inspected its major maintenance or alteration.

A: True.
B: False. § **65.87(a)** explicitly excludes the ability to approve for return to service major repairs or alterations from the privileges of a certificated mechanic with a powerplant rating.

Question 3: A certificated mechanic with a powerplant rating may perform the 100-hour inspection required by part **91** on a powerplant or propeller, 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 § **65.87(a)** on the privilege to approve for return to service after a 100-hour inspection required by part **91**.

Question 4: Major repairs on a light-sport category powerplant or propeller, if the product was not produced under an FAA approval, must be made in accordance with manufacturer instructions or a person acceptable to the FAA.

A: True.
B: False.

ARSA Regulatory Compliance Training—Questions

Part 65: CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

Subpart D: Mechanics

Level 1: For anyone working in aviation

§ 65.91 Inspection Authorization

- (a) An application for an inspection authorization is made on a form and in a manner prescribed by the Administrator.
- (b) An applicant who meets the requirements of this section is entitled to an inspection authorization.
- (c) To be eligible for an inspection authorization, an applicant must—
 - (1) Hold a currently effective mechanic certificate with both an airframe rating and a powerplant rating, each of which is currently effective and has been in effect for a total of at least 3 years;
 - (2) Have been actively engaged, for at least the 2-year period before the date he applies, in maintaining aircraft certificated and maintained in accordance with this chapter;
 - (3) Have a fixed base of operations at which he may be located in person or by telephone during a normal working week but it need not be the place where he will exercise his inspection authority;
 - (4) Have available to him the equipment, facilities, and inspection data necessary to properly inspect airframes, powerplants, propellers, or any related part or appliance; and
 - (5) Pass a written test on his ability to inspect according to safety standards for returning aircraft to service after major repairs and major alterations and annual and progressive inspections performed under [part 43](#) of this chapter.

An applicant who fails the test prescribed in paragraph (c)(5) of this section may not apply for retesting until at least 90 days after the date he failed the test.

Question 1: Any person holding a mechanic certificate with both an airframe and powerplant rating is eligible for an inspection authorization.

A: True.
B: False.

Question 2: To be eligible for an inspection authorization, an applicant must have a fixed base of operations where he/she will exercise his inspection authority.

A: True.
B: False.

Question 3: An applicant for inspection authorization must have available to him/her the equipment, facilities and inspection data necessary to properly inspect airframes, powerplants, propellers, or any related part or appliance.

A: True.
B: False.

Question 4: An applicant for inspection authorization who fails the written test prescribed in § [65.91\(c\)\(5\)](#) cannot apply for retesting until at least 90 days after the date he/she failed.

A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part 65: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart D: Mechanics

Level 1: For anyone working in aviation

§ 65.91 Inspection Authorization

- (a) An application for an inspection authorization is made on a form and in a manner prescribed by the Administrator.
- (b) An applicant who meets the requirements of this section is entitled to an inspection authorization.
- (c) To be eligible for an inspection authorization, an applicant must—
 - (1) Hold a currently effective mechanic certificate with both an airframe rating and a powerplant rating, each of which is currently effective and has been in effect for a total of at least 3 years;
 - (2) Have been actively engaged, for at least the 2-year period before the date he applies, in maintaining aircraft certificated and maintained in accordance with this chapter;
 - (3) Have a fixed base of operations at which he may be located in person or by telephone during a normal working week but it need not be the place where he will exercise his inspection authority;
 - (4) Have available to him the equipment, facilities, and inspection data necessary to properly inspect airframes, powerplants, propellers, or any related part or appliance; and
 - (5) Pass a written test on his ability to inspect according to safety standards for returning aircraft to service after major repairs and major alterations and annual and progressive inspections performed under [Part 43](#) of this chapter.

An applicant who fails the test prescribed in paragraph (c)(5) of this section may not apply for retesting until at least 90 days after the date he failed the test.

Question 1: Any person holding a mechanic certificate with both an airframe and powerplant rating is eligible for an inspection authorization.

A: True.

B: **False.** [§ 65.91\(c\)\(1\)](#) requires applicants for inspection authorization to hold airframe and powerplant ratings that have each been effective for a total of at least three years and remain so.

Question 2: To be eligible for an inspection authorization, an applicant must have a fixed base of operations where he/she will exercise his inspection authority.

A: True.

B: **False.** [§ 65.91\(c\)\(3\)](#) requires applicants to have a fixed base of operations at which they may be located in person or by telephone, but explicitly states “it need not be the place where he will exercise his inspection authority.”

Question 3: An applicant for inspection authorization must have available to him/her the equipment, facilities and inspection data necessary to properly inspect airframes, powerplants, propellers, or any related part or appliance.

A: True.

B: False.

Question 4: An applicant for inspection authorization who fails the written test prescribed in [§ 65.91\(c\)\(5\)](#) cannot apply for retesting until at least 90 days after the date he/she failed.

A: True.

B: False.

ARSA Regulatory Compliance Training—Questions

Part **65**: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart **D**: Mechanics

Level 1: For anyone working in aviation

§ **65.92** Inspection Authorization Duration

- (a) Each inspection authorization expires on March 31 of each odd-numbered year. However, the holder may exercise the privileges of that authorization only while he holds a currently effective mechanic certificate with both a currently effective airframe rating and a currently effective powerplant rating.
- (b) An inspection authorization ceases to be effective whenever any of the following occurs:
- (1) The authorization is surrendered, suspended, or revoked.
 - (2) The holder no longer has a fixed base of operation.
 - (3) The holder no longer has the equipment, facilities, and inspection data required by [§ 65.91\(c\)\(3\)](#) and [\(4\)](#) for issuance of his authorization.
- (c) The holder of an inspection authorization that is suspended or revoked shall, upon the Administrator's request, return it to the Administrator.

Question 1: Inspection authorizations expire on March 31 of every odd-numbered year.

A: True.
B: False.

Question 2: An inspection authorization is still effective even if the holder does not have a fixed base of operation.

A: True.
B: False.

Question 3: An inspection authorization holder may only exercise the privileges of that authorization when s/he holds a current mechanic certificate with both currently effective airframe and powerplant ratings.

A: True.
B: False.

Question 4: The holder of an inspection authorization that is suspended or revoked must return it to the Administrator.

A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part 65: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart D: Mechanics

Level 1: For anyone working in aviation

§ 65.92 Inspection Authorization Duration

- (a) Each inspection authorization expires on March 31 of each odd-numbered year. However, the holder may exercise the privileges of that authorization only while he holds a currently effective mechanic certificate with both a currently effective airframe rating and a currently effective powerplant rating.
- (b) An inspection authorization ceases to be effective whenever any of the following occurs:
 - (1) The authorization is surrendered, suspended, or revoked.
 - (2) The holder no longer has a fixed base of operation.
 - (3) The holder no longer has the equipment, facilities, and inspection data required by [§ 65.91\(c\)\(3\)](#) and [\(4\)](#) for issuance of his authorization.
- (c) The holder of an inspection authorization that is suspended or revoked shall, upon the Administrator's request, return it to the Administrator.

Question 1: Inspection authorizations expire on March 31 of every odd-numbered year.

Question 2: An inspection authorization is still effective even if the holder does not have a fixed base of operation.

A: **True.** Under [§ 65.92\(a\)](#), inspection authorizations expire on March 31st of every odd-numbered year.

B: False.

A: True.

B: **False.** When a holder no longer has a fixed base of operation, the inspection authorization ceases to be effective under [§ 65.92\(b\)\(2\)](#).

Question 3: An inspection authorization holder may only exercise the privileges of that authorization when s/he holds a current mechanic certificate with both currently effective airframe and powerplant ratings.

Question 4: The holder of an inspection authorization that is suspended or revoked must return it to the Administrator.

A: **True.** Under [§ 65.92\(a\)](#), inspection authorization holders need to have a currently effective mechanic certificate with airframe and powerplant ratings.

B: False.

A: True.

B: **False.** Under [§ 65.92\(c\)](#), a holder of an inspection authorization that is suspended or revoked need only return it upon the Administrator's request.

ARSA Regulatory Compliance Training—Questions

Part 65: CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

Subpart D: Mechanics

Level 1: For anyone working in aviation

§ 65.93 Inspection Authorization Renewal

- (a) To be eligible for renewal of an inspection authorization for a 2-year period an applicant must present evidence during the month of March of each odd-numbered year, at the responsible Flight Standards office, that the applicant still meets the requirements of § 65.91(c)(1) through (4). In addition, during the time the applicant held the inspection authorization, the applicant must show completion of one of the activities in § 65.93(a)(1) through (5) below by March 31 of the first year of the 2-year inspection authorization period, and completion of one of the five activities during the second year of the 2-year period:
- (1) Performed at least one annual inspection for each 90 days that the applicant held the current authority; or
 - (2) Performed at least two major repairs or major alterations for each 90 days that the applicant held the current authority; or
 - (3) Performed or supervised and approved at least one progressive inspection in accordance with standards prescribed by the Administrator; or
 - (4) Attended and successfully completed a refresher course, acceptable to the Administrator, of not less than 8 hours of instruction; or
 - (5) Passed an oral test by an FAA inspector to determine that the applicant's knowledge of applicable regulations and standards is current.
- (b) The holder of an inspection authorization that has been in effect:
- (1) for less than 90 days before the expiration date need not comply with paragraphs (a)(1) through (5) of this section.
 - (2) for less than 90 days before March 31 of an even-numbered year need not comply with paragraphs (a)(1) through (5) of this section for the first year of the 2-year inspection authorization period.
- (c) An inspection authorization holder who does not complete one of the activities set forth in § 65.93(a)(1) through (5) of this section by March 31 of the first year of the 2-year inspection authorization period may not exercise inspection authorization privileges after March 31 of the first year. The inspection authorization holder may resume exercising inspection authorization privileges after passing an oral test from an FAA inspector to determine that the applicant's knowledge of the applicable regulations and standards is current. An inspection authorization holder who passes this oral test is deemed to have completed the requirements of § 65.93(a)(1) through (5) by March 31 of the first year.

Question 1: To be eligible for renewal of an inspection authorization, an applicant must present evidence during March of each year that he or she still meets the requirements of § 65.91(c)(1-4).

- A: True.
B: False.

Question 3: The holder of an inspection authorization does not have to comply with § 65.93(a)(1-5), if they have been authorized for less than 90 days before the expiration date.

- A: True.
B: False.

Question 2: An applicant who fails to show completion of an activity listed in § 65.93(a)(1-4) by March 31 of the first year cannot exercise inspection authorization privileges for the remainder of the two-year period.

- A: True.
B: False.

Question 4: An inspection authorization holder who elects to complete refresher courses in order to comply with § 65.93(a) for both the first and second year would need to complete at least 16 hours of instruction.

- A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part 65: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart D: Mechanics

Level 1: For anyone working in aviation

§ 65.93 Inspection Authorization Renewal

§ 65.93 Inspection authorization: Renewal.

- (a) To be eligible for renewal of an inspection authorization for a 2-year period an applicant must present evidence during the month of March of each odd-numbered year, at the responsible Flight Standards office, that the applicant still meets the requirements of § 65.91(c)(1) through (4). In addition, during the time the applicant held the inspection authorization, the applicant must show completion of one of the activities in § 65.93(a)(1) through (5) below by March 31 of the first year of the 2-year inspection authorization period, and completion of one of the five activities during the second year of the 2-year period:
- (1) Performed at least one annual inspection for each 90 days that the applicant held the current authority; or
 - (2) Performed at least two major repairs or major alterations for each 90 days that the applicant held the current authority; or
 - (3) Performed or supervised and approved at least one progressive inspection in accordance with standards prescribed by the Administrator; or
 - (4) Attended and successfully completed a refresher course, acceptable to the Administrator, of not less than 8 hours of instruction; or
 - (5) Passed an oral test by an FAA inspector to determine that the applicant's knowledge of applicable regulations and standards is current.
- (b) The holder of an inspection authorization that has been in effect:
- (1) for less than 90 days before the expiration date need not comply with paragraphs (a)(1) through (5) of this section.
 - (2) for less than 90 days before March 31 of an even-numbered year need not comply with paragraphs (a)(1) through (5) of this section for the first year of the 2-year inspection authorization period.
- (c) An inspection authorization holder who does not complete one of the activities set forth in § 65.93(a)(1) through (5) of this section by March 31 of the first year of the 2-year inspection authorization period may not exercise inspection authorization privileges after March 31 of the first year. The inspection authorization holder may resume exercising inspection authorization privileges after passing an oral test from an FAA inspector to determine that the applicant's knowledge of the applicable regulations and standards is current. An inspection authorization holder who passes this oral test is deemed to have completed the requirements of § 65.93(a)(1) through (5) by March 31 of the first year.

Question 1: To be eligible for renewal of an inspection authorization, an applicant must present evidence during March of each year that he or she still meets the requirements of § 65.91(c)(1-4).

A: True.

B: **False.** Under [65.93\(a\)](#) Applicants must present evidence during March of each ODD-numbered year.

Question 2: An applicant who fails to show completion of an activity listed in § 65.93(a)(1-4) by March 31 of the first year cannot exercise inspection authorization privileges for the remainder of the two-year period.

A: True.

B: **False.** Under [§ 65.93\(c\)](#) The holder may resume exercising privileges after passing an oral test demonstrating current knowledge of applicable regulations and standards.

Question 3: The holder of an inspection authorization does not have to comply with [§ 65.93\(a\)\(1-5\)](#), if they have been authorized for less than 90 days before the expiration date.

A: **True.** Under [§ 65.93\(b\)\(1\)](#) a holder of an inspection authorization does not need to comply with [§ 65.93\(a\)\(1-5\)](#), if they have been authorized for less than 90 days before the expiration date.

B: False.

Question 4: An inspection authorization holder who elects to complete refresher courses in order to comply with [§ 65.93\(a\)](#) for both the first and second year would need to complete at least 16 hours of instruction.

A: **True.** [§ 65.93\(a\)\(4\)](#) allows for inspection authorization holders to show completion of not less than 8 hours of instruction of refresher courses acceptable to the Administrator in both the first and second years.

B: False.

ARSA Regulatory Compliance Training—Questions

Part 65: CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

Subpart D: Mechanics
Level 1: For anyone working in aviation

§ 65.95 Inspection authorization: Privileges and limitations

- (a) The holder of an inspection authorization may—
- (1) Inspect and approve for return to service any aircraft or related part or appliance (except any aircraft maintained in accordance with a continuous airworthiness program under [part 121](#) of this chapter) after a major repair or major alteration to it in accordance with [part 43](#) [New] of this chapter, if the work was done in accordance with technical data approved by the Administrator; and
 - (2) Perform an annual, or perform or supervise a progressive inspection according to §§ [43.13](#) and [43.15](#) of this chapter.
- (b) When he exercises the privileges of an inspection authorization the holder shall keep it available for inspection by the aircraft owner, the mechanic submitting the aircraft, repair, or alteration for approval (if any), and shall present it upon the request of the Administrator or an authorized representative of the National Transportation Safety Board, or of any Federal, State, or local law enforcement officer.
- (c) If the holder of an inspection authorization changes his fixed base of operation, he may not exercise the privileges of the authorization until he has notified the responsible Flight Standards office or International Field Office for the area in which the new base is located, in writing, of the change.

Question 1: If the holder of an inspection authorization changes a fixed base of operation, s/he may still exercise the privileges of the authorization as long as it is still valid as described in § [65.92](#).

- A: True.
B: False.

Question 2: The only time the holder of an inspection authorization must make its certificate available is when requested by the Administrator.

- A: True.
B: False.

Question 3: A holder of an inspection authorization may perform an annual or perform or supervise a progressive inspection according to §§ [43.13](#) and [43.15](#).

- A: True.
B: False.

Question 4: The holder of an inspection authorization may inspect and approve for return to service any aircraft or related part or appliance after a major repair or alteration.

- A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part **65**: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart **D**: Mechanics

Level **1**: For anyone working in aviation

§ **65.95** Inspection authorization: Privileges and limitations

- (a) The holder of an inspection authorization may—
- (1) Inspect and approve for return to service any aircraft or related part or appliance (except any aircraft maintained in accordance with a continuous airworthiness program under [part 121](#) of this chapter) after a major repair or major alteration to it in accordance with [part 43](#) [New] of this chapter, if the work was done in accordance with technical data approved by the Administrator; and
 - (2) Perform an annual, or perform or supervise a progressive inspection according to §§ [43.13](#) and [43.15](#) of this chapter.
- (b) When he exercises the privileges of an inspection authorization the holder shall keep it available for inspection by the aircraft owner, the mechanic submitting the aircraft, repair, or alteration for approval (if any), and shall present it upon the request of the Administrator or an authorized representative of the National Transportation Safety Board, or of any Federal, State, or local law enforcement officer.
- (c) If the holder of an inspection authorization changes his fixed base of operation, he may not exercise the privileges of the authorization until he has notified the responsible Flight Standards office or International Field Office for the area in which the new base is located, in writing, of the change.

Question 1: If the holder of an inspection authorization changes a fixed base of operation, s/he may still exercise the privileges of the authorization as long as it is still valid as described in § [65.92](#).

A: True.

B: **False.** Under § [65.95\(c\)](#) after changing the fixed base of operation, the holder may not exercise the privileges of the authorization until s/he notifies the responsible Flight Standard office or International Field Office in writing of the change.

Question 3: A holder of an inspection authorization may perform an annual or perform or supervise a progressive inspection according to §§ [43.13](#) and [43.15](#).

A: **True.** Under § [65.95\(a\)\(2\)](#), a holder of an inspection authorization may perform an annual, or perform or supervise a progressive inspection according to §§ [43.13](#) and [43.15](#).

B: False.

Question 2: The only time the holder of an inspection authorization must make its certificate available is when requested by the Administrator.

A: True.

B: **False.** Under § [65.95\(b\)](#) a holder of an inspection authorization shall keep that authorization available for inspection by the aircraft owner or by the mechanic submitting the product or work for approval and shall present the certificate to the Administrator upon request.

Question 4: The holder of an inspection authorization may inspect and approve for return to service any aircraft or related part or appliance after a major repair or alteration.

A: True.

B: **False.** Section [65.95\(a\)\(1\)](#) excludes aircraft maintained in accordance with a continuous airworthiness program under [part 121](#).

ARSA Regulatory Compliance Training—Questions

Part **65**: CERTIFICATION: AIRMEN OTHER
THAN FLIGHT CREWMEMBERS

Subpart **E**: Repairmen
Level 1: For anyone working in aviation

§ 65.101 – Eligibility requirements: General [Repairmen].

- (a) To be eligible for a repairman certificate a person must—
- (1) Be at least 18 years of age;
 - (2) Be specially qualified to perform maintenance on aircraft or components thereof, appropriate to the job for which he is employed;
 - (3) Be employed for a specific job requiring those special qualifications by a certificated repair station, or by a certificated commercial operator or certificated air carrier, that is required by its operating certificate or approved operations specifications to provide a continuous airworthiness maintenance program according to its maintenance manuals;
 - (4) Be recommended for certification by his employer, to the satisfaction of the Administrator, as able to satisfactorily maintain aircraft or components, appropriate to the job for which he is employed;
 - (5) Have either—
 - (i) At least 18 months of practical experience in the procedures, practices, inspection methods, materials, tools, machine tools, and equipment generally used in the maintenance duties of the specific job for which the person is to be employed and certificated; or
 - (ii) Completed formal training that is acceptable to the Administrator and is specifically designed to qualify the applicant for the job on which the applicant is to be employed; and
 - (6) Be able to read, write, speak, and understand the English language, or, in the case of an applicant who does not meet this requirement and who is employed outside the United States by a certificated repair station, a certificated U.S. commercial operator, or a certificated U.S. air carrier, described in paragraph (a)(3) of this section, have this certificate endorsed “Valid only outside the United States.”
- (b) This section does not apply to the issuance of a repairman certificate (experimental aircraft builder) under § 65.104 or to a repairman certificate (light-sport aircraft) under § 65.107.

Question 1: An applicant for a repairman certificate need not demonstrate practical experience in the duties of the job for which employed.

A: True.
B: False.

Question 3: The eligibility requirements of § 65.101 do not apply to all repairman certificates.

A: True.
B: False.

Question 2: Anyone over twenty years old is eligible for a repairman certificate as long as they also meet the remaining requirements.

A: True.
B: False.

Question 4: An applicant can hold a valid repairman certificate even if unable to read, write, speak and understand the English language.

A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part **65**: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart **E**: Repairmen

Level **1**: For anyone working in aviation

§ **65.101** – Eligibility requirements: General [Repairmen].

- (a) To be eligible for a repairman certificate a person must—
- (1) Be at least 18 years of age;
 - (2) Be specially qualified to perform maintenance on aircraft or components thereof, appropriate to the job for which he is employed;
 - (3) Be employed for a specific job requiring those special qualifications by a certificated repair station, or by a certificated commercial operator or certificated air carrier, that is required by its operating certificate or approved operations specifications to provide a continuous airworthiness maintenance program according to its maintenance manuals;
 - (4) Be recommended for certification by his employer, to the satisfaction of the Administrator, as able to satisfactorily maintain aircraft or components, appropriate to the job for which he is employed;
 - (5) Have either—
 - (i) At least 18 months of practical experience in the procedures, practices, inspection methods, materials, tools, machine tools, and equipment generally used in the maintenance duties of the specific job for which the person is to be employed and certificated; or
 - (ii) Completed formal training that is acceptable to the Administrator and is specifically designed to qualify the applicant for the job on which the applicant is to be employed; and
 - (6) Be able to read, write, speak, and understand the English language, or, in the case of an applicant who does not meet this requirement and who is employed outside the United States by a certificated repair station, a certificated U.S. commercial operator, or a certificated U.S. air carrier, described in paragraph (a)(3) of this section, have this certificate endorsed “Valid only outside the United States.”
- (b) This section does not apply to the issuance of a repairman certificate (experimental aircraft builder) under § **65.104** or to a repairman certificate (light-sport aircraft) under § **65.107**.

Question 1: An applicant for a repairman certificate need not demonstrate practical experience in the duties of the job for which employed.

- A: True. Under § **65.101(a)(5)** an applicant not demonstrating practical experience must complete acceptable formal training specifically designed to qualify him or her for the job.
- B: False.

Question 3: The eligibility requirements of § **65.101** do not apply to all repairman certificates.

- A: True. Under § **65.101(b)**, the section does not apply to issuance of repairman certificates for experimental aircraft builders (§ **65.104**) or those working on light-sport aircraft (§ **65.107**).
- B: False.

Question 2: Anyone over twenty years old is eligible for a repairman certificate as long as they also meet the remaining requirements.

- A: True. Under § **65.101(a)(1)** any applicant over 18 years of age is eligible for a repairman certificate.
- B: False.

Question 4: An applicant can hold a valid repairman certificate even if unable to read, write, speak and understand the English language.

- A: True. Under § **65.101(a)(6)** applicants employed outside the United States by a part 121, 135 or 145 certificate holder need not meet the English language requirement; these certificates will be endorsed as “Valid only outside the United States.” However, their certificate will only be “Valid only outside the United States.”
- B: False.

ARSA Regulatory Compliance Training—Questions

Part **65**: CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

Subpart **E**: Repairmen
Level 1: For anyone working in aviation

§ **65.103** Repairman certificate: Privileges and limitations.

- (a) A certificated repairman may perform or supervise the maintenance, preventive maintenance, or alteration of aircraft or aircraft components appropriate to the job for which the repairman was employed and certificated, but only in connection with duties for the certificate holder by whom the repairman was employed and recommended.
- (b) A certificated repairman may not perform or supervise duties under the repairman certificate unless the repairman understands the current instructions of the certificate holder by whom the repairman is employed and the manufacturer's instructions for continued airworthiness relating to the specific operations concerned.
- (c) This section does not apply to the holder of a repairman certificate (light-sport aircraft) while that repairman is performing work under that certificate.

§ **65.105** Display of certificate.

Each person who holds a repairman certificate shall keep it within the immediate area where he normally exercises the privileges of the certificate and shall present it for inspection upon the request of the Administrator or an authorized representative of the National Transportation Safety Board, or of any Federal, State, or local law enforcement officer.

Question 1: A certificated repairman may perform or supervise any maintenance or alteration of aircraft or aircraft components.

A: True.
B: False.

Question 2: All certificated repairmen must keep their certificate in a secure area of their personal residence and shall present that certificate upon request by an appropriate official.

A: True.
B: False.

Question 3: The privileges and limitations of § **65.103** apply to all repairman certificates.

A: True.
B: False.

Question 4: A certificated repairman needs to understand the current instructions of the certificate holder by whom the repairman is employed or the manufacturer's instructions for continued airworthiness relating to the specific operations concerned in order to perform or supervise duties under her/his certificate.

A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part **65**: CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

Subpart **E**: Repairmen
Level 1: For anyone working in aviation

§ **65.103** Repairman certificate: Privileges and limitations.

- (a) A certificated repairman may perform or supervise the maintenance, preventive maintenance, or alteration of aircraft or aircraft components appropriate to the job for which the repairman was employed and certificated, but only in connection with duties for the certificate holder by whom the repairman was employed and recommended.
- (b) A certificated repairman may not perform or supervise duties under the repairman certificate unless the repairman understands the current instructions of the certificate holder by whom the repairman is employed and the manufacturer's instructions for continued airworthiness relating to the specific operations concerned.
- (c) This section does not apply to the holder of a repairman certificate (light-sport aircraft) while that repairman is performing work under that certificate.

§ **65.105** Display of certificate.

Each person who holds a repairman certificate shall keep it within the immediate area where he normally exercises the privileges of the certificate and shall present it for inspection upon the request of the Administrator or an authorized representative of the National Transportation Safety Board, or of any Federal, State, or local law enforcement officer.

Question 1: A certificated repairman may perform or supervise any maintenance or alteration of aircraft or aircraft components.

A: True.

B: **False.** Under § **65.103(a)** a certificated repairman may perform tasks appropriate to the job for which s/he is employed and certificated, but only in connection with duties for the certificate holder by whom s/he is employed and was recommended.

Question 3: The privileges and limitations of § **65.103** apply to all repairman certificates.

A: True.

B: **False.** § **65.103(c)** states that this section does not apply to holders of a repairman certificate (light-sport aircraft) when they are performing work under that certificate.

Question 2: All certificated repairmen must keep their certificate in a secure area of their personal residence and shall present that certificate upon request by an appropriate official.

A: True.

B: **False.** In accordance with § **65.105**, each person who holds a repairman certificate must keep that certificate within the immediate area where s/he normally exercises its privileges and ready for presentation if requested.

Question 4: A certificated repairman needs to understand the current instructions of the certificate holder by whom the repairman is employed or the manufacturer's instructions for continued airworthiness relating to the specific operations concerned in order to perform or supervise duties under her/his certificate.

A: True.

B: **False.** Under § **65.103(b)**, certificated repairmen have to understand BOTH the current instructions of the certificate holder by whom they are employed AND the manufacturer's instructions for continued airworthiness in order to exercise their privileges.

ARSA Regulatory Compliance Training—Questions

Part **65**: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart **E**: Repairmen
Level **1**: For anyone working in aviation

§ **65.104** Repairman certificate—experimental aircraft builder—Eligibility, privileges and limitations.

- (a) To be eligible for a repairman certificate (experimental aircraft builder), an individual must—
- (1) Be at least 18 years of age;
 - (2) Be the primary builder of the aircraft to which the privileges of the certificate are applicable;
 - (3) Show to the satisfaction of the Administrator that the individual has the requisite skill to determine whether the aircraft is in a condition for safe operations; and
 - (4) Be a citizen of the United States or an individual citizen of a foreign country who has lawfully been admitted for permanent residence in the United States.
- (b) The holder of a repairman certificate (experimental aircraft builder) may perform condition inspections on the aircraft constructed by the holder in accordance with the operating limitations of that aircraft.
- (c) Section **65.103** does not apply to the holder of a repairman certificate (experimental aircraft builder) while performing under that certificate.

Question 1: A citizen of a foreign country lawfully admitted in the United States under a temporary work visa is eligible for an experimental aircraft builder repairman certificate.

A: True.
B: False.

Question 3: When a holder of an experimental aircraft builder repairman certificate performs condition inspections on his/her experimental aircraft, § **65.103** applies.

A: True.
B: False.

Question 2: The holder of an experimental aircraft builder repairman certificate may perform condition inspections on any aircraft if it is in accordance with the operating limitations of that aircraft.

A: True.
B: False.

Question 4: The Administrator must have the requisite skill to determine whether the aircraft is in a condition for safe operation to determine the eligibility of an individual for an experimental aircraft builder repairman certificate.

A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part 65: CERTIFICATION: AIRMEN OTHER THAN
FLIGHT CREWMEMBERS

Subpart E: Repairmen
Level 1: For anyone working in aviation

§ 65.104 Repairman certificate—experimental aircraft builder—Eligibility, privileges and limitations.

- (a) To be eligible for a repairman certificate (experimental aircraft builder), an individual must—
- (1) Be at least 18 years of age;
 - (2) Be the primary builder of the aircraft to which the privileges of the certificate are applicable;
 - (3) Show to the satisfaction of the Administrator that the individual has the requisite skill to determine whether the aircraft is in a condition for safe operations; and
 - (4) Be a citizen of the United States or an individual citizen of a foreign country who has lawfully been admitted for permanent residence in the United States.
- (b) The holder of a repairman certificate (experimental aircraft builder) may perform condition inspections on the aircraft constructed by the holder in accordance with the operating limitations of that aircraft.
- (c) Section 65.103 does not apply to the holder of a repairman certificate (experimental aircraft builder) while performing under that certificate.

Question 1: A citizen of a foreign country lawfully admitted in the United States under a temporary work visa is eligible for an experimental aircraft builder repairman certificate.

A: True.

B: **False.** Section 65.104(a)(4) states that an individual must be a citizen of the United States or an individual citizen of a foreign country who has been lawfully admitted for permanent residence in the United States in order to be eligible for an experimental aircraft builder certificate.

Question 3: When a holder of an experimental aircraft builder repairman certificate performs condition inspections on his/her experimental aircraft, § 65.103 applies.

A: True.

B: **False.** Under § 65.104(c), § 65.103 specifically does not apply to the holder of an experimental aircraft builder certificate while performing under that certificate.

Question 2: The holder of an experimental aircraft builder repairman certificate may perform condition inspections on any aircraft if it is in accordance with the operating limitations of that aircraft.

A: True.

B: **False.** Under § 65.104(b) the holder of an experimental aircraft builder certificate may only perform condition inspections on the aircraft constructed by that person.

Question 4: The Administrator must have the requisite skill to determine whether the aircraft is in a condition for safe operation to determine the eligibility of an individual for an experimental aircraft builder repairman certificate.

A: True.

B: **False.** Section 65.104(a)(3) states it is the individual that must show that they have the requisite skill to determine whether the aircraft is in a condition for safe operations to the satisfaction of the Administrator.

ARSA Regulatory Compliance Training—Questions

Part 65: CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

Subpart E: Repairmen
Level 1: For anyone working in aviation

§ 65.107(a)-(b) - Repairman certificate (Light-sport aircraft): Eligibility, privileges, and limits.

(a) Use the following table to determine your eligibility for a repairman certificate (light-sport aircraft) and appropriate rating:

To be eligible for	You must
(1) A repairman certificate (light-sport aircraft)	(i) Be at least 18 years old, (ii) Be able to read, speak, write, and understand English. If for medical reasons you cannot meet one of these requirements, the FAA may place limits on your repairman certificate necessary to safely perform the actions authorized by the certificate and rating, (iii) Demonstrate the requisite skill to determine whether a light-sport aircraft is in a condition for safe operation, and (iv) Be a citizen of the United States, or a citizen of a foreign country who has been lawfully admitted for permanent residence in the United States.
(2) A repairman certificate (light-sport aircraft) with an inspection rating	(i) Meet the requirements of paragraph (a)(1) of this section, and (ii) Complete a 16-hour training course acceptable to the FAA on inspecting the particular class of experimental light-sport aircraft for which you intend to exercise the privileges of this rating.
(3) A repairman certificate (light-sport aircraft) with a maintenance rating	(i) Meet the requirements of paragraph (a)(1) of this section, and (ii) Complete a training course acceptable to the FAA on maintaining the particular class of light-sport aircraft for which you intend to exercise the privileges of this rating. The training course must, at a minimum, provide the following number of hours of instruction: (A) For airplane class privileges—120-hours, (B) For weight-shift control aircraft class privileges—104 hours, (C) For powered parachute class privileges—104 hours, (D) For lighter than air class privileges—80 hours, (E) For glider class privileges—80 hours.

- (b) The holder of a repairman certificate (light-sport aircraft) with an inspection rating may perform the annual condition inspection on a light-sport aircraft:
- (1) That is owned by the holder;
 - (2) That has been issued an experimental certificate for operating a light-sport aircraft under § 21.191(i) of this chapter; and
 - (3) That is in the same class of light-sport-aircraft for which the holder has completed the training specified in paragraph (a)(2)(ii) of this section.

Question 1: Training required by § 65.107(b)(3) is a 16-hour training course acceptable to the FAA on inspecting the particular class of experimental light-sport aircraft which certificate privileges are intended to be exercised.

A: True.
B: False.

Question 3: A citizen of a foreign country lawfully admitted for permanent residence in the United States is not eligible for a repairman certificate (light-sport aircraft) with a maintenance rating.

A: True.
B: False.

Question 2: A person is eligible for a repairman certificate (light-sport aircraft) with a maintenance rating, airplane class privileges if s/he meet the requirements of 65.107(a)(1) and complete a 120 hour airplane class training course acceptable to the FAA.

A: True.
B: False.

Question 4: The FAA may not place limits on a repairman certificate (light-sport aircraft).

A: True.
B: False.

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ARSA Regulatory Compliance Training—Answers

Part 65: CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

Subpart E: Repairmen
Level 1: For anyone working in aviation

§ 65.107(a)-(b) - Repairman certificate (Light-sport aircraft): Eligibility, privileges, and limits.

(a) Use the following table to determine your eligibility for a repairman certificate (light-sport aircraft) and appropriate rating:

To be eligible for	You must
(1) A repairman certificate (light-sport aircraft)	(i) Be at least 18 years old, (ii) Be able to read, speak, write, and understand English. If for medical reasons you cannot meet one of these requirements, the FAA may place limits on your repairman certificate necessary to safely perform the actions authorized by the certificate and rating, (iii) Demonstrate the requisite skill to determine whether a light-sport aircraft is in a condition for safe operation, and (iv) Be a citizen of the United States, or a citizen of a foreign country who has been lawfully admitted for permanent residence in the United States.
(2) A repairman certificate (light-sport aircraft) with an inspection rating	(i) Meet the requirements of paragraph (a)(1) of this section, and (ii) Complete a 16-hour training course acceptable to the FAA on inspecting the particular class of experimental light-sport aircraft for which you intend to exercise the privileges of this rating.
(3) A repairman certificate (light-sport aircraft) with a maintenance rating	(i) Meet the requirements of paragraph (a)(1) of this section, and (ii) Complete a training course acceptable to the FAA on maintaining the particular class of light-sport aircraft for which you intend to exercise the privileges of this rating. The training course must, at a minimum, provide the following number of hours of instruction: (A) For airplane class privileges—120-hours, (B) For weight-shift control aircraft class privileges—104 hours, (C) For powered parachute class privileges—104 hours, (D) For lighter than air class privileges—80 hours, (E) For glider class privileges—80 hours.

(b) The holder of a repairman certificate (light-sport aircraft) with an inspection rating may perform the annual condition inspection on a light-sport aircraft:

- (1) That is owned by the holder;
- (2) That has been issued an experimental certificate for operating a light-sport aircraft under § 21.191(i) of this chapter; and
- (3) That is in the same class of light-sport-aircraft for which the holder has completed the training specified in paragraph (a)(2)(ii) of this section.

Question 1: Training required by § 65.107(b)(3) is a 16-hour training course acceptable to the FAA on inspecting the particular class of experimental light-sport aircraft which certificate privileges are intended to be exercised.

Question 2: A person is eligible for a repairman certificate (light-sport aircraft) with a maintenance rating, airplane class privileges if s/he meet the requirements of 65.107(a)(1) and completes a 120 hour airplane class training course acceptable to the FAA.

A: True. Section 65.107(a)(2)(iii) requires the holder of repairman certificate with an inspection rating to complete a 16-hour training course acceptable to the FAA.

B: False.

A: True. Section 65.107(a)(3) incorporates the requirements in § 65.107(a)(1) and a training course acceptable to the FAA with the minimum hours of instruction in § 65.107(a)(3)(ii).

B: False.

Question 3: A citizen of a foreign country lawfully admitted for permanent residence in the United States is not eligible for a repairman certificate (light-sport aircraft) with a maintenance rating.

A: True.

B: False. Section 65.107(a)(1)(iv) permits a citizen of a foreign country lawfully admitted to the United States for permanent residence to be eligible for a repairman (light-sport aircraft) certificate.

Question 4: The FAA may not place limits on a repairman certificate (light-sport aircraft).

A: True.

B: False. Section 65.107(a)(1)(ii) permits the FAA to place any limits on a repairman certificate (light-sport aircraft) necessary to ensure the actions authorized by that certificate can be safely performed.

ARSA Regulatory Compliance Training—Questions

Part 65: CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

Subpart E: Repairmen

Level 1: For anyone working in aviation

§ 65.107 - Repairman Certificate (Light-sport aircraft): Part 2 of 2

§ 65.107(c)-(d) - Repairman certificate (light-sport aircraft): Eligibility, privileges, and limits.

- (c) The holder of a repairman certificate (light-sport aircraft) with a maintenance rating may—
 - (1) Approve and return to service an aircraft that has been issued a special airworthiness certificate in the light-sport category under § 21.190 of this chapter, or any part thereof, after performing or inspecting maintenance (to include the annual condition inspection and the 100-hour inspection required by § 91.327 of this chapter), preventive maintenance, or an alteration (excluding a major repair or a major alteration on a product produced under an FAA approval);
 - (2) Perform the annual condition inspection on a light-sport aircraft that has been issued an experimental certificate for operating a light-sport aircraft under § 21.191(i) of this chapter; and
 - (3) Only perform maintenance, preventive maintenance, and an alteration on a light-sport aircraft that is in the same class of light-sport aircraft for which the holder has completed the training specified in paragraph (a)(3)(ii) of this section. Before performing a major repair, the holder must complete additional training acceptable to the FAA and appropriate to the repair performed.
- (d) The holder of a repairman certificate (light-sport aircraft) with a maintenance rating may not approve for return to service any aircraft or part thereof unless that person has previously performed the work concerned satisfactorily. If that person has not previously performed that work, the person may show the ability to do the work by performing it to the satisfaction of the FAA, or by performing it under the direct supervision of a certificated and appropriately rated mechanic, or a certificated repairman, who has had previous experience in the specific operation concerned. The repairman may not exercise the privileges of the certificate unless the repairman understands the current instructions of the manufacturer and the maintenance manuals for the specific operation concerned.

Question 1: If a certificated repairman with a maintenance rating does not understand the current instructions of the manufacturer and the maintenance manuals for the specific operation concerned, the repairman may not exercise the privileges of the certificate.

- A: True.
- B: False.

Question 2: A certificated repairman with a maintenance rating can perform the work needed to approve an aircraft for return to service even if he/she has not previously performed that work.

- A: True.
- B: False.

Question 3: Paragraphs 65.107(c)&(d) apply to any holder of a repairman certificate with a maintenance rating or inspection rating.

- A: True.
- B: False.

Question 4: The holder of a repairman certificate with a maintenance rating may return an aircraft to service after performing maintenance, performing an annual condition inspection or performing major repair without additional training.

- 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

Part 65: CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

Subpart E: Repairmen

Level 1: For anyone working in aviation

§ 65.107 - Repairman Certificate (Light-sport aircraft): Part 2 of 2

§ 65.107(c)-(d) - Repairman certificate (Light-sport aircraft): Eligibility, privileges, and limits.

- (c) The holder of a repairman certificate (light-sport aircraft) with a maintenance rating may—
- (1) Approve and return to service an aircraft that has been issued a special airworthiness certificate in the light-sport category under § 21.190 of this chapter, or any part thereof, after performing or inspecting maintenance (to include the annual condition inspection and the 100-hour inspection required by § 91.327 of this chapter), preventive maintenance, or an alteration (excluding a major repair or a major alteration on a product produced under an FAA approval);
 - (2) Perform the annual condition inspection on a light-sport aircraft that has been issued an experimental certificate for operating a light-sport aircraft under § 21.191(i) of this chapter; and
 - (3) Only perform maintenance, preventive maintenance, and an alteration on a light-sport aircraft that is in the same class of light-sport aircraft for which the holder has completed the training specified in paragraph (a)(3)(ii) of this section. Before performing a major repair, the holder must complete additional training acceptable to the FAA and appropriate to the repair performed.
- (d) The holder of a repairman certificate (light-sport aircraft) with a maintenance rating may not approve for return to service any aircraft or part thereof unless that person has previously performed the work concerned satisfactorily. If that person has not previously performed that work, the person may show the ability to do the work by performing it to the satisfaction of the FAA, or by performing it under the direct supervision of a certificated and appropriately rated mechanic, or a certificated repairman, who has had previous experience in the specific operation concerned. The repairman may not exercise the privileges of the certificate unless the repairman understands the current instructions of the manufacturer and the maintenance manuals for the specific operation concerned.

Question 1: If a certificated repairman with a maintenance rating does not understand the current instructions of the manufacturer and the maintenance manuals for the specific operation concerned, the repairman may not exercise the privileges of the certificate.

A: True. Under § 65.107(d), a repairman may not exercise the privileges of his/her certificate unless he/she understands the current instructions of the manufacturer and the maintenance manuals for the specific operation concerned.

B: False.

Question 3: Paragraphs 65.107(c)&(d) apply to any holder of a repairman certificate with a maintenance rating or inspection rating.

A: True.

B: False. Section 65.107(c)&(d) only applies to the holder of a repairman certificate with a maintenance rating.

Question 2: A certificated repairman with a maintenance rating can perform the work needed to approve an aircraft for return to service even if he/she has not previously performed that work.

A: True. Under § 65.107(d), a certificated repairman with a maintenance rating who has not previously performed the work concerned can do so after showing ability by performing it to the satisfaction of the FAA or by performing it under the direct supervision of a certificated and appropriately rated mechanic or certificated repairman who has had previous experience in the specific operation concerned.

B: False.

Question 4: The holder of a repairman certificate with a maintenance rating may return an aircraft to service after performing maintenance, performing an annual condition inspection or performing major repair without additional training.

A: True.

B: False. Section 65.107(c)(3) requires the holder of a repairman certificate with a maintenance rating to complete additional training acceptable to the FAA and appropriate to the repair performed before performing major repair.